

Table of Contents

Introduction to the Rhode Island Highway Safety Planning Process	1
1.1 Executive Summary	1
1.2 Mission Statement.....	3
1.3 Organization and Staffing	3
OHS Personnel	5
1.4 Timeline and Planning Purpose.....	10
Strategic Partners and Stakeholders	11
Grant Funding Process.....	12
Other Funds.....	14
Countermeasure and Strategy Selection Process	16
1.5 Coordination with SHSP	16
FFY 2016 Performance Report	21
Highway Safety Performance Plan	25
3.1 Problem Identification Process.....	25
3.2 Statewide Demographics.....	25
3.3 Highway Safety Problem Areas	29
3.4 Additional Challenges to Highway Safety	32
3.5 Rhode Island Comparison to New England and United States	32
3.6 Legislative Updates	33
3.7 Performance Trends and Goals	34
3.8 Core Performance Measures	40
C-1 - Fatalities	40
C-2 - Serious Injuries	41
C-3 – Fatality Rate.....	42
C-4 – Unrestrained Motor Vehicle Occupant Fatalities.....	43
C-5 – Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC.....	44
C-6 - Speed.....	45
C-7 - Motorcycle Fatalities	46
C-8 - Unhelmeted Motorcycle Fatalities	47
C-9 - Young Drivers.....	48
C-10 - Pedestrian	49
C-11 - Bicycle.....	50
B-1 - Observed Belt Use.....	51
Highway Safety Countermeasures and Projects for FFY 2017 (by Program Area)	53

4.1	Evidence-Based Enforcement (E-BE) Traffic Safety Enforcement Program.....	54
4.2	Distracted Driving/Cell Phone Use.....	57
	Problem Identification and Analysis.....	57
	Performance Targets.....	57
	Strategic Partners.....	58
	List of Countermeasures (Strategies).....	58
	Project Descriptions.....	58
4.3	Impaired Driving.....	59
	Problem Identification and Analysis.....	59
	Performance Targets.....	65
	Strategic Partners.....	65
	List of Countermeasures (Strategies).....	65
	Project Descriptions.....	67
4.4	Motorcycles.....	75
	Problem Identification and Analysis.....	75
	Performance Targets.....	85
	Strategic Partners.....	85
	List of Countermeasures (Strategies).....	85
	Project Descriptions.....	87
4.5	Occupant Protection.....	88
	Problem Identification and Analysis.....	88
	Strategic Partners.....	93
	Performance Targets.....	94
	List of Countermeasures (Strategies).....	94
	Project Descriptions.....	95
4.6	Older Road Users.....	102
	Problem Identification and Analysis.....	102
	OHS Community Approach to Educate Aging Road Users.....	103
	Strategic Partners.....	106
	Performance Targets.....	106
	List of Countermeasures (strategies).....	107
	Project Descriptions.....	107
4.7	Pedestrians and Bicyclists.....	107
	Problem Identification and Analysis.....	107
	Strategic Partners.....	113
	Performance Targets.....	114
	List of Countermeasures (Strategies).....	114
	Project Descriptions.....	114
4.8	Speed.....	116
	Problem Identification and Analysis.....	116
	Strategic Partners.....	120
	Performance Targets.....	120
	List of Countermeasures (Strategies).....	120
	Project Descriptions.....	122

4.9	Traffic Records.....	123
	Problem Identification and Analysis.....	123
	Strategic Partners.....	124
	Performance Targets.....	124
	List of Countermeasures (Strategies).....	124
	Project Descriptions.....	126
4.10	Young Driver.....	129
	Problem Identification and Analysis.....	129
	Performance Targets.....	132
	List of Countermeasures (Strategies).....	132
	Project Descriptions.....	133
4.11	Planning and Administration.....	134
	Strategic Partners.....	134
	Performance Targets.....	134
	List of Countermeasures (Strategies).....	134
	Project Descriptions.....	135
4.12	NHTSA Equipment Approval.....	137
4.13	Paid Advertising.....	137
Cost Summary.....		140
Certifications and Assurances.....		152
Section 405 Grant Program.....		164

List of Tables

Table No.	Description	Page
Table 1.1	Rhode Island Office on Highway Safety Annual Safety Planning Calendar	10
Table 2.1	Progress in Meeting FFY 2016 Performance Targets	21
Table 3.1	Population of Rhode Island by County and Town (2015)	27
Table 3.2	Rhode Island Drivers, Vehicles, and Population (2008 to 2015)	28
Table 3.3	Rhode Island and New England Crash Conditions as Percent of Total Fatalities (2014)	33
Table 3.4	FFY 2017 Performance Goals and Targets	34
Table 4.1	Distracted Driving Crashes (2010-2013)	57
Table 4.2	Top Five Cities/Towns by Fatal Impaired Driving Crashes	64
Table 4.3	BAC Test Results and Gender for Drivers or Motorcycle Operators Involved in Fatal Crashes (2014)	64
Table 4.4	Most Frequently Detected Drugs in Motor Vehicle-Related Cases (2015)	64
Table 4.5	Top Four Cities/Towns by Fatal Motorcycle Crashes	81
Table 4.6	Motorcycle Models Data Source (OSCAR)	85
Table 4.7	Motor Vehicle Fatalities by Restraint System – Use and Nonuse (2015)	92
Table 4.8	Top Five Cities/Towns for Unrestrained Motor Vehicle Occupants (2006-2015)	93
Table 4.9	Fatal Crashes and Fatalities Involving Drivers Ages 75 and Older in Rhode Island, New England, and U.S. (2010 to 2014)	104
Table 4.10	Fatalities in Older Driver-Involved Crashes: Older Drivers, Passengers of Older Drivers, and Other Road Users (Ages 65 to 74)	106
Table 4.11	Top Five Cities/Towns for Fatal Speeding Crashes Involving Older Drivers Age 65+	106
Table 4.12	Top Five Cities/Towns for Pedestrian Fatalities (2006 to 2015)	110
Table 4.13	Pedestrian Fatalities by Age Group with BAC Test of 0.08 or Greater (2009 to 2013)	111
Table 4.14	Cities/Towns for Bicycle Fatalities (2006 to 2015)	113
Table 4.15	Speed-Related Fatalities by Posted Speed Limit	118
Table 4.16	Top Five Cities/Towns by Fatal Speeding Crashes	119
Table 4.17	Fatal Crashes and Fatalities involving Young Drivers (Age 16 to 20) in Rhode Island, New England, and U.S. (2010 to 2014)	131
Table 4.18	Fatalities in Young Driver-Related Crashes – Young Drivers, Passengers of Young Drivers, and Other Road Users	131
Table 4.19	Top Four Cities/Towns for Fatal Crashes involving Young Drivers	131
Table 5.1	Cost Summary	141
Table 5.2	Cost Summary by Department	149

List of Figures

Figure No.	Description	Page
Figure 1.1	Fatality Trends and Projections 2011-2017	2
Figure 1.2	Serious Injury Trends and Projections 2011-2017	2
Figure 1.3	RIDOT Highway Safety Program Relationship Hierarchy.....	4
Figure 1.4	RIDOT OHS Organizational Chart	5
Figure 1.5	OHS Application Process	13
Figure 3.1	Rhode Island Population Estimate (2014).....	26
Figure 3.2	Rhode Island Drivers, Vehicles, and Population (2008 to 2015)	29
Figure 3.3	Percentage of Rhode Island Fatal Crashes by Month-of-Year (2015)	30
Figure 3.4	Percentage of Rhode Island Fatal and Serious Injury Crashes by Day of Week (2015).....	30
Figure 3.5	Percentage of Rhode Island Fatal Crashes by Time of Day (2015)	31
Figure 3.6	Rhode Island Traffic Deaths (2006 to 2015)	31
Figure 3.7	Rhode Island, New England, and United States Fatality Rate (Per 100 Million VMT).....	33
Figure 3.8	Fatalities (2011 to 2015).....	40
Figure 3.9	Serious Injuries (2011 to 2015).....	41
Figure 3.10	Fatality Rate per 100 Million VMT (2011 to 2015)	42
Figure 3.11	Unrestrained Motor Vehicle Occupant Fatalities (2011 to 2015)	43
Figure 3.12	Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC (2010 to 2014)	44
Figure 3.13	Speed-Related Fatalities (2011 to 2015).....	45
Figure 3.14	Number of Motorcyclist Fatalities (2011 to 2015).....	46
Figure 3.15	Unhelmeted Motorcycle Fatalities (2011 to 2015)	47
Figure 3.16	Drivers Age 20 or Younger Involved in Fatal Crashes (2011 to 2015)	48
Figure 3.17	Pedestrian Fatalities (2011 to 2015)	49
Figure 3.18	Bicyclist Fatalities (2011 to 2015)	50
Figure 3.19	Percent Observed Belt Use for Passenger Vehicles (Front Seat Outboard Occupants (2011-2015).....	51
Figure 4.1	Driving Fatalities Involving BAC ≥ 0.08 (Rhode Island compared to New England and the U.S.).....	62
Figure 4.2	Alcohol-Related Fatalities (BAC ≥ 0.01)	62
Figure 4.3	FARS Age and BAC (0.08+) for Drivers and Motorcycle Operators in Fatal Crashes (2010 to 2014)	63
Figure 4.4	Alcohol Involved Drivers in Fatal Crashes by Race 2011 to 2015	63

Figure 4.5	Motorcyclist Fatalities and Serious Injuries	78
Figure 4.6	Motorcyclist Fatalities as Percent of Total Fatalities (Rhode Island, New England, and U.S.).....	79
Figure 4.7	BAC Involved in Motorcycle Fatalities (2009 to 2013)	79
Figure 4.8	Motorcycle Fatalities by Age (2011 to 2015)	80
Figure 4.9	Motorcycle Fatalities by Race (2011 to 2015).....	80
Figure 4.10	Motorcycle Crashes by Month (2010 to 2014).....	81
Figure 4.11	Motorcycle Crashes by Day of Week (2010 to 2014)	82
Figure 4.12	Motorcycle Crashes by Time of Day (2010 to 2014).....	83
Figure 4.13	Motorcycle Crash Locations, All Severities (2011 to 2015)	84
Figure 4.14	Observed Safety Belt Use Rate (Rhode Island and Nationwide).....	91
Figure 4.15	Restraint Nonuse for Rhode Island Motor Vehicle Fatalities.....	91
Figure 4.16	Number of Unrestrained Fatalities by Age Group 2011 to 2015.....	92
Figure 4.17	Unrestrained Fatalities by Race (2011 to 2015)	93
Figure 4.18	Older Drivers Involved in Fatal and Serious Injury Crashes	104
Figure 4.19	Total Fatalities and Serious Injuries Involving Pedestrians.....	108
Figure 4.20	Pedestrian Fatalities as a Percent of Total Fatalities (<i>Rhode Island Compared to New England and U.S.</i>).....	109
Figure 4.21	Pedestrian Fatalities by Age Group (2011 to 2015)	109
Figure 4.22	Pedestrian Fatalities by Race (<i>2011 to 2015</i>)	110
Figure 4.23	Total Bicyclist Fatalities and Serious Injuries.....	111
Figure 4.24	Bicyclist Involved Fatalities as Percent of Total Fatalities (Rhode Island Compared to New England and U.S.).....	112
Figure 4.25	Bicyclist Fatalities by Age Group (<i>2010 to 2014</i>)	112
Figure 4.26	Bicyclist Fatalities by Race (2010 to 2014)	113
Figure 4.27	Percent of Fatalities Resulting from Crashes Involving Speeding Versus Total Fatalities (Rhode Island, New England, and U.S.).....	118
Figure 4.28	Age of Drivers in Fatal Speeding Crashes (2010 to 2014)	119
Figure 4.29	Ethnicity of Drivers in Fatal Speeding Crashes (2010 to 2014).....	120
Figure 4.30	Total Young Driver Involved in Fatality and Serious Injury Crashes.....	130

Acronym Guide

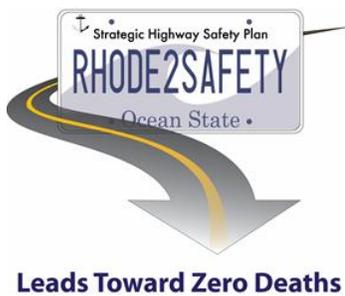
AAASNE	American Automobile Association, Southern New England	DSogPO	Drive Sober or Get Pulled Over
AR	Annual Report	DUI	Driving Under the Influence
ARIDE	Advanced Roadside Impaired Driving Enforcement	DWI	Driving While Intoxicated
BAC	Blood Alcohol Concentration	EMT	Emergency Medical Technician
BHDDH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

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

1

Introduction to the Rhode Island Highway Safety Planning Process

1.1 Executive Summary



On behalf of Rhode Island’s Highway Safety Representative and Director of Rhode Island’s Department of Transportation (RIDOT), Peter Alviti, Jr., I am pleased to present Rhode Island’s Federal Fiscal Year (FFY) 2017 Highway Safety Plan (HSP).

As Chief of the Rhode Island (RI) Office of Highway Safety (OHS), a unit within the RIDOT, I am proud to report that in 2015 the State of Rhode Island once again experienced a historic low number of traffic fatalities; only one of three states to experience a decrease. Although we cannot celebrate a fatality number until it squarely rests on ZERO, the ongoing downward trends in both fatalities and serious injuries are very encouraging.

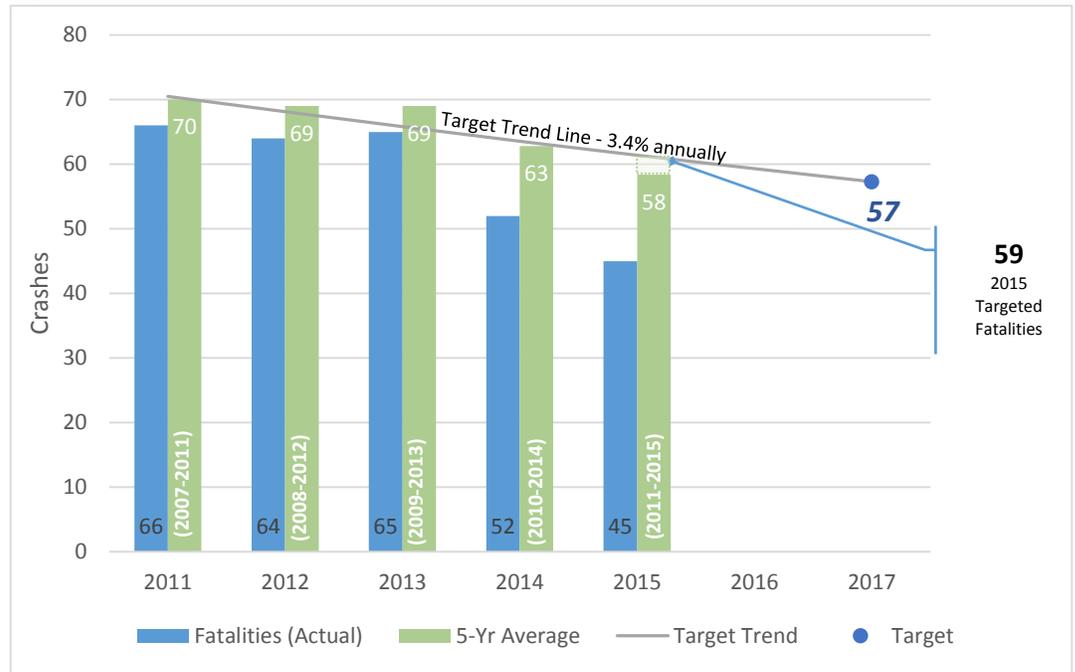
As we plan for FFY 2017 we do so by incorporating additional partners and a laser focused strategy to decrease our impaired driving fatalities which continue to represent one third of our RI fatalities. The programs and projects outlined in this report are aligned with the strategies included in the state’s Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Plan (HSIP). As of FFY 2017 the SHSP will be coordinated and facilitated through the OHS. That will ensure increased plan alignments and attention to coordinated performance measures throughout all safety issue areas. The SHSP is due to be reviewed, reinforced, and extended within FFY 2017. It is our goal to create a distinct and workable linear correlation between this 2017 HSP and our updated SHSP.

In FFY 2016 OHS facilitated three National Highway Traffic Safety Administration (NHTSA) led safety issue assessments. We will adopt many of the easily attainable assessment recommendations and look to include some within the next SHSP and future HSPs. In order to meet some of the essential recommendations we will rely on assistance from our stakeholder partners.

The entire staff of the OHS and the leadership of the RIDOT remain committed to building the most comprehensive and effective traffic safety program in the country. Our safety partners are also committed to our mission of moving Rhode Island Toward Zero Deaths.

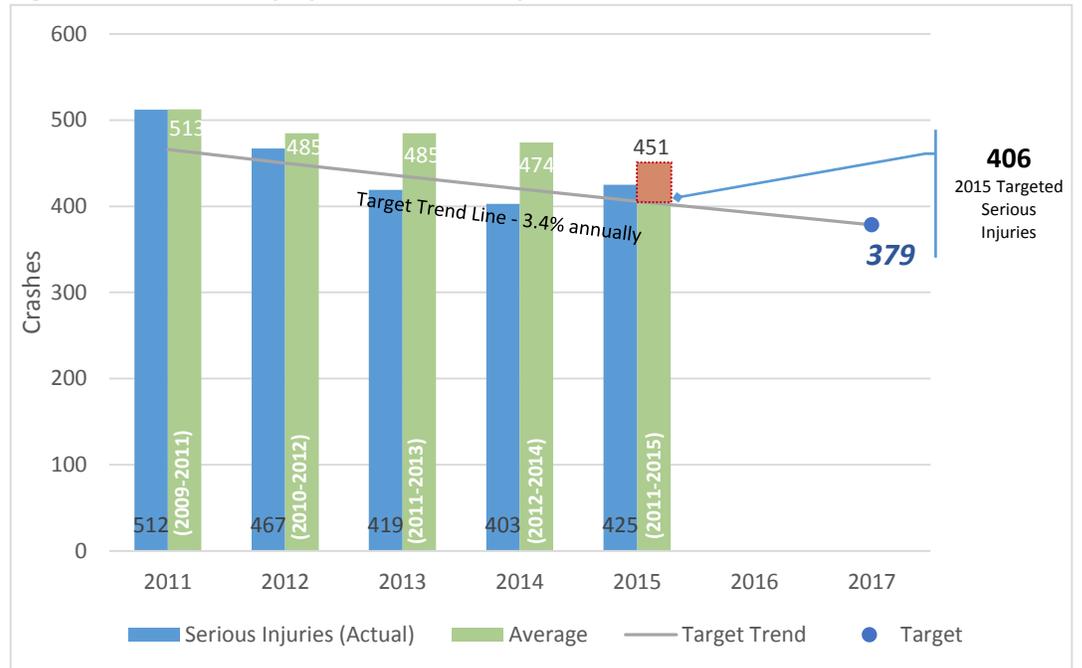
Goal: 3.4% Annual Reduction in Fatalities and Serious Injury

Figure 1.1 Fatality Trends and Projections 2011-2017



Source: RIDOT/OHS, 2016 and FARS, 2016.

Figure 1.2 Serious Injury Trends and Projections 2011-2017



Source: RIDOT/OHS, 2016.

Note: Beginning in 2013, RIDOT transitioned to reporting a 5-year average annual crashes rather than a 3-year average as more data became available.

1.2 Mission Statement

The RIDOT OHS is the agency responsible for implementing Federally-funded highway safety projects in Rhode Island. As a fundamental component of improving the quality of life for the citizens and visitors to the State, the mission of the OHS consists of two goals:

1. *Reduce the number of fatalities and serious injuries on Rhode Island roadways.*
2. *Reduce the number of traffic crashes and the severity of their consequences.*

The OHS provides the required resources to plan and carry out activities to fulfill this mission. To ensure effectiveness, relationships are developed and maintained with advocacy groups, citizens, community safety groups, complementary state and Federal agencies, and local and state police departments. The OHS conducts data analysis to monitor crash trends in the State and ensure state and Federal resources target the areas of greatest need. In FFY 2017 the OHS will assume the lead in the development and implementation of the State SHSP, providing expertise related to driver behavioral issues, education, and enforcement-related countermeasures. The OHS works closely within the RIDOT to ensure coordination between the HSP and the SHSP, ideally resulting in one comprehensive and strategic highway safety program for the State. **Figure 1.3** illustrates the relationship between the SHSP and the engineering counterpart to the HSP, the HSIP.

The OHS establishes and implements a comprehensive program to accomplish its goals effectively. The HSP for FFY 2017 describes the process used to identify specific highway safety problem areas, including the development of countermeasures to correct those problems, and processes to monitor the performance of those countermeasures.

1.3 Organization and Staffing

Figure 1.4 shows the RIDOT OHS organizational chart. In addition to operational and administrative tasks, each OHS Program Coordinator is responsible for overseeing specific programs and emphasis areas which promote identified countermeasures to enhance highway safety across the State. The program areas addressed by OHS are assigned to Program Coordinators based on their individual safety training and the capacity of the OHS, as noted below. As discussed with the NHTSA Region 1 office, we will assure that all OHS personnel attend the United States Department of Transportation (USDOT) Transportation Safety Institute (TSI) training at least every five years to keep up to date with the latest changes on program policies and Federal legislation.

Figure 1.3 RIDOT Highway Safety Program Relationship Hierarchy

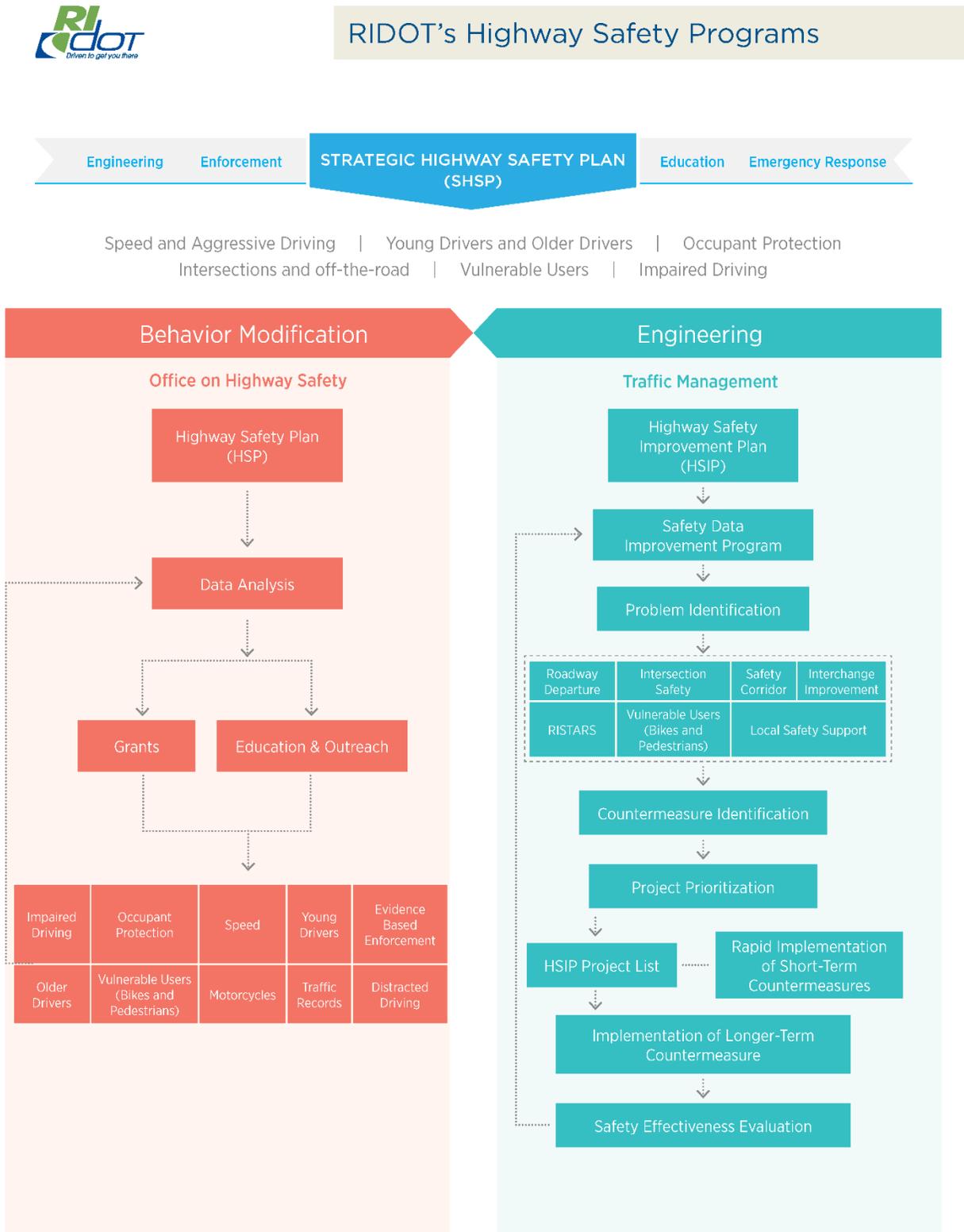


Figure 1.4 RIDOT OHS Organizational Chart



OHS Personnel

Gabrielle M. Abbate
Chief of Highway Safety

Ms. Abbate became the Chief of the OHS in November 2014. Before coming to the OHS Ms. Abbate was employed by Mothers Against Drunk Driving (MADD) for 25 years as their Executive Director in Rhode Island. She currently oversees the development, implementation, and evaluation of Rhode Island’s HSP and the programs listed within its scope. Ms. Abbate and the OHS also work to support the SHSP within the RIDOT.

NHTSA and Governors Highway Safety Association (GHSA) courses:

- Highway Safety Program Management, 2015
- Managing Federal Finances, 2015
- GHSA Executive Seminar, 2015
- Impaired Driving, 2016
- Marijuana Regulation summit, 2016

James Barden, Jr.
Highway Safety Program Coordinator

Mr. Barden has been a Highway Safety Program Coordinator with OHS for the past 14 years. He has the longest institutional knowledge and relationship with the NHTSA Regional Office in Cambridge, Massachusetts. He has garnered their respect and acknowledgment for his capabilities, knowledge and skills and serves as the point person for all staff on programming and procedural issues. Mr. Barden is a trained Child Passenger Safety Technician (CPST) and a Traffic Occupant Protection Strategies Instructor (TOPS).

Mr. Barden coordinates the Occupant Protection and Impaired Driving Programs. He also manages all the media purchases for the office. He is the current chairman of the Rhode Island SHSP Occupant Protection Subcommittee.

NHTSA and GHSA courses:

- Highway Safety Program Management (3), 2014
- Managing Federal Finances, 2007
- Data Analysis, 2008
- Instructor Development, 2010
- Impaired Driving, 2007 and 2015
- Occupant Protection (2), 2010 and 2014
- Traffic Occupant Protection Strategies, 2000
- Child Passenger Safety Technician Certification, 2000, 2007, and 2016
- Media Skills Workshop, 2001
- Communications Workshop, 2007
- Public Information Officer (2), 2010
- Ignition Interlock Institute, 2011
- Simulated Impaired Driving Experience, 2013
- Marijuana Workshop, 2013
- Highway Safety Program Management, 2006
- Managing Federal Finances, 2007
- Data Analysis, 2008
- Instructor Development, 2010
- Motorcycle Safety Program Management, 2009
- Speed Management, 2011
- GHSA Executive Seminar, 2013

Elvys Ruis
Highway Safety
Program
Coordinator

Mr. Ruiz has been a Highway Safety Program Coordinator since 2011. His responsibilities are related to this office's community efforts and strategies. Mr. Ruiz has worked with many minority communities in his previous positions and, in particular, he has extensive contacts and presence within the Spanish-speaking community. He is a trained CPST.

NHTSA courses:

- Highway Safety Program Management, 2011
- Managing Federal Finance and Tracking Grants, 2012
- Instructor Development, 2013
- Highway Safety Program Management, 2014

Diane Duhaime
Supervising
Accountant

Ms. Duhaime has been the Supervising Accountant within OHS for the last 5 years. She joined the RIDOT Financial Management Office 10 years ago. She has been instrumental in the changes to our financial system to track and report on a project basis instead of program basis in order to comply with MAP 21 requirements.

Ms. Duhaime ensures appropriate handling of all OHS requisitions, purchase orders, vendor payments, Oracle draft invoices for revenue and corresponding cash receipt vouchers through RIFANS, fund transfers, tracking of liquidation rates, reconciliation of the accounts, and revenue. She handles the Federal reimbursement vouchers processed with NHTSA. Ms. Duhaime also assists the OHS Supervisor in the development of our annual budget and tracking of the financial portion of the HSP and Annual Report (AR).

NHTSA courses:

- Managing Federal Finances, 2010

Sharon Bazor
Principal Research
Technician

Ms. Bazor has been with OHS for 18 years. She is the Principal Research Technician responsible for the Fatality Analysis Reporting System (FARS) as the FARS analyst and as such, she is responsible for gathering and reporting all motor vehicle-related fatalities within the State to NHTSA. This data is then utilized by NHTSA to develop their national analysis on crashes, including causation, trends, and potential programming. The data required for each crash comes from many sources, including crash reports, the medical examiner's office, Department of Health (HEALTH) (Vital Records, Toxicology Laboratory), Emergency Medical Technician (EMT) Units, Department of Motor Vehicles (DMV), state and local police departments, and Attorney General's Office. Due to different reporting time requirements for each agency, cases may not close out for many months. This information also is used by OHS to develop the yearly HSP and AR, as well as custom queries for other divisions within the RIDOT, DMV, law enforcement partners, media inquiries, and many of our stakeholders. Ms. Bazor is the main point person for the RIDOT in the development of any fatalities report.

NHTSA courses:

- Managing Federal Finances (2), last time in 2010
- FARS New Analyst Training, 2009
- FARS System-wide Training, regularly attending since 2009

**Colonel (Retired)
Richard Sullivan**
Law Enforcement
Highway Safety
Training
Coordinator

Colonel Sullivan is a retired Colonel of the Providence Police Department. He joined OHS as the Law Enforcement Highway Safety Training Coordinator (LEHSTC) in 2006. RIDOT OHS currently funds his salary through the Rhode Island Municipal Police Academy. As law enforcement liaison between RIDOT OHS and the state enforcement agencies, Colonel Sullivan performs the following activities:

- Traffic Safety Coalition tri-chair.
- Tri-chair to the newly formed Impaired Driving Task Force.
- Liaison for the Rhode Island Police Teaming for Impaired Driving Enforcement (RIPTIDE), speed, texting and occupant protection grants, and Variable Message Signs (VMS).
- Rhode Island Drug Recognition Expert (DRE) Coordinator. Responsible for the 52 existing DREs, ensuring that they are updated on the latest impaired driving information, as well as keeper of records for the DRE (eight-hour in-service requirement), evaluations conducted on impaired drivers, and maintaining the International Association of Chiefs of Police (IACP) database.
 - Responsible for 15 DRE instructors to ensure they are on call and available for other DREs to assist in investigations.
 - Responsible for all aspects of training, travel, lodging, applications, interviews, etc., for all DRE candidates.
- Coordinate all aspects of SFST Schools, DRE Schools, and DRE Instructor Schools to include manuals, travel, reimbursements, hotels, light lunch, and printing.
- Rhode Island Advanced Roadside Impaired Driving Enforcement (ARIDE) Coordinator, to ensure the same requirements as DRE (stated above). ARIDE is the "bridge" between the SFST and DRE trainings.

- Rhode Island SFST Coordinator, responsible for the three-year in-service training for 23 instructors, as well as ensuring that up-to-date materials are utilized in current training.
- Rhode Island TOPS training, police academies recruit training, as well as in-service.
- Rhode Island coordinator for Saved by the Belt with law enforcement.
- Rhode Island coordinator for Law Enforcement Challenge (officer and department recognition awards) Highway Safety Champion Award.
- Rhode Island Coordinator of the Drug Impairment Training for Educational Professionals (DITEP) (not compensated with NHTSA funds).
- Rhode Island coordinator for the Data-Driven Approach to Crime and Traffic Safety (DDACTS).
- Assistance Coordinator for the High School Buckle Up Shuffle Seat Belt Challenge.
- Oversee police departments' involvement in child passenger safety (CPS) programs and training.
- Instruct Law Enforcement in the Older Driver NHTSA training (not compensated with NHTSA funds).
- Liaison with Community College of Rhode Island (CCRI) in DWI, Motorcycle, Student Driver Education, Driver Improvement Program, and Offenders Alcohol School (not compensated with NHTSA funds).
- Liaison with RIDOT's OHS on all aspects of law enforcement involvement of the safety programs; press events; weekly, monthly, and special holiday enforcement campaigns; as well as schedule annual meetings as well as midyear meetings.
- Liaison with MADD for victim ride-alongs and press events.
- NHTSA Region 1 liaison for Rhode Island training, speed management, media, instructor development, occupant protection, and national LEL training.
- Member of the following:
 - TRCC
 - Rhode Island SHSP
 - Colin Foote Law (habitual offender) retraining Committee
 - Rhode Island Marijuana Attorney General's Marijuana Task Force

John Corrigan
Traffic Safety
Resource
Prosecutor (TSRP)

Mr. Corrigan is a prosecutor within the Rhode Island Attorney General Office who joined the OHS team in March 2016. In addition to serving as TSPR, he is also Chief of the District Court Unit and oversees department prosecutions at the Rhode Island Traffic Tribunal. He was formerly Chief of the Newport County office. He has conducted trainings for more than ten years in conjunction with the Department of Health at the RI Municipal Police Academy concerning driving under the influence (DUI) and chemical test refusal prosecutions. He has multiple years of litigation experience and personally prosecutes DUI cases in Providence County. RIDOT OHS funds two-thirds of his salary. Mr. Corrigan implements training programs for prosecutors and law enforcement to improve prosecution rates in DUI cases, and assists RIDOT OHS in evaluating the impact of Rhode Island's highway safety efforts. The TSPR also secures and tracks important court related data which includes ignition

interlock sanctions, as well as, all dispositions and sanctions related to court proceedings. Mr. Corrigan performs the following duties:

- RIDOT OHS Traffic Safety Resource Prosecutor.
- Part of the DRE training team.
- “It Can Wait” distracted driving campaign speaker.
- Member of the following:
 - Traffic Records Coordinating Committee (TRCC)
 - Rhode Island SHSP
 - Rhode Island Traffic Safety Coalition
 - RIDOT/OHS/Rhode Island State Police (RISP) Impaired Driving Prevention Alliance
- Implements training programs for prosecutors, law enforcement, and the judiciary to improve prosecution rates in DUI cases, and assists RIDOT OHS in evaluating the impact of Rhode Island’s chemical test refusal law on impaired driving arrest rates.
- As noted previously, RIDOT OHS is funding a LEHSTC through the Rhode Island Municipal Police Academy. The LEHSTC, Colonel Sullivan, works with law enforcement agencies and the TSRP, John Corrigan, for all enforcement campaigns and essential training programs.

1.4 Timeline and Planning Purpose

The RIDOT OHS conducts transportation safety planning year round. Emerging trends and safety needs are identified through data monitoring and outreach to key safety stakeholders. **Table 1.1** describes the OHS planning cycle.

Table 1.1 Rhode Island Office on Highway Safety Annual Safety Planning Calendar

Month	Activities
January-March	<ul style="list-style-type: none"> Staff conducts grant oversight and monitoring visits. Section 405 grant application preparation. Plan spring and summer safety campaigns to include outreach that complements the work in all Rhode Island municipalities.
February-April	<ul style="list-style-type: none"> Staff conducts data collection, grant oversight and monitoring. Develop all the activities to support the national Click It or Ticket (CIOT) campaign in May. Staff conducts strategic planning and sessions with key stakeholders to review recent crash trends and emerging issues and to create project proposals within each program area. Applications and instructions for Grant Funding (HS 1) proposals are issued based on the projected availability of Federal funding to state agencies, law enforcement agencies, and community stakeholders and advocates.
May-June	<ul style="list-style-type: none"> Submitted Grant applications are reviewed by the OHS team. Applications which support targets and performance measures are approved as submitted or returned for modifications. A draft of the HSP is prepared for review and approval by OHS staff. Staff prepares Sections 405 grant applications. Staff supports all activities to support the national "Drive Sober or Get Pulled Over" (DSOGPO) campaign.
July	<ul style="list-style-type: none"> The final HSP is submitted to NHTSA. Meetings are held with potential grantees.
August-September	<ul style="list-style-type: none"> Request for Proposals (RFP) are issued or received based on availability of Federal funding. FFY 2017 grants and contracts are finalized. Staff conducts activities to support the "Drive Sober or Get Pulled Over" campaign (conducted in late August through Labor Day).
October	<ul style="list-style-type: none"> Begin work on the FFY 2016 Annual Report.
November-December	<ul style="list-style-type: none"> The FFY 2016 Annual Report is finalized. The OHS administers closeout of the prior fiscal year. OHS collects and reviews reports from its grantees. Occasionally, OHS revises grant applications and awards with its grantees based on the availability/timeliness of Federal funding.

Strategic Partners and Stakeholders

During this planning cycle, OHS conducted a safety stakeholder workshop session to share information on safety problems and effective countermeasures being implemented by other agencies. The OHS staff also offered attendees updated data and grant application guidance. Opportunities to enhance partnerships and collaboration also were identified. The list of invited stakeholders is provided below:

- › African Alliance of Rhode Island
- › American Automobile Association, Southern New England (AAASNE)
- › Black and Latino Caucus Community Partnership
- › Brain Injury Association of Rhode Island (BIARI)
- › Community College of Rhode Island (CCRI)
- › Connecting for Children and Families, Inc. – Woonsocket COZ Safe Communities (CCF)
- › Cranston Child Opportunity Zone (COZ)
- › Mothers Against Drunk Driving (MADD)
- › Oasis International
- › Progreso Latino, Inc.
- › Rhode Island Department of Revenue, Division of Motor Vehicles (DMV)
- › Rhode Island Department of Health – Prevention and Control
- › Rhode Island Department of Behavioral Healthcare, Developmental Disabilities and Hospitals (BHDDH)
- › Rhode Island Hospital Injury Prevention Center
- › Rhode Island Hospitality and Tourism Association – Rhode Island Hospitality Association Education Foundation
- › Rhode Island Indian Council
- › Rhode Island Motorcycle Association
- › Rhode Island Municipal Police Academy
- › Rhode Island Office of the Attorney General
- › Rhode Island Police Chiefs Association (RIPCA)
- › Rhode Island State Police (RISP)
- › Rhode Island Traffic Tribunal
- › Riverzedge Arts
- › Nobidade TV
- › The Genesis Center
- › Urban League of Rhode Island
- › Young Voices
- › Statewide Substance Abuse Task Forces

In addition to these stakeholders, the OHS works with numerous other agencies and organizations throughout the year:

- › 38 local police departments
- › Federal Highway Administration (FHWA)
- › Federal Motor Carrier Safety Administration (FMCSA)
- › Rhode Island Judiciary
- › Motorcycle retail and repair representatives
- › National Highway Traffic Safety Administration
- › Rhode Island Association of Independent Insurers

- › Rhode Island Department of Corrections (DOC)
- › Rhode Island Interscholastic League (RIIL)
- › Rhode Island Safe Kids Coalition
- › Students Against Destructive Decisions (SADD)
- › University of Rhode Island (URI)

Grant Funding Process

Currently, the two methods for awarding a grantee funding for projects to support the OHS efforts include a Highway Safety Grant application (HS-1) or a response to a RFP.

Normally the OHS invites all stakeholders to an introductory meeting in early spring. During the course of the two-hour meeting OHS offers an explanation of the grant funding process. Program Coordinators are introduced and offer more in-depth information regarding application criteria and funding cycles and processes. A developed PowerPoint is shown which depicts the process and offers concrete examples of important grant components. This year the OHS is challenged with a shortage of staff and resources. It was decided that all highway safety stakeholders would receive a letter of explanation detailing the grant application process with attachments previously offered at the meeting. Assistance for grant preparation was offered if needed.

The OHS received multiple grants from new and past grant sub-recipients. Some of the applicants include law enforcement agencies, community advocates, state agency representatives, minority community advocates, and substance abuse prevention specialists. Each stakeholder received attachments which included a new condensed application, application instructions, budget sheet, and a PowerPoint listing target audiences, performance measures, and updated fatality and serious injury data. They also received copies of NHTSA countermeasures and the 2016 HSP. This was the second year that grant submissions were accepted on-line into a secured DOT electronic mailbox. OHS staff worked as a unit to create a streamlined process that benefits both the state and its sub-recipients. A due date for submissions was offered and attendees were told incomplete grant submissions would not be accepted.

Once applications are received they are reviewed by the Chief of Highway Safety and the OHS team which consists of program coordinators, financial accountant, and the Rhode Island LEL. The OHS staff applies the guidelines within a listed criteria sheet to score each application. Every applicant is required to provide a problem identification statement, project description, potential outcomes, and a description of how the goals and outcomes will be measured. Grantees must also provide a detailed budget, including the source of all funding, and any matching funds, which may be required.

Applications may be approved or rejected immediately or an applicant may be asked to offer additional modifications/revisions for review. Once these grant revisions are received the OHS staff will review the revised application for further examination. Each grantee will also be held to Rhode Island risk assessment criteria. Those standards include the sub-recipient's financial systems, accurate and timely submissions of their application, any amendments made, fiscal reporting, and their submitted budgets. We will review their prior experiences with similar and past OHS sub-awards, as well as, any previous audit results. For monitoring purposes, a sub-recipient will be considered low risk for

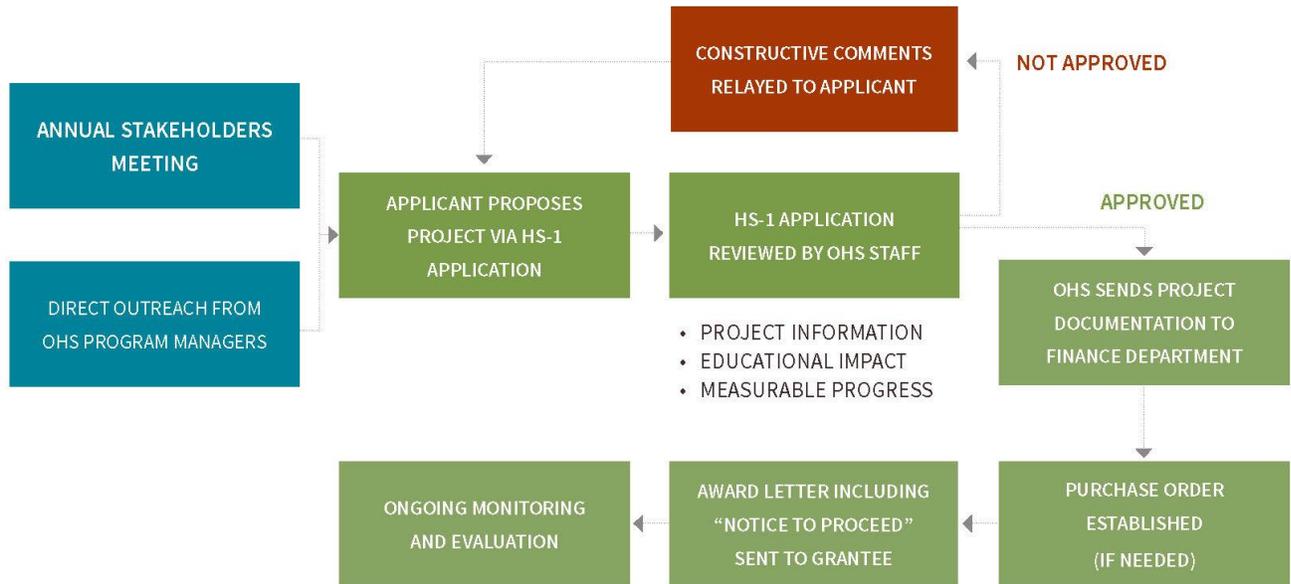
monitoring if they receive a low grade on the assessment criteria, a medium risk if they receive a higher assessment and a HIGH risk if the criteria standards show them to be at a high level during their pre-award assessment. All grantees will be subject to the risk assessment process.

When the proposed program, along with its attached budget, has been approved OHS staff determine if the goods or services can be provided by any other entity. If these services cannot be provided by others (excluding state and municipal agencies), a grant can be issued after a Grants and Assurances document has been signed by the grantee.

All grantees are required to provide monthly reports to their designated OHS Program Coordinator, including invoices, timesheets, and additional backup documentation necessary for monitoring, reporting, and oversight of program areas. Field visits are required for evaluation of the effectiveness of the program and to ensure that appropriate State and Federal procedures are being followed.

OHS grant partners are essential for the ultimate success of the Rhode Island HSP. They develop, implement, and evaluate programs designed to target Highway Safety Performance Measures and Outcomes. The OHS grant application funding process for projects is shown in **Figure 1.5**.

Figure 1.5 OHS Application Process



Other Funds

RIDOT/OHS and Local Law Enforcement

Thousands of dollars in state and local funding are provided to state and local law enforcement agencies to enforce traffic laws and conduct safety educational initiatives throughout the year. Enforcement includes speeding, seatbelt use, impaired driving, distracted driving, and liquor license compliance laws. Many departments promote and sustain on-line ARIDE training for all officers which affords more officers an introduction to drugged driving.

- › The RISP and U.S. Attorney have created and facilitated educational presentations that attempt to make educators and school aged children more aware of the harmful effects of these legal and illegal substances and how they impact their personal and community safety. Many communities arrange community forums to get the message out and generate conversation on the effects drugs have on driving. RIDOT and OHS are often invited to speak on safety initiatives at these forums.
- › Police departments across the State conduct year round outreach within middle schools and high schools across the State. School Resource Officers and other law enforcement agency representatives promote occupant protection, underage drinking education, impaired driving, and distracted driving concerns. They also teach DITEP in several of the communities.
- › Police conduct in-service training year round for dealing with impaired driving, occupant protection, speed, and distracted driving.
- › Due to some high-profile Wrong Way Driving crashes OHS worked with local and state police to create a protocol of action which compliments new infrastructure improvements on many of our busiest state highway exits and entrances.
- › Our state and local agencies provide Traffic Incident Management (TIMS) statewide training for police, fire, RIDOT, DPW, RIPTA, EMS, DOH which OHS supports but does not fund.
- › Ongoing statewide SFST and breathalyzer updates are offered to every police department, every year as part of their certification.
- › Local police departments conduct 'safety days,' Night Out Programs in several communities and offer OHS the opportunity to share important highway safety education.

RIDOT/OHS and High Schools

The High School Driver Education Program – whereby 7,500 students are taught about highway safety and several also bring in police and other guest speakers.

- › Rhode Island's Attorney General and AT&T provide the *It Can Wait* distracted driving program across the State to any high school which requests it at no cost to the high school. The program is funded through AT&T. RIDOT and OHS are invited to each one in order for our safety messages to be shared with this population.

- › The Tori Lynn Andreozzi Foundation funds several police department safety initiatives and offers presentations through the Rhode Island Brain Injury Foundation and MADD.
- › The DeCubellis Foundation creates safety messages which mirror and complement those we use at the OHS to serve compelling testimony to not drink and drive.
- › AAA has created several award categories for enforcement in the areas of pedestrian safety, speed safety, and impaired driving initiatives. They also conduct older driving programs and include RIDOT and OHS in their efforts to support safe senior driving.

OHS and Media

Although Rhode Island OHS budgets funds numerous national and local media campaigns, our funds are complemented with several additional earned media highlights featuring crashes, safety messaging, and violation and fatalities and serious injury arrests that serve as awareness and deterrent messages.

OHS and AAA

The following safe driving projects promoted and implemented by AAA address older driver fatalities and serious injuries. The OHS supports these programs and will fund additional staff training and the development of additional OHS projects supported with NHTSA funds in future years. Our goal is to have the programs available to the general public by FY 2018. These new programs will support best prevention practice to reduce death and serious injury within this demographic.

- › **Driver Improvement for Mature Operators:** This program is a 6- to 8-hour defensive driving class. Rhode Island insurance companies offer a reduction or rebate for drivers 55+ who complete the course. The class reviews changes in traffic laws (such as Slow Down, Move Over, primary belt, etc.) as well as risks common to older drivers. The curriculum also addresses changes in roadway engineering, vehicle design, and traffic control devices.
 - The Older and Wiser Driver: A very popular program, frequently delivered at senior centers of community or service groups. It is offered as a 1-hour program addressing the changes (physical and neurological) that come with age and how drivers must compensate for those changes. We often adapt this program to meet the needs of the community or practical information such as driving in winter weather. We also can extend this program to walk seniors through a 30-minute on-line evaluation (Roadwise Review).
 - Keeping The Keys: Through this program AAA educates and assists families in creating a plan for mobility for aging relatives. This program encourages seniors to write a "contract" to address limiting their driving or "retiring" from driving and their mobility needs. Families will work together to ensure that the senior has a ride or mode of transportation to meet their needs (including social, spiritual, and physical).

Countermeasure and Strategy Selection Process

During the grant planning OHS staff conducts strategic planning/listening sessions with stakeholders to review recent crash trends and emerging issues, gather input on safety problems, and discuss effective countermeasures being implemented by other agencies. The OHS relies heavily on support and partnerships derived from our involvement in the Rhode Island Traffic Safety Coalition. Being active members of the Coalition offers the opportunity to listen to a diverse group of people committed to traffic safety efforts in several different ways and at several different levels. This group offers insights into how OHS can support Rhode Island HSP in an efficient and effective manner. The coalition membership includes professionals from AAA, AMICA Insurance, RISP, municipal law enforcement officers, MADD, pedestrian and bicycling advocates, representatives from FHWA, substance abuse prevention and treatment specialists, hospital personnel, NHTSA, and members of the Rhode Island Motorcycle Association. In addition, the Occupant Protection Coordinator serves as team leader for the SHSP Occupant Protection emphasis area, and the staff are active members of the Impaired Driving, Young Driving, and Speed emphasis areas where they are focused on addressing the most significant traffic safety issues in the State. These experiences, coupled with the staff's knowledge of the data, literature, and the State cultural and political climate all serve to inform the selection of countermeasures and strategies for the HSP.

Section 4 shows what activities will take place in FFY 2017 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. Countermeasures are activities that will be implemented in the next FFY by the highway safety office and the safety partners. The selected countermeasures are proven effective nationally, have been successful in Rhode Island, and are appropriate given the data in the problem identification and the resources available. The OHS used the *Countermeasures that Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices*, 8th Edition, 2015 as a reference in the selection of effective, evidence-based countermeasure strategies. The 2015 edition of *Countermeasures That Work* can be viewed in its entirety on the NHTSA web site at: <http://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf> .

1.5 Coordination with SHSP

The OHS has been an active partner in the SHSP process since the development of the first plan in 2006. OHS staff are members of the SHSP Steering Committee, serve as team leader for the Occupant Protection emphasis area, and are active members of the Impaired Driving, Young Driving, and Speed emphasis areas. The SHSP was updated in 2012 with OHS actively participating in the process which involved adopting Toward Zero Deaths (TZD) as a goal for the plan, selection of emphasis areas, a peer exchange with Maine and Georgia, a detailed review of the plan, and final approval of the SHSP at an event with Governor Lincoln Chafee.

For the updated plan, the SHSP Steering Committee reaffirmed the emphasis areas in the 2007 plan. In October 2014 the SHSP Committee met again to offer two additional

emphasis areas that will serve to increase highway safety measures across the State. Those two areas are Vulnerable Road Users and Aging Road Users. Vulnerable Road User crashes have been steadily increasing for the past several years which prompted the committee to create this new emphasis area. The Census Bureau estimates the number of people age 65 or older in the U.S. to double by 2030. In Rhode Island, 15.7 percent of the current population is age 65+ which is higher than the national average. The SHSP, enhanced in 2014, starts Rhode Island on a process to meet the needs of this targeted group of road users. Rhode Island's SHSP now addresses the following areas:

- › Impaired Driving
- › Occupant Protection
- › Speeding
- › Young Drivers
- › Intersections and Run-Off-Road Crashes
- › Vulnerable Road Users
- › Aging Road Users

The group also discussed adding distracted driving as an emphasis area, but determined further review and study of the issue was necessary and appointed a task force to work on the issue. The OHS is a member of the distracted driving task force.

Another issue identified during the SHSP update process was data deficiencies, including the following:

- › In Rhode Island fatality numbers are relatively low and do not necessarily show the complete picture.
- › No way of integrating available data in Rhode Island (e.g., obtaining information from hospitals and integrating it into the system).
- › Generally flawed injury data because severity is based on a subjective determination by an officer on the scene.
- › Lack of serious injury data for speed-related crashes (During calendar year 2016 RIDOT has begun manually reviewing all serious injury crashes to fill this data need).
- › Lack of roadway/roadside inventory data for selecting and implementing infrastructure type improvements (During calendar year 2016 RIDOT has begun manually reviewing all serious injury crashes to fill this data need).
- › Incomplete or nonexistent toxicology reports for impaired driving-related crashes, making serious injury numbers virtually useless.
- › Lack of data on contributing factors in run-off-road fatalities, which account for more than 50 percent of the total fatalities (During calendar year 2016 RIDOT has begun manually reviewing all serious injury crashes to fill this data need).
- › Lack of data obtained in the field by enforcement agencies for distracted driving.

The Steering Committee discussed several options to address these data deficiencies, including making data an emphasis area; forming a task force that is not an emphasis area, but rather takes on the issue to come up with specific solutions; or having the TRCC handle the data deficiency issues as part of their work. The final decision was to have the

TRCC handle this issue. The TRCC coordinator is a member of the SHSP Steering Committee and attends all meetings.

The behavioral goals, strategies, and action steps in Rhode Island's SHSP reflect the activities and programs in the HSP and the HSIP. The goal for the Rhode Island SHSP is Toward Zero Deaths. A number of the strategies and action steps in the SHSP reflect OHS programs and activities. During FFY 2017 OHS will assume the lead in developing and implementing this extension of the SHSP. Following is a sampling of this coordination which shows the SHSP action step and the role of OHS:

- › **Impaired Driving.** Broaden public awareness of the dangers of drinking and driving:
 - Continue and enhance High-Visibility Enforcement campaigns (i.e., Drive Sober or Get Pulled Over). Impaired driving patrols (including B.A.T. Mobile), with support from OHS, continue during NHTSA High-Visibility Enforcement (HVE) periods and many departments conduct patrols on a weekly basis.
 - Conduct additional outreach and education programs for the hospitality industry (e.g., over serving programs via merchants associations and insurance companies). OHS put together a Designated Driver program with clubs in downtown Providence which kicked off on March 17, 2013. The program was repeated this year on March 13 with an increased participation of more night clubs.
 - The OHS will leverage HSIP data identifying high risk ramps for WWD to inform enforcement location decisions.
- › **Occupant Protection.** Increase enforcement of occupant protection laws:
 - Conduct 24-hour occupant enforcement programs, including CIOT. Thirty-eight communities received safety belt grants from OHS. OHS has completed a survey that reported 87 percent compliance statewide.
 - Increase the number of collected seat belt citations, use e-citation where possible, and make sure law enforcement officers notify drivers of the required court appearance for a third violation.
- › **Young Drivers.** Increase public outreach and education on the basics of roadway safety aimed at drivers age 16 to 24:
 - Develop a media campaign that reinforces safe driving among young drivers focusing on safety belts, impaired driving, speed and distracted driving, and utilize media outlets used by the target population (e.g., social media).
- › **Speed.** Improve the collection of speed and aggressive driving-related data:
 - Develop a method to collect speed and aggressive driving-related data from crash reconstruction reports on fatal and serious injury crashes and forward data to RIDOT.
- › **Vulnerable Road Users.** Target pedestrian initiatives at the 21 through 55 age population that is experiencing the greatest number of pedestrian fatalities and serious injuries. Educate all road users about the unique safety needs of vulnerable road users (pedestrians, bicyclists, moped users).
 - Develop educational materials that are focused at individuals age 21 through 55, i.e., use insurance companies and the workplace to deliver information.

- Work with local communities to improve enforcement and educational initiatives in their Pedestrian Safety Action Plans as well as the Statewide Vulnerable Road Users Safety Plan which includes municipal examples.
- › **Aging Road Users.** Identify mechanisms and methods to do outreach and education to the aging road user community.
 - Develop and distribute an Older Driver guidebook that provides essential information to aging road users.
 - Educate aging road users about the dangers of distracted driving particularly cell phone use and hands-free devices.
 - The OHS will leverage HSIP data identifying high-density older driver communities to inform education target location decisions.

This page intentionally left blank.

2

FFY 2016 Performance Report

Table 2.1 provides the results of Rhode Island progress in meeting the core (shaded areas) and secondary performance measures identified in the FFY 2016 HSP.

Table 2.1 Progress in Meeting FFY 2016 Performance Targets

Program Area	Performance Measure	Performance Target	Realized
Overall OHS Program Area Goals	Reduce traffic fatalities	Reduce five-year average fatalities by 16 percent from 69 (2009 to 2013) to 58 (2012 to 2016).	Preliminary data indicates 45 fatalities in 2015 which results in a five-year average of 58 annual fatalities.
	Reduce serious injuries	Reduce five-year average serious injuries by 25 percent from 469 (2010 to 2014) to 350 (2012 to 2016).	Preliminary data indicates 425 serious injuries in 2015 which results in a five-year average of 451 annual serious injuries.
	Reduce the rate of traffic fatalities per 100 million vehicle miles traveled (VMT)	Reduce five-year average fatalities per 100 million VMT by 14 percent from 0.86 (2009 to 2013) to 0.74 (2012 to 2016).	The fatality per 100 million VMT rate in 2015 is 0.59 which results in a five-year average rate of 0.75.
Impaired Driving	Decrease alcohol impaired driving fatalities involving driver or motorcycle operator with a blood alcohol content (BAC) of 0.08 or greater	Decrease five-year average fatalities by 21 percent from 28 (2009 to 2013) to 22 (2012 to 2016).	2014 data shows 18 impaired driving fatalities which results in a five-year average of 25 fatalities (2011-2014).
	Increase number of impaired driving arrests made during grant-funded enforcement activities	Increase activities from 507 in FFY 2014 to 541 in FFY 2016.	Number of impaired driving arrests made during grant-funded enforcement activities was 404 in 2015
	Increase perception of survey participants responding "Always" or "Nearly Always" to the chances of getting arrested by law enforcement after drinking and driving	Increase from 42.6 percent in 2014 to 60.0 percent in 2016.	47.7 percent of survey participants in 2015 responded with "Always" or "Nearly Always" to the chances of getting arrested by law enforcement after drinking and driving.

Program Area	Performance Measure	Performance Target	Realized
	Increase percent of survey respondents that recognize the DSoGPO impaired driving enforcement slogan	Increase from 49.6 percent recognition in 2014 to 60 percent in 2016.	50 percent of post campaign survey respondents in 2015 recognized the DSoGPO impaired driving enforcement slogan.
Occupant Protection	Increase observed seat belt use	Increase from 87.4 percent in 2014 to 89 percent by (2012 to 2016).	Observed seat belt in 2015 is 87 percent.
	Reduce unrestrained occupant fatalities	Reduce by 8 percent from 19 (2009 to 2013 average) to 17 by 2016.	Unrestrained passenger vehicle occupant fatalities, in all seating positions was 16 in 2015.
	Increase safety belt use among pickup truck drivers	As measured by observations, increase from 76.8 percent in 2014 to 80 percent in 2016.	In 2015, 72 percent of observed pickup truck drivers used safety belts.
	Increase perception people will be ticketed for failure to wear safety belts "always or "nearly" always	As measured by a DMV intercept survey, increase from 39.2 percent in 2014 to 45 percent in 2016.	In 2015, 41.1 percent of DMV survey participants believed a ticket is likely "always" or "most of the time" for failure to wear a safety belt.
	Increase awareness of "Click It or Ticket" slogan	As measured by a DMV intercept survey, increase from 90.9 percent in 2014 to 92 percent in 2016.	In 2015, 89.5 percent recognized the slogan.
Older Drivers	Reduce the number of older drivers involved in fatal crashes	Reduce by 28 percent from 14 (2008 to 2012 average) to 9 (2011 to 2015).	An annual average of 14 older drivers were involved in fatal crashes (2010 to 2014 average).
Speed	Reduce speed-related fatalities	Reduce by 3.4 percent from 29 (2009 to 2013 average) to 26 by 2014.	Speeding-related fatalities is 13 in 2014.
	Increase the number of speeding citations issued during grant-funded enforcement activities	Increase from 7,317 in 2013 to 9,030 in 2015.	Number of speeding citations issued during grant-funded enforcement activities is 6,200 in 2015.

Program Area	Performance Measure	Performance Target	Realized
Young Drivers	Reduce or maintain the number of drivers age 20 or younger involved in fatal crashes	Maintain fatal crashes at or below the five-year average of 2.8 (2010 to 2014 average) by 2016.	The number of drivers involved in fatal crashes was 4 in 2014.
	Decrease the number of young drivers (age 16-20) involved in fatalities	Continue to decrease fatalities by 3.2 percent annually, from two in 2013 to one in 2016	The five-year average number of young driver (age 16 to 20) involved fatalities is 5 in 2014.
	Decrease the number of young drivers (age 16 to 20) involved in serious injury crashes	Decrease annually by 3.2 percent from 140 (2010) to 127 (2016).	In 2014, 51 young drivers (age 16 to 20) were involved serious injury crashes.
Motorcycles	Reduce motorcycle fatalities	Reduce by 36 percent from 14 (2009 to 2013 average) to 9 (2012 to 2016).	The preliminary five-year average number of Rhode Island experienced 11 motorcycle fatalities in 2015.
	Reduce unhelmeted motorcyclist fatalities	Reduce by 33 percent from 9 (2009 to 2013 average) to 6 (2012 to 2016).	The preliminary five-year average number of unhelmeted motorcycle fatalities is 6 in 2015.
Other Road Users	Reduce or maintain number of crash fatalities among pedestrians	Maintain crash fatalities among pedestrians at or below the five-year average of 12 (2009 to 2013 average) by 2016 (2012 to 2016 average).	The preliminary number of pedestrian fatalities is 8 in 2015.
	Maintain zero crash fatalities among bicyclists	Continue to maintain zero crash fatalities among bicyclists in 2016.	The preliminary number of bicyclist fatalities is 0 in 2015.
	Decrease the number of pedestrian fatalities with a BAC of 0.08 or greater	Decrease by 10 percent from the five-year NHTSA imputed average (2006-2010) of four to three in 2016	The five-year (2010-2014) average number of impaired pedestrians is 2.8.

Program Area	Performance Measure	Performance Target	Realized
Traffic Records	Reduce the percentage of citation records with missing critical data elements	Once the State completes the crash revision, the State will use the newly MMUCC-compliant data elements for this measure. The State can assess overall completeness by dividing the number of records missing no elements by the total number of records entered into the database within a period defined by the State.	In progress.
	Reduce the percentage of appropriate records in the crash database that are not linked to another system on file	Linking the crash database with the five other core traffic records databases can provide important information. The percentage of appropriate records in the crash database that are linked to another traffic records database (e.g., Citation, EMS, Driver, Vehicle, and Roadway).	In progress.
	Reduce the percentage of appropriate records in the crash database that are not linked to crime data	Linking the crash database with crime data can provide important information. This linkage can be used in order to allocate resources effectively and ultimately reduce traffic crashes throughout the state.	In progress.
Planning and Administration	Administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders, and addresses State specific safety characteristics		<p>Conducted stakeholder meeting to receive input for development of the FFY 2017 HSP.</p> <p>FFY 2016 Annual Report delivered by December 31, 2016.</p> <p>Deliver FFY 2017 HSP by July 1, 2016.</p>

3

Highway Safety Performance Plan

3.1 Problem Identification Process

The OHS emphasizes activities that most effectively use available resources to save lives, reduce injuries, and improve highway safety. Specific performance targets, measures, and strategies are determined by:

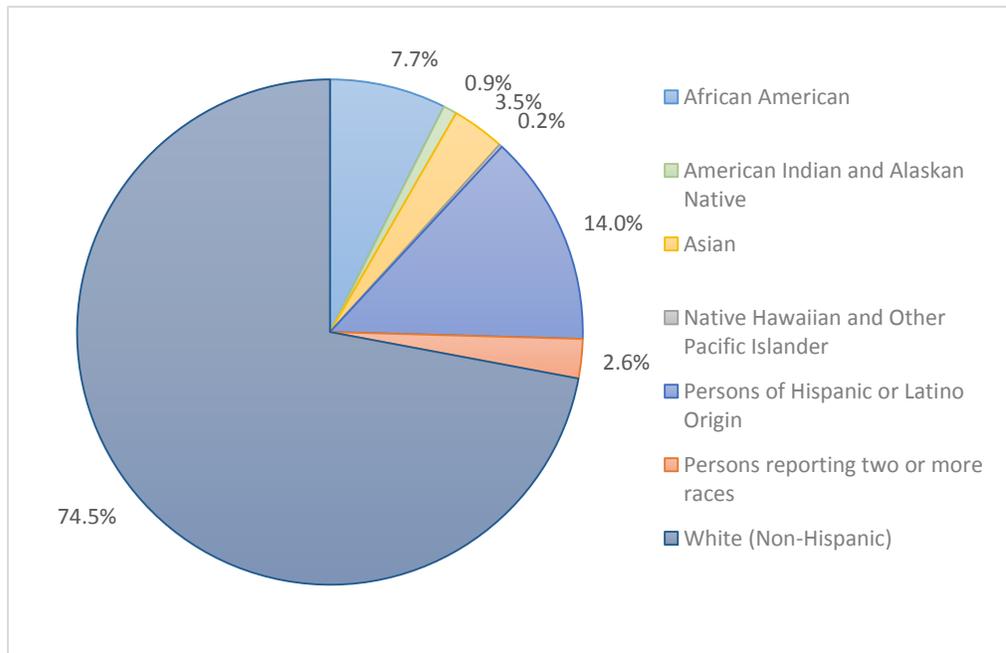
- › Using data, highway safety research, and prior experience to identify problem areas;
- › Soliciting input and project proposals from local and regional organizations having expertise in areas relevant to highway safety;
- › Analyzing trends in serious injury and fatality rates and comparing them to regional and national trends; and
- › Sources of highway safety data and research used by the OHS include the following:
 - FARS
 - NHTSA
 - National Occupant Protection Use Survey (NOPUS)
 - RIDOT OHS
 - Rhode Island DMV
 - Rhode Island Department of Health
 - Rhode Island Police Chiefs Association
 - Rhode Island State Police
 - Rhode Island Statewide Planning Program
 - RIDOT's Crash Data Management System (CDMS)
 - Rhode Island Attorney General's Office
 - Rhode Island Courts

3.2 Statewide Demographics

Rhode Island is the smallest state in the nation (1,045 square miles, bisected by Narragansett Bay), with 8 cities and 31 towns. The State contains about 6,100 miles of public roadway, including 70 miles of Interstate Highway (52 urban miles and 18 rural miles).

One-fifth (20.2 percent) of all Rhode Island inhabitants are under 18 years of age; 5.2 percent are under the age of five. About nine-tenths of the population reside in urban areas, the largest of which is Providence, the State capital. Rhode Island has one of the fastest growing Hispanic and Southeast Asian communities in the nation. Since 1980, the Hispanic population of Rhode Island has more than doubled, and this ethnicity makes up 14 percent of the Rhode Island population. As shown in **Figure 3.1**, African Americans, Asian Americans, and Native Americans now comprise more than one-tenth of the State population.

Figure 3.1 Rhode Island Population Estimate (2014)



Source: U.S. Census Bureau, 2015.

Because crashes are measured in relation to population, licensed drivers, and vehicle miles traveled (VMT), the tables below provide a brief overview of these characteristics. The U.S. Census Bureau estimated the population of Rhode Island to be 1,056,298 in 2015. **Table 3.1** shows the 2015 population totals by county and town. As shown in **Table 3.2** and **Figure 3.2**, in 2015, there were 919,237 registered motor vehicles (including 34,874 motorcycles and mopeds) and 745,470 licensed drivers (with 77,559 endorsed motorcycle operators). In this plan, data are generally presented for a five-year period to show current trends. When assessing safety needs and potential programming, it is important to understand how Rhode Island percentages differ from national percentages. The state population and annual number of fatalities in Rhode Island are relatively low compared to the nation, however, one fatality can significantly affect a percentage. Interpretation of increases and decreases in percentages, particularly from one year to the next, must be carefully examined. Therefore, raw numbers, percentages, and rates are provided in this plan, and both fatality and serious injury (defined as “incapacitating injuries”) data are presented when available.

Table 3.1 Population of Rhode Island by County and Town (2015)

County and Town	2015 Population Estimates
<i>Bristol County</i>	49,084
Barrington	16,240
Bristol	22,357
Warren	10,487
<i>Kent County</i>	164,801
Coventry	34,988
East Greenwich	13,128
Warwick	81,699
West Greenwich	6,134
West Warwick	28,852
<i>Newport County</i>	82,423
Jamestown	5,482
Little Compton	3,505
Middletown	16,051
Newport	24,232
Portsmouth	17,373
Tiverton	15,780
<i>Providence County</i>	633,473
Burrillville	16,303
Central Falls	19,303
Cranston	81,073
Cumberland	34,529
East Providence	47,408
Foster	4,698
Gloucester	9,994
Johnston	29,247
Lincoln	21,670
North Providence	32,480
North Smithfield	12,314
Pawtucket	71,591

County and Town	2015 Population Estimates
Providence	179,207
Scituate	10,549
Smithfield	21,632
Woonsocket	41,475
Washington County	126,517
Charlestown	7,773
Exeter	6,587
Hopkinton	8,109
Narragansett	15,650
New Shoreham	1,047
North Kingstown	26,197
Richmond	7,635
South Kingstown	30,826
Westerly	22,693
Total State Population	1,056,298

Source: U.S. Census Bureau, 2015.

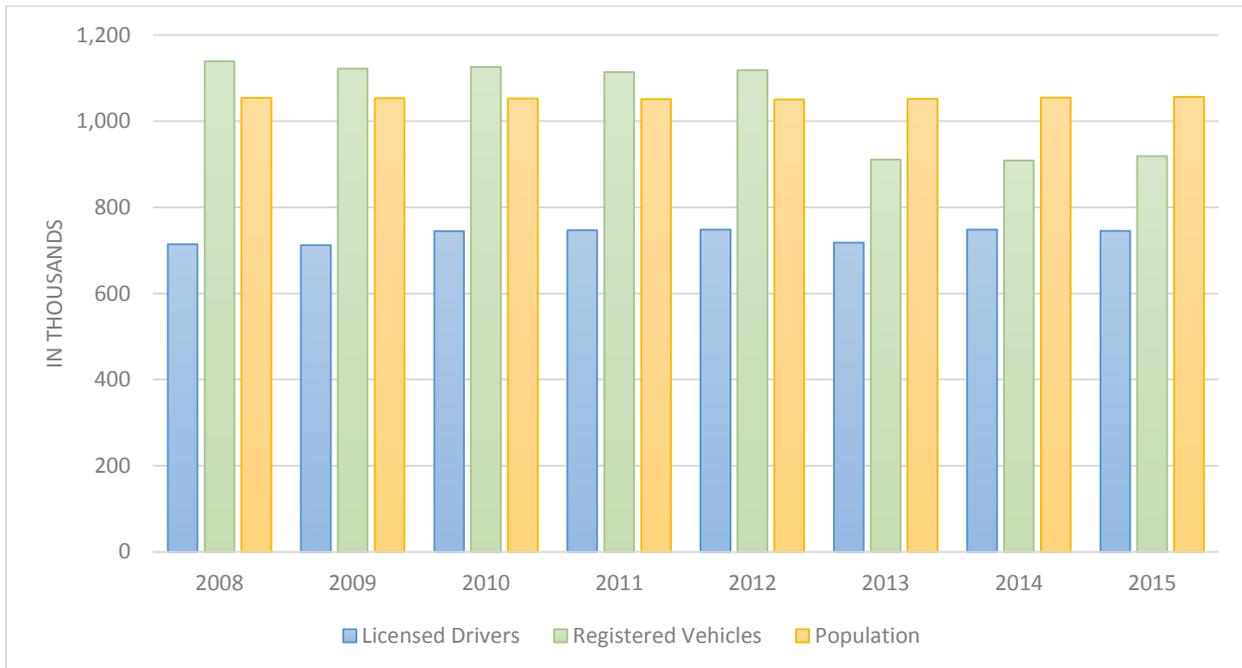
Table 3.2 Rhode Island Drivers, Vehicles, and Population (2008 to 2015)

	2008	2009	2010	2011	2012	2013	2014	2015	Change (2008-2015)
Licensed Drivers	714,001	711,969	744,356	746,476	748,327	717,870	748,337	745,470	4.4%
Endorsed Motorcycle Operators	73,042	73,764	74,766	75,698	76,904	77,179	77,724	77,559	6.2%
Registered Vehicles	1,139,120	1,122,255	1,125,490	1,114,211	1,118,688	910,460	908,626	919,237	-19.3%
Registered Motorcycles (incl. Mopeds)	34,541	32,276	31,671	31,745	33,218	33,576	32,216	34,874	1.0%
Total Population of RI	1,050,788	1,053,209	1,052,886	1,051,302	1,050,292	1,051,511	1,055,173	1,056,298	0.2%
VMT (in millions)	8,187	8,250	8,280	7,901	7,807	7,775	7,677 ¹	n/a	-6.2% ¹

Source: RIDOT/OHS, 2016 and FARS, 2016.

n/a Indicates data not available at this time.

1. VMT percent change is from 2008 to 2014.

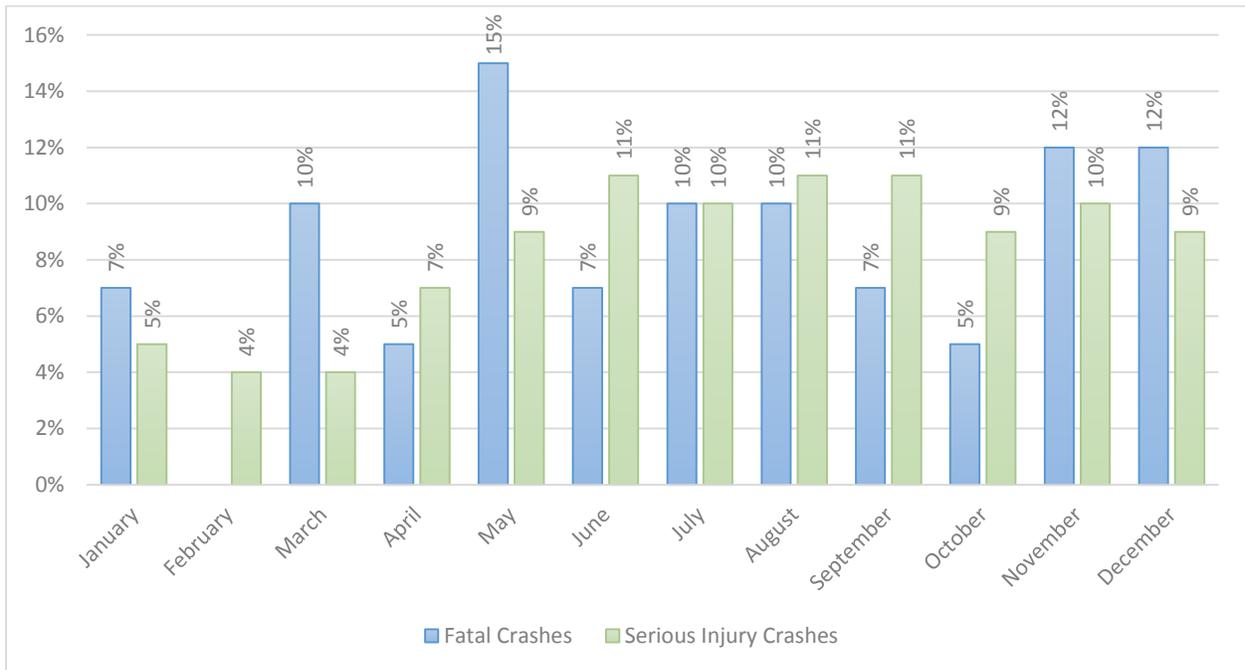
Figure 3.2 Rhode Island Drivers, Vehicles, and Population (2008 to 2015)

Source: RIDOT/OHS and FARS, 2016.

3.3 Highway Safety Problem Areas

Any traffic deaths in Rhode Island are unacceptable, unaffordable, and avoidable. In 2015, the highest percentage of fatal crashes in Rhode Island occurred in May, November, and December, which is consistent with the 2014 findings. Noticeable spikes in fatalities also occurred in March, July and August, as shown in **Figure 3.3**. This figure also shows that the highest percentages of serious injuries occurred in June, August, and September. **Figure 3.4** shows that 22 percent of crashes occurred on Sundays, closely followed by 20 percent of crashes occurring on Mondays. **Figure 3.5** makes note that most crashes occurred between the hours of 4:00 p.m. and 7:00 p.m. and between 10:00 p.m. and 4:00 a.m. **Figure 3.6** depicts the multiple highway safety problems in Rhode Island, including impaired driving, occupant protection, speed, motorcycles, and other road users (including pedestrians and bicyclists), which are program areas in the FFY 2017 HSP and described in detail in Section 4.0. Not shown in **Figure 3.6**, but also priority program areas for FFY 2016, are older drivers and younger drivers. The OHS will continue to concentrate on improving State traffic records through crash data collection and reporting as part of the Section 408/405(e) records grant process. The HSP also addresses agency planning and administration functions.

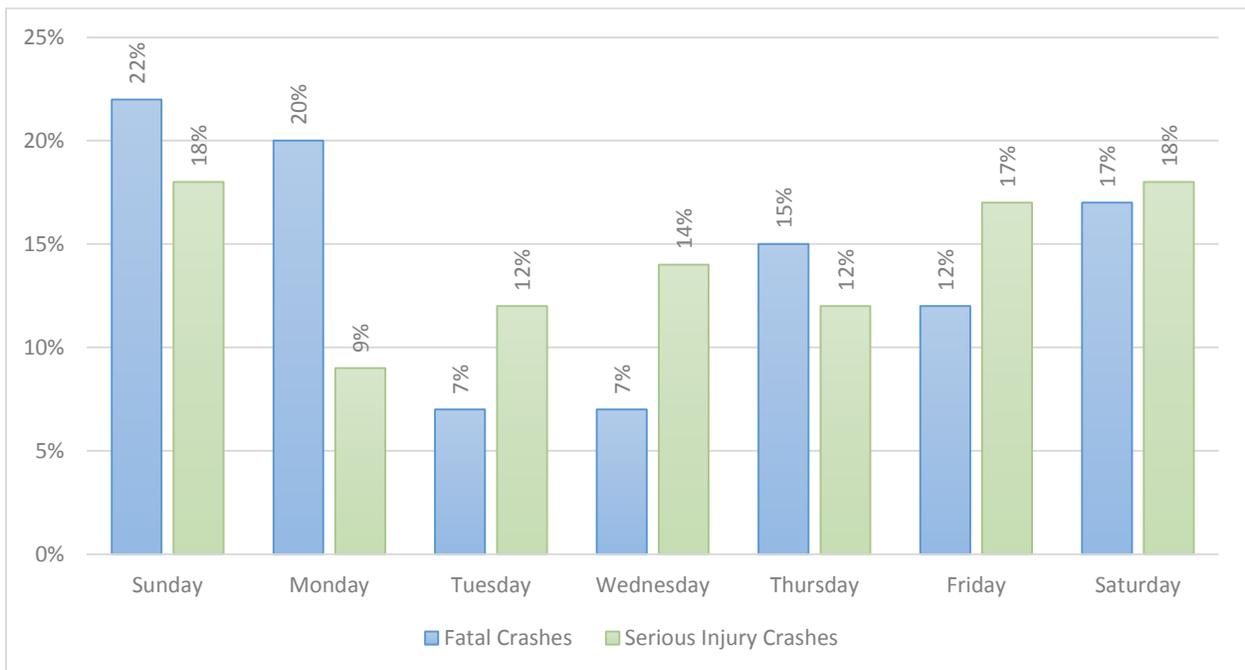
Figure 3.3 Percentage of Rhode Island Fatal Crashes by Month-of-Year (2015)



Source: RIDOT/OHS, 2016 and FARS, 2016.

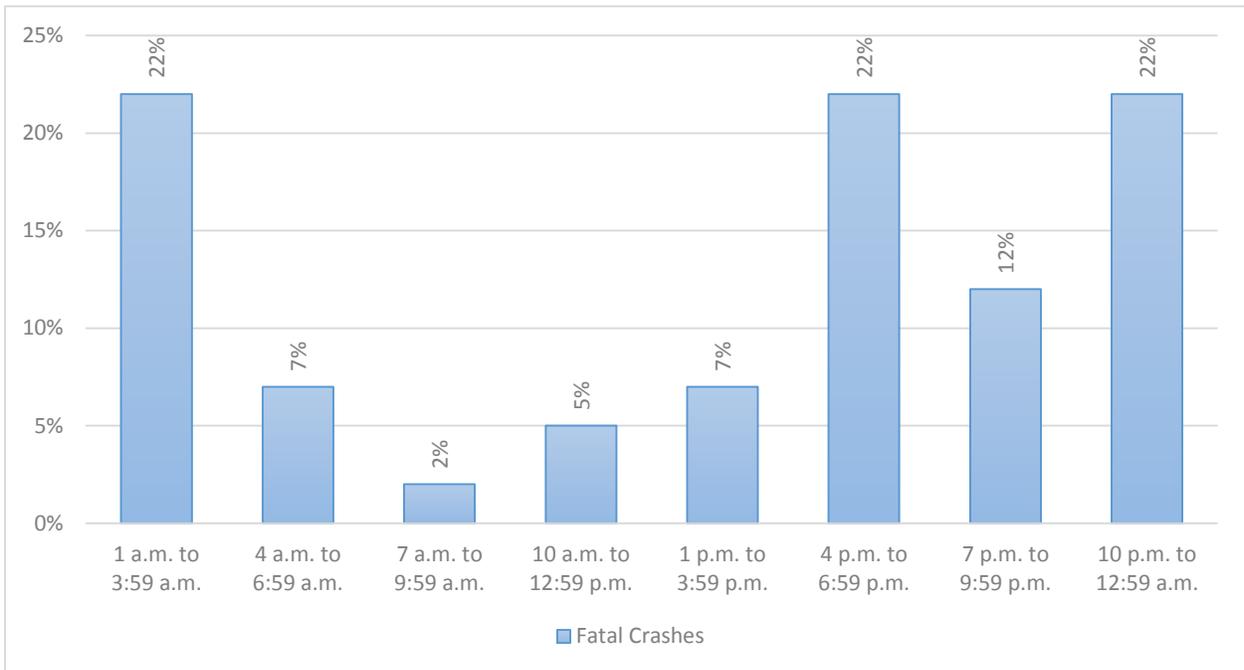
Note: Missing bars indicate 0% of crashes occurring.

Figure 3.4 Percentage of Rhode Island Fatal and Serious Injury Crashes by Day of Week (2015)



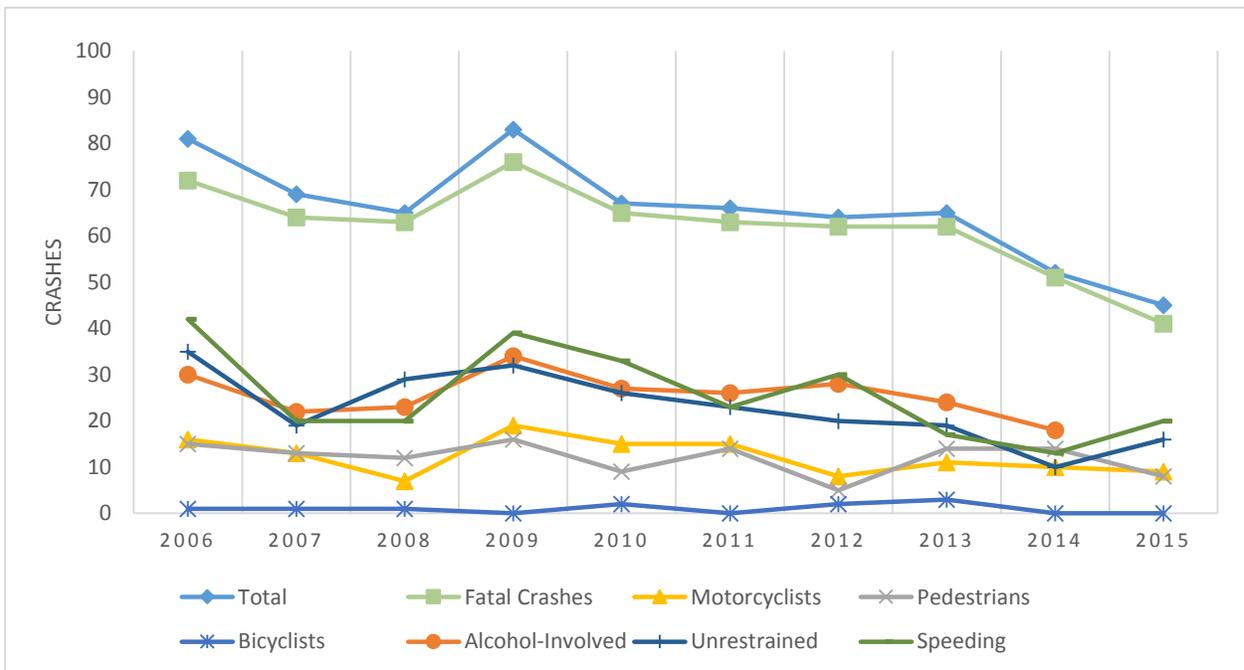
Source: RIDOT/OHS and FARS, 2016.

Figure 3.5 Percentage of Rhode Island Fatal Crashes by Time of Day (2015)



Source: RIDOT/OHS, 2016 and FARS, 2016.

Figure 3.6 Rhode Island Traffic Deaths (2006 to 2015)



Source: RIDOT/OHS, 2016 and FARS, 2016.

3.4 Additional Challenges to Highway Safety

Rhode Island has several laws and policies which have a direct impact on specific highway safety initiatives. In addition to the highway safety problem areas identified in this plan, Rhode Island faces the following significant legislative and institutional challenges:

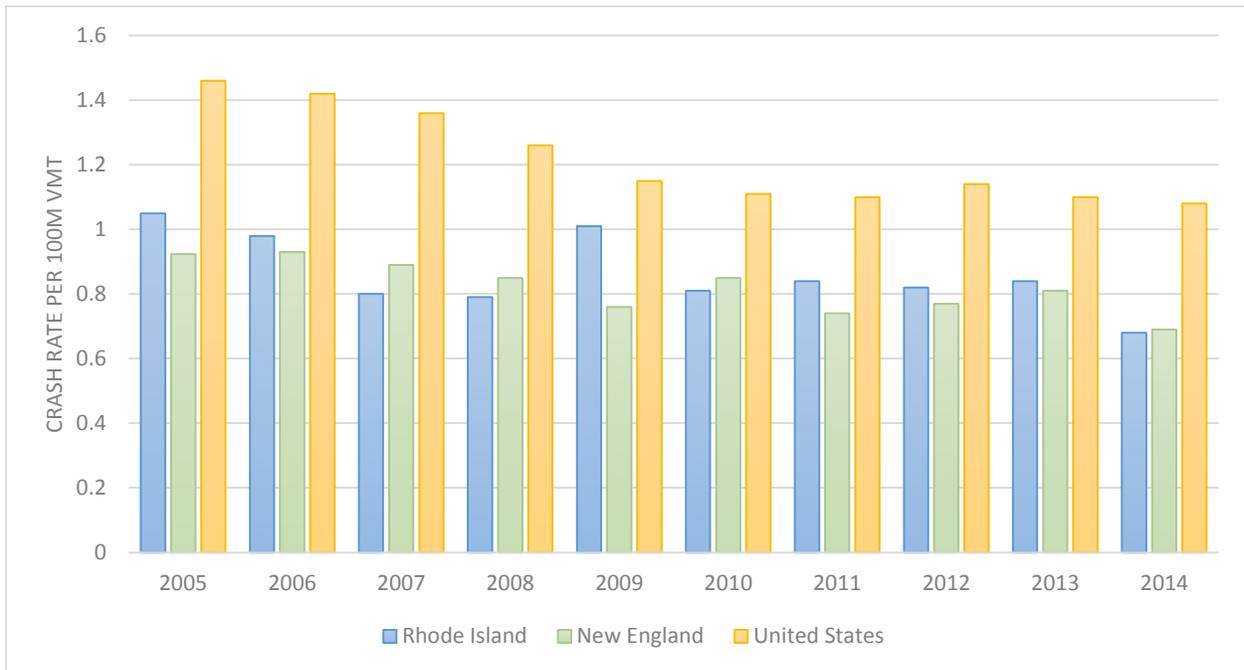
- › Rhode Island does not have a universal helmet law for all motorcyclists (the Rhode Island motorcycle helmet use law covers all passengers (regardless of age) and all operators during the first year of licensure (regardless of age).
- › Sobriety checkpoints are banned by judicial ruling in Rhode Island.
- › Required installation of alcohol ignition interlocks becomes mandated when an impaired driver demonstrates a BAC of 0.15 or higher or if that driver is a repeat offender. It is at the discretion of the sentencing judge for anyone with a lower BAC. RIDOT made an effort to change the law to include all impaired drivers but it was not successful in the 2016 legislative session.
- › No requirement for behind-the-wheel training for novice drivers; only classroom instruction is required.

3.5 Rhode Island Comparison to New England and United States

As shown in **Figure 3.7**, Rhode Island has consistently had a lower fatality rate (per 100 million VMT) than the national average. The Rhode Island fatality rate also has been lower than the New England region fatality rate at various times throughout the period from 2007 to 2014, including 2007, 2008, 2010 and 2014. However, in 2014, the New England region exceeded Rhode Island in unrestrained, alcohol impaired, and speed-related fatalities as shown in **Table 3.3**. Transanalytics, LLC's *Analysis of Fatal Crash Data Rhode Island 2009 to 2014* report includes additional information regarding state, regional, and national comparisons.¹

¹ Transanalytics, LLC (2014). *Analysis of Fatal Crash Data Rhode Island 2008 to 2012: A Summary of Motor Vehicle Fatal Crash and Fatality Data from the Fatality Analysis Reporting System (FARS)*. The alcohol-impaired percentage is an imputed number for Rhode Island and differs from RIDOT data, however, for this number is used in this table to compare against the New England number, which is also imputed.

Figure 3.7 Rhode Island, New England, and United States Fatality Rate (Per 100 Million VMT)



Source: Transanalytics, LLC; FARS, 2016; FHWA Office of Highway Policy Information, 2016.

Table 3.3 Rhode Island and New England Crash Conditions as Percent of Total Fatalities (2014)

	Unbelted Passenger Vehicle Occupant Fatalities	Alcohol-Impaired	Speed Related	Bicycle	Pedestrian	Motorcycle
Rhode Island	36%	34%	23%	0%	27%	19%
New England	47%	37%	28%	2%	17%	14%

Source: RIDOT/OHS, 2016; FARS, 2016.

3.6 Legislative Updates

- › In 2011, Rhode Island became the 33rd state in the country to enact a primary seat belt law. The law went into effect on June 30, 2011 and was set to expire on June 30, 2013. However, the General Assembly passed a law removing the sunset on the primary seat belt law and also changed the fine from \$85.00 for all offenders to \$85.00 for all unbelted passengers up to seven years old and \$40.00 for all offenders eight years of age.
- › The Rhode Island General Assembly modified the Move Over Law to include construction and maintenance vehicles performing work on the side of the road.
- › During the 2014 Session of the Rhode Island General Assembly, legislation was approved and signed into law by the Governor that provides for expanded use of

Ignition Interlock Devices (IID) by making installation of the devices mandatory for repeat DUI and Chemical Test Refusal offenders, and providing for judicial discretion to impose IIDs as part of sentencing of first-time offenders of both of these offenses.

- › An important transportation safety bill which clarifies the fine schedule for unauthorized use of personal wireless communication devices on a school bus was passed during the 2015 legislative session. The act clarifies the definition of “use” to prohibit any use of a wireless handset or a personal wireless communication device other than hands-free use, to conform Rhode Island legislation to Federal guidelines.
- › During the 2016 legislative session the OHS supported a “hands-free” mobile device bill, a bill which supported speed cameras in school and work zones, and another bill which would increase the look back window for DUI offenses from five years to ten years. To date the session has not ended so the fate of these bills is unknown.

3.7 Performance Trends and Goals

NHTSA identified 11 core performance measures and one behavioral measure for states to use to judge the effectiveness of their program. The measures are total fatalities, fatality rate, total major injuries, and total fatalities according to common crash factors. **Table 3.4** presents Rhode Island FFY 2017 program areas and targets for the core performance measures. These goals are consistent with the latest revision of the SHSP and its TZD target of halving fatalities and serious injuries by 2030 using 2010 as the base-year. OHS also is working with RIDOT engineering safety division to align our fatality targets with those within the Rhode Island 2017 HSIP.

Table 3.4 FFY 2017 Performance Goals and Targets

Core Performance Measures	Target
C-1) Traffic Fatalities	<ul style="list-style-type: none"> ■ Reduce the five-year average traffic fatalities by 9 percent from 63 (2010 to 2014 average) to 57 (2013 to 2017 average) by December 31, 2017.
C-2) Serious Injuries	<ul style="list-style-type: none"> ■ Reduce the five-year average serious injuries by 16 percent from 451 (2011 to 2015 average) to 379 (2013 to 2017 average) by December 31, 2017.
C-3) Traffic Fatalities per 100 million VMT	<ul style="list-style-type: none"> ■ Reduce the five-year average traffic fatalities per 100 million VMT by 14 percent from 0.80 (2010 to 2014 average) to 0.69 (2013 to 2017 average) by December 31, 2017.
C-4) Unrestrained Passenger Vehicle Occupant Fatalities	<ul style="list-style-type: none"> ■ Reduce the five-year average unrestrained occupant fatalities by 5 percent from 20 (2010 to 2014 average) to 19 (2013 to 2017 average) by December 31, 2017.

Core Performance Measures	Target
C-5) Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC	<ul style="list-style-type: none"> Reduce the five-year average impaired driving fatalities by 13 percent from 25 (2010 to 2014 average) to 21 (2013 to 2017 average) by December 31, 2017.
C-6) Speed-Related Fatalities	<ul style="list-style-type: none"> Reduce the five-year average speed-related fatalities by 4 percent from 23 (2010 to 2014 average) to 22 (2013 to 2017 average) by December 31, 2017.
C-7) Motorcyclist Fatalities	<ul style="list-style-type: none"> Reduce the five-year average motorcyclist fatalities by 7 percent from 12 (2010 to 2014 average) to 11 (2013 to 2017 average) by December 31, 2017.
C-8) Unhelmeted Motorcyclist Fatalities	<ul style="list-style-type: none"> Reduce the five-year average unhelmeted motorcyclist fatalities by 7 percent from 8 (2010 to 2014 average) to 7 (2013 to 2017 average) by December 31, 2017.
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	<ul style="list-style-type: none"> Maintain number of drivers age 20 or younger involved in fatal crashes at 5 (2015 annual) or below by December 31, 2017.
C-10) Pedestrian Fatalities	<ul style="list-style-type: none"> Reduce the five-year average number of pedestrians in fatal crashes by 9 percent from 11 (2010 to 2014 average) to 10 (2013 to 2017) by December 31, 2017.
C-11) Bicyclist Fatalities	<ul style="list-style-type: none"> Maintain the five-year average number of bicyclist fatalities at the five-year average of one (2013 to 2017 average) by December 31, 2017.
B-1) Observed Seat Belt Use	<ul style="list-style-type: none"> Increase observed seat belt use from 86.7 percent in 2015 to 90 percent by 2017.

Source: RIDOT, June 2016; Rhode Island DMV, June 2016; FARS, June 2016; 2015 Rhode Island Observed Restraint Use Surveys. Serious injury data was queried as of June 15, 2016.

Table 3.5 on the following pages depicts the trends from 2003 to 2015 and the targets for each measure. The trends provide insight into how the targets were selected.

Table 3.5 Performance Trends and five-year average Targets

Performance Measures		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015 ^b	2017 Target
Core Performance Measures															
C-1	Traffic Fatalities (Actual)	104	83	87	81	69	65	83	67	66	64	65	52	45	57
	Five-Year Moving Average	-	-	-	-	85	77	77	73	70	69	69	63	58	-
C-2	Serious Injuries (Actual)	1,728	1,650	1,437	1,305	842	421	484	542	512	467	419	431	425	379
	Five-Year Moving Average	-	-	-	-	-	-	U/A	U/A	U/A	485	485	474	451	-
C-3	Traffic Fatalities per 100 million VMT	1.24	0.98	1.05	0.98	0.80	0.79	1.01	0.81	0.84	0.82	0.84	0.68	0.59	0.69
	Five-Year Moving Average	-	-	-	-	1.01	0.92	0.92	0.88	0.85	0.85	0.86	0.80	0.75	-
C-4	Unrestrained Occupant Fatalities	48	47	37	35	19	29	32	26	23	20	19	10	16	19
	Five-Year Moving Average	-	-	-	-	37	33	30	28	26	26	24	20	8	-

Performance Measures		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015 ^b	2017 Target
C-5	Number of Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC ^a	50	38	34	30	22	23	34	27	26	28	24	18	n/a	21
	Five-Year Moving Average	–	–	–	–	35	29	29	27	26	28	28	25	n/a	–
C-6	Speed-Related Fatalities	55	45	40	42	20	20	39	33	23	30	17	13	n/a	22
	Five-Year Moving Average	–	–	–	–	40	33	32	31	27	29	28	23	n/a	–
C-7	Motorcyclist Fatalities	13	10	14	16	13	7	19	15	15	8	11	10	9	11
	Five-Year Moving Average	–	–	–	–	13	12	14	14	14	13	14	12	11	–
C-8	Unhelmeted Motorcyclist Fatalities	6	7	6	11	9	2	12	11	8	5	6	7	4	7
	Five-Year Moving Average	–	–	–	–	8	7	8	9	9	8	9	8	6	–
C-9	Drivers Age 20 or Younger	25	17	20	14	16	9	11	7	4	4	7	4	n/a	5

Performance Measures		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015 ^b	2017 Target
	Involved in Fatal Crashes														
	Five-Year Moving Average	–	–	–	–	18	15	14	11	9	7	7	5	n/a	–
C-10	Pedestrian Fatalities	13	7	14	15	13	12	16	9	14	5	14	14	8	10
	Five-Year Moving Average	–	–	–	–	12	12	14	13	13	11	12	11	11	–
C-11	Bicyclist Fatalities	1	0	1	1	1	1	0	2	0	2	3	0	0	1
	Five-Year Moving Average	–	–	–	–	1	1	1	1	1	1	1	1	1	1
B-1	Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	74%	76%	75%	74%	79%	72%	75%	78%	80%	78%	86%	87%	87%	90%

Performance Measures	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015 ^b	2017 Target
Activity Measures Tracked But No Goals Set														
Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	-	-	-	-	-	-	4,630	5,802	6,446	7,317	8,446	9,607	6,200	-
Number of Safety belt Citations Issued During Grant-Funded Enforcement Activities	-	-	-	2,024	2,226	2,336	2,553	2,181	2,172	5,958	5,346	2,825	7,099	-
Number of Impaired Driving Arrests Made during Grant-Funded Enforcement Activities	-	-	2,227	2,519	U/A	U/A	253	288	253	417	438	507	404	-

Source: RIDOT, June 2016; Rhode Island DMV, June 2016; FARS, June 2016; 2003 to 2015 Rhode Island Observed Restraint Use Surveys.

a NHTSA imputed number.

b Preliminary.

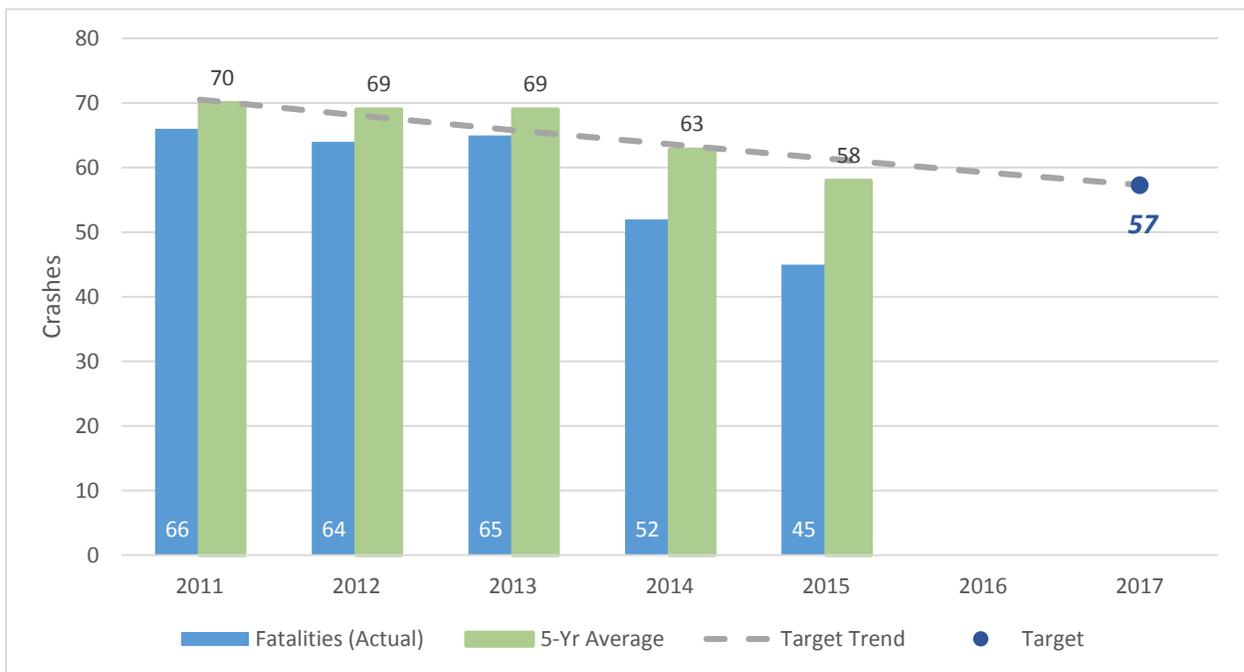
3.8 Core Performance Measures

Figures 3.8 through 3.19 provide greater detail on the 11 national core and one behavioral performance measures and include data points and an associated trend line. The 2017 annual targets were established using the FARS 2010 to 2014 five-year rolling average as a baseline and also reflect trends exhibited by the data. 2015 values shown in the figures are preliminary and are provided by RIDOT/OHS

C-1 - Fatalities

- › **Goal.** Reduce the five-year average traffic fatalities by 9 percent from 63 (2010 to 2014 average) to 57 (2013 to 2017 average) by 2017.
- › **Justification.** Fatalities have steadily declined in recent years. With low numbers to begin with, it becomes increasingly harder to move the needle. Based on preliminary data there were 45 fatalities in 2015. With the substantial decrease in 2014 and 2015 from previous years, it is unclear if that is a new trend or an outlier. Therefore the SHSP goal of TZD with a baseline of 2010 was chosen.

Figure 3.8 Fatalities (2011 to 2015)

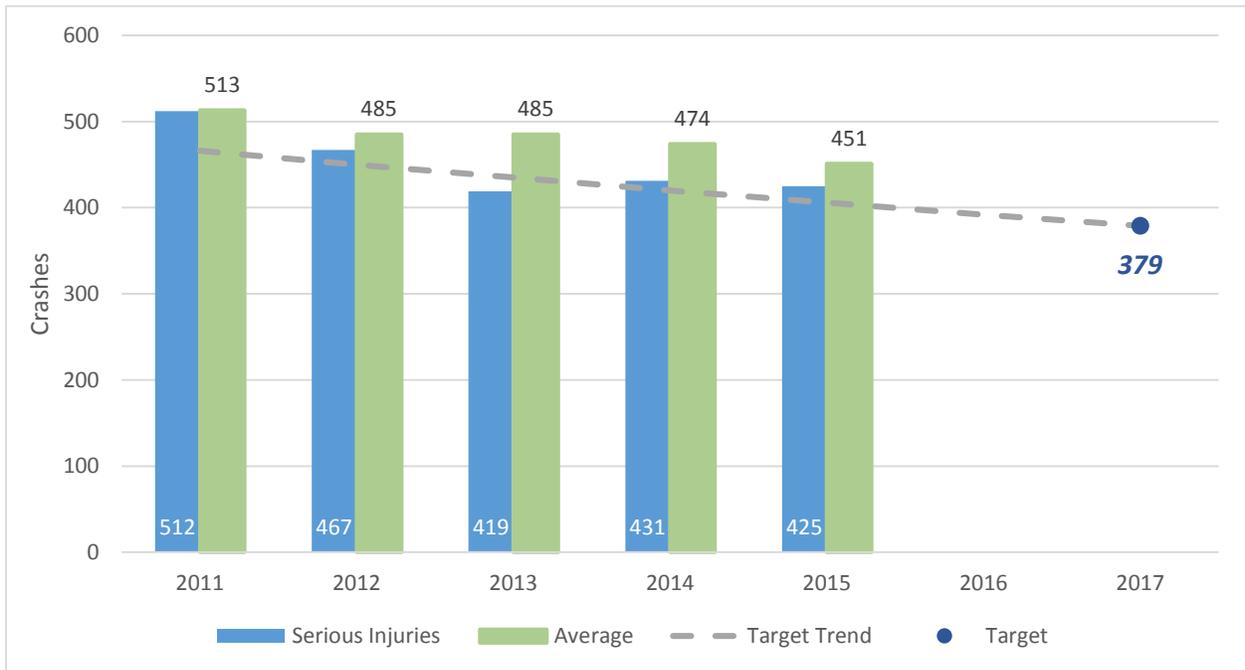


Source: RIDOT/OHS, 2016 and FARS, 2016.

C-2 - Serious Injuries

- **Goal.** Reduce the five-year average serious injuries by 16 percent from 451 (2011 to 2015 average) to 379 (2013 to 2017 average) by 2017.
- **Justification.** The five year rolling average for Rhode Island’s serious injuries have steadily decreased for the last five years, however the serious injuries per year have fluctuated with a slight increase in 2014. Therefore the SHSP goal of TZD with a baseline of 2010 was chosen.

Figure 3.9 Serious Injuries (2011 to 2015)



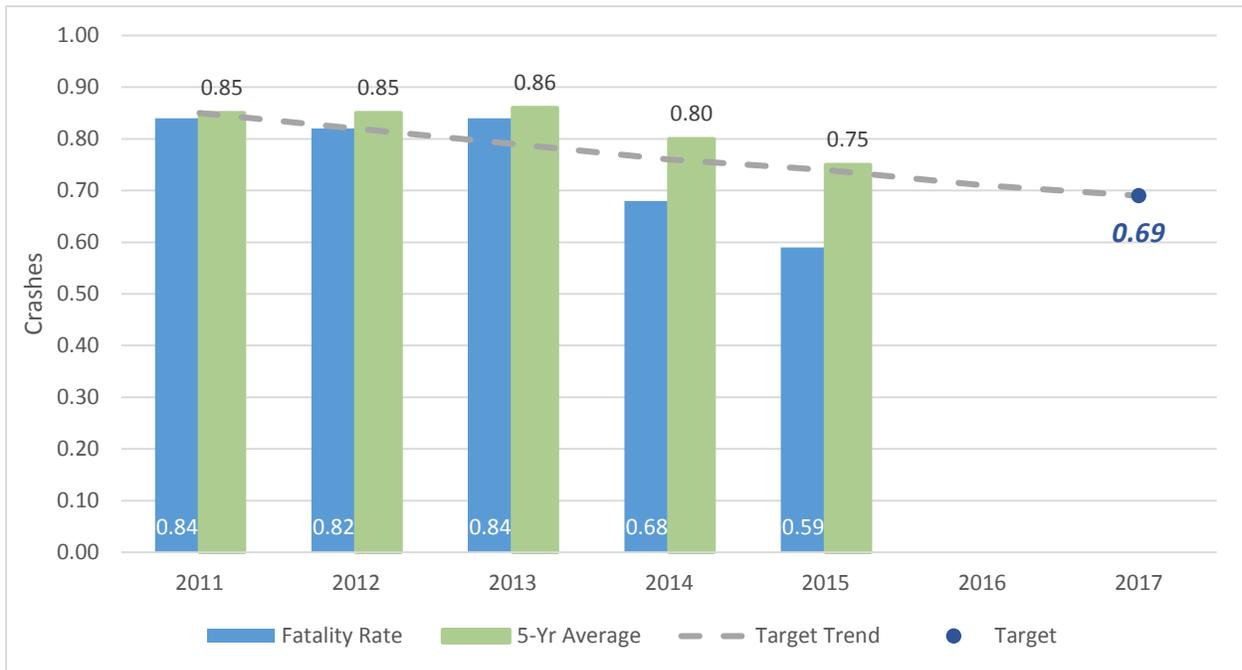
Source: RIDOT/OHS, 2016.

Note: Beginning in 2013, RIDOT transitioned to reporting a 5-year average annual crashes rather than a 3-year average as more data became available.

C-3 – Fatality Rate

- › **Goal.** Reduce the five-year average traffic fatalities per 100 million VMT by 14 percent from 0.80 (2010 to 2014 average) to 0.69 (2013 to 2017 average) by 2017.
- › **Justification.** The fatality crash rate has declined slightly in recent years with a minor increase in 2013. Based on preliminary data the rate in 2015 is 0.59. However, since that was a substantial decrease from previous years, it is unclear if that is a new trend or an outlier. Therefore the SHSP goal of TZD with a baseline of 2010 was chosen.

Figure 3.10 Fatality Rate per 100 Million VMT (2011 to 2015)

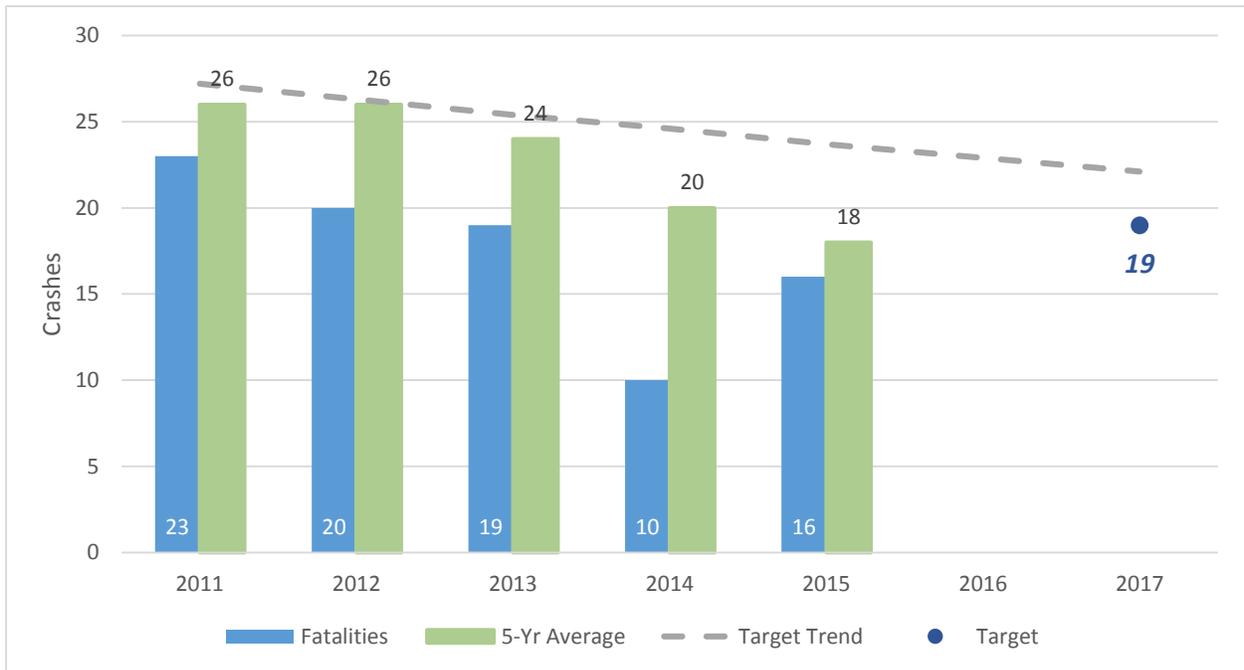


Source: RIDOT/OHS, 2016 and FARS, 2016.

C-4 – Unrestrained Motor Vehicle Occupant Fatalities

- › **Goal.** Reduce the five-year average unrestrained occupant fatalities by 5 percent from 20 (2010 to 2014 average) to 19 (2013 to 2017 average) by 2017.
- › **Justification.** Unrestrained fatalities in Rhode Island have steadily decreased for the last five years. Additionally, according to preliminary data there were 16 unrestrained fatalities in 2015. The SHSP goal of TZD with a baseline of 2010 equates to 22 fatalities in 2017, however 19 was chosen given the recent steady decline.

Figure 3.11 Unrestrained Motor Vehicle Occupant Fatalities (2011 to 2015)



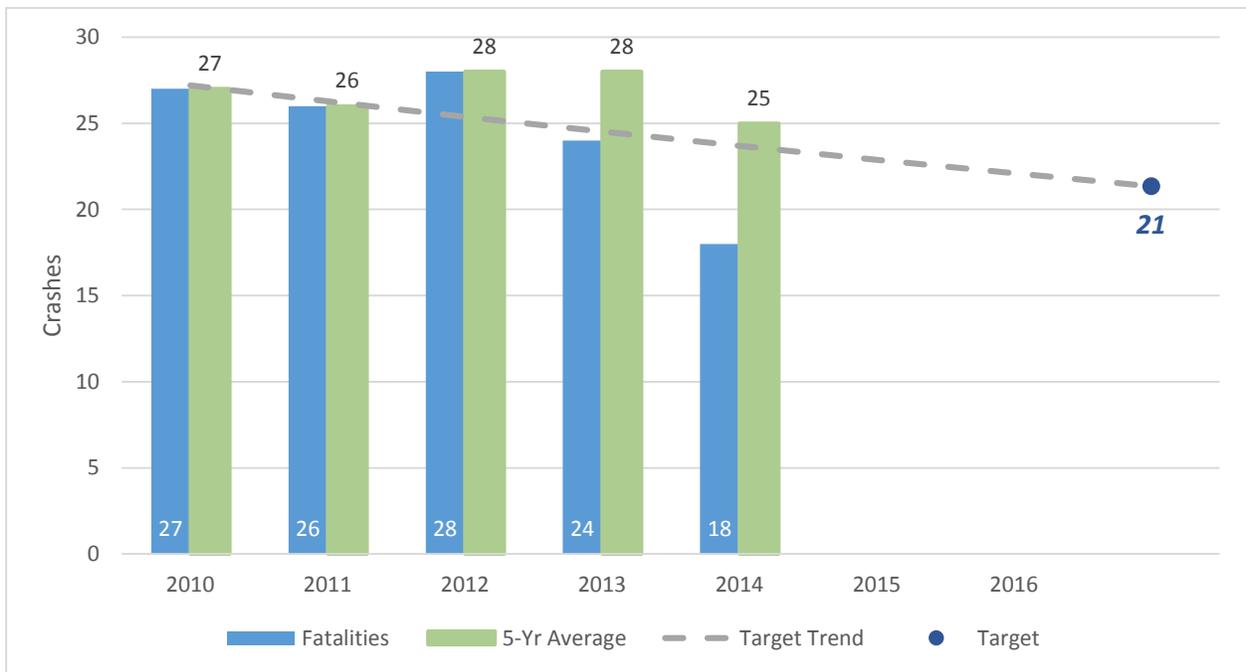
Source: RIDOT/OHS, 2016 and FARS, 2016.

Note: Restraint usage restated to reflect all motor vehicle occupants except buses.

C-5 – Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC

- › **Goal.** Reduce the five-year average impaired driving fatalities by 13 percent from 25 (2010 to 2014 average) to 21 (2013 to 2017 average) by 2017.
- › **Justification.** On average, between 2010 and 2013 fatalities have consistently maintained around 24 and 28 with a decrease to 18 in 2014. Therefore the SHSP goal of TZD with a baseline of 2010 was chosen. Our designated target can be achieved through the continuation of targeted alcohol-related education, enforcement efforts, and the reinvigoration of our impaired driving task force.

Figure 3.12 Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC (2010 to 2014)

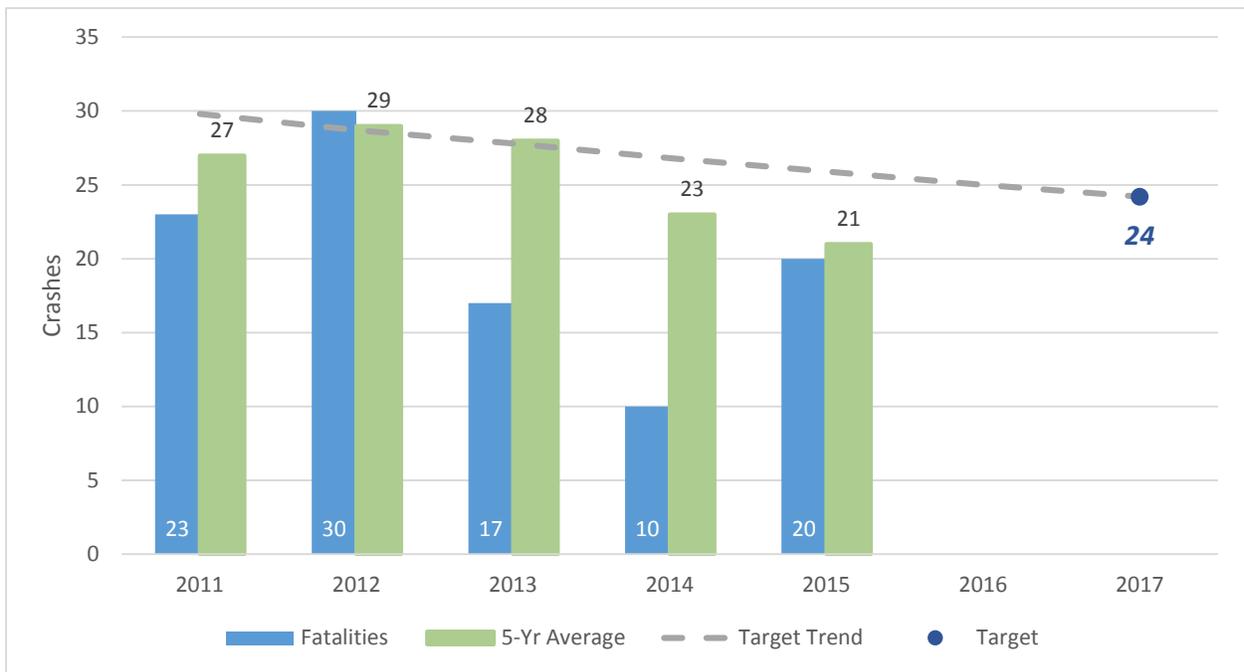


Source: NHTSA Imputed Data, 2016.

C-6 - Speed

- › **Goal.** Reduce the five-year average speed-related fatalities by 4 percent from 23 (2010 to 2014 average) to 22 (2013 to 2017 average) by 2017.
- › **Justification.** Speed-related fatalities have fluctuated over the last five years, include spikes in 2012 and preliminary in 2015. With the large fluctuation we expect continued decreases in the five-year average but not at the same pace, so our target is more cautious. The SHSP goal of TZD with a baseline of 2010 would equates to 24 fatalities, therefore we chose 22 to be more consistent with the historical trend.

Figure 3.13 Speed-Related Fatalities (2011 to 2015)



Source: RIDOT/OHS, 2016 and FARS, 2016.

C-7 - Motorcycle Fatalities

- › **Goal.** Reduce the five-year average motorcyclist fatalities by 7 percent from 12 (2010 to 2014 average) to 11 (2013 to 2017 average) by 2017.
- › **Justification.** Motorcycle fatalities have been somewhat inconsistent over the last five years with an overall downward trend. According to preliminary data there were 9 motorcycle fatalities in 2015. Since these fatality decreases have seemed to have leveled off in recent years, we do not expect such a significant drop in 2017. However, since we are undergoing a motorcycle assessment, we expect new program ideas to help drive this number downward.

Figure 3.14 Number of Motorcyclist Fatalities (2011 to 2015)

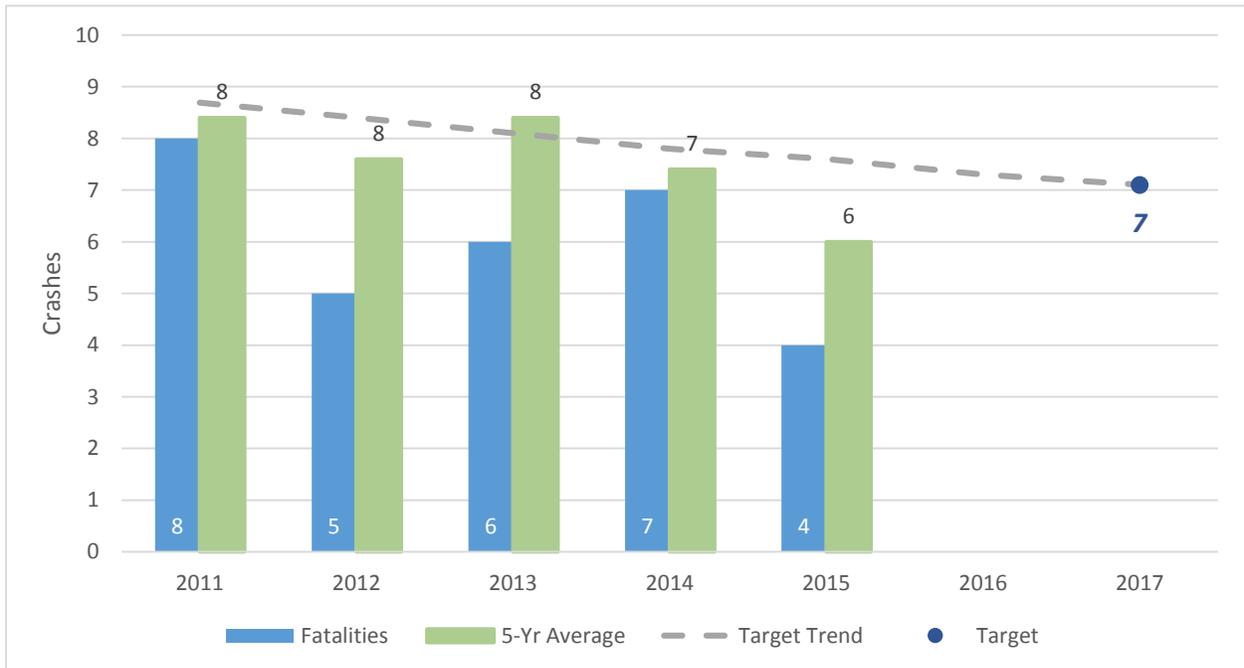


Source: RIDOT/OHS, 2016 and FARS, 2016.

C-8 - Unhelmeted Motorcycle Fatalities

- › **Goal.** Reduce the five-year average unhelmeted motorcyclist fatalities by 7 percent from 8 (2010 to 2014 average) to 7 (2013 to 2017 average) by 2017.
- › **Justification.** The overall unhelmeted fatality numbers have decreased over recent years. However, they are small numbers that will be hard to further reduce. However, since we are undergoing a motorcycle assessment, there may be opportunities to incrementally drive this number downward.

Figure 3.15 Unhelmeted Motorcycle Fatalities (2011 to 2015)

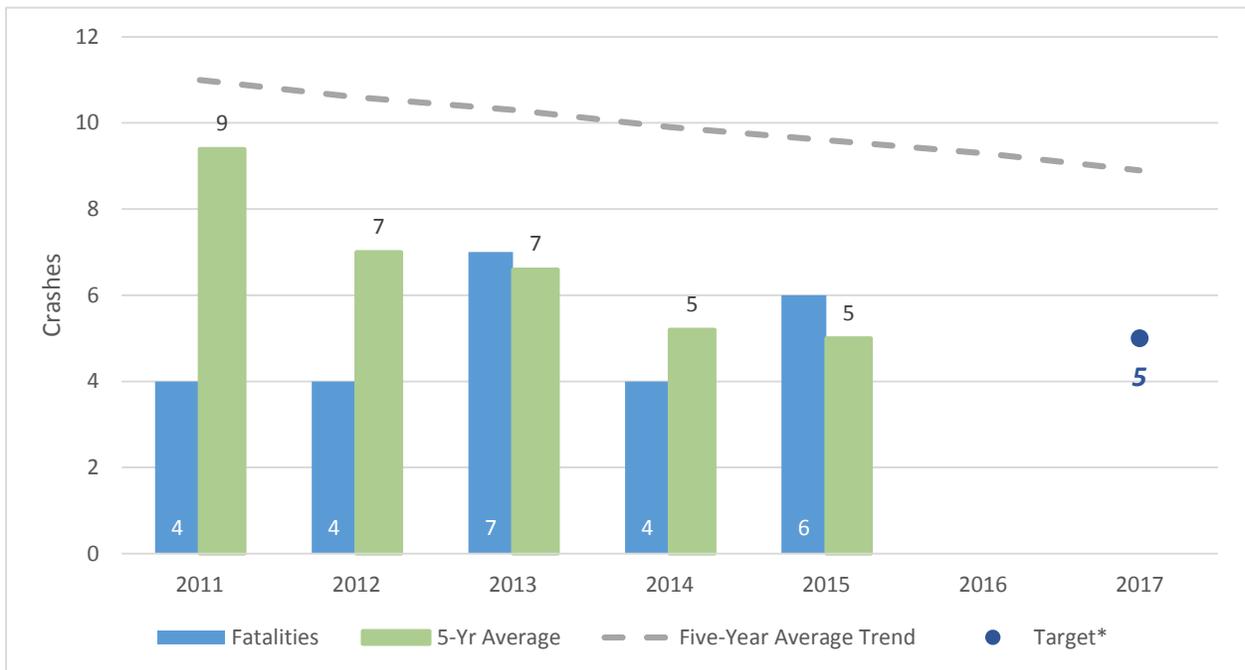


Source: RIDOT/OHS, 2016 and FARS, 2016.

C-9 - Young Drivers

- › **Goal.** Maintain the number of drivers age 20 or younger involved in fatal crashes at a five-year average of 5 (2013 to 2017 average) or below by 2017.
- › **Justification.** Although there has been an overall decrease in the five-year trend, year to year young driver fatalities have been inconsistent. Preliminary 2015 data indicates an increase of 2. The word maintain is used as a drop from 5 to 4 equating to 20 percent which looks high; at the same time, 5 is a small number. We expect our young driver programs to lead to a continued overall decrease in young driver fatalities.

Figure 3.16 Drivers Age 20 or Younger Involved in Fatal Crashes (2011 to 2015)



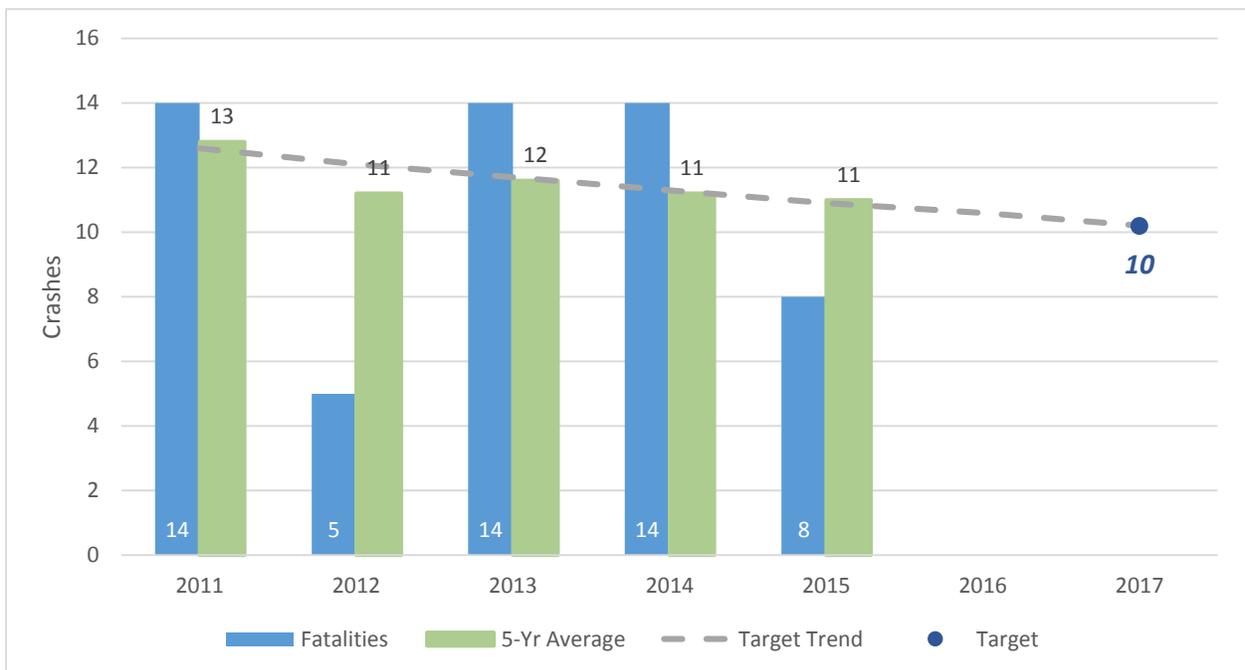
Source: RIDOT/OHS, 2016 and FARS, 2016.

* Note: The target for this specific goal is an annual target for the year 2017, not a five-year average target.

C-10 - Pedestrian

- › **Goal.** Reduce the five-year average number of pedestrians in fatal crashes by 9 percent from 11 (2010 to 2014 average) to 10 (2013 to 2017 average) by 2017.
- › **Justification.** Pedestrian fatalities have been largely inconsistent over the last five years. However, preliminary data indicates there were only 8 pedestrian fatalities in 2015. Therefore the SHSP goal of TZD with a baseline of 2010 was chosen. However, with the new statewide vulnerable road user programs targeting Providence and other municipalities with high pedestrian crashes, we believe we will see a modest reduction in this area.

Figure 3.17 Pedestrian Fatalities (2011 to 2015)

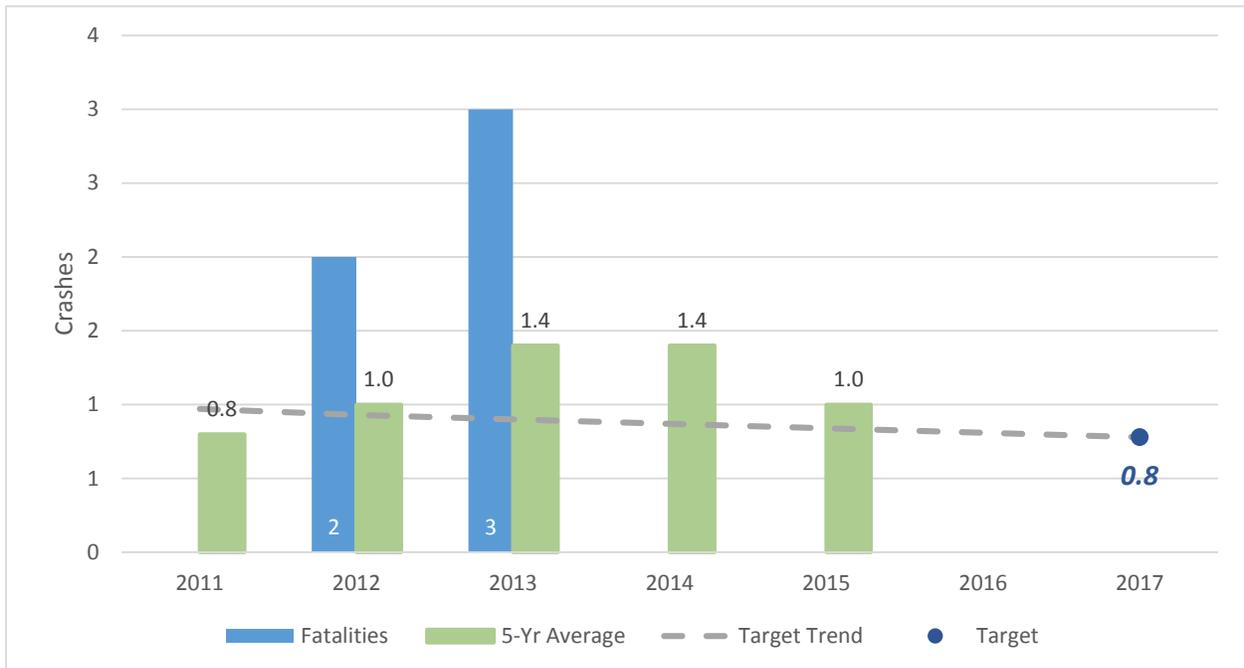


Source: RIDOT/OHS, 2016 and FARS, 2016.

C-11 - Bicycle

- **Goal.** Maintain the five-year average number of bicyclist fatalities at the five-year average of one (2013 to 2017 average) by 2017.
- **Justification.** Bicyclists' fatalities have been very low in Rhode Island over the past five years with only 2012 and 2013 having fatalities. On average, between 2011 and 2015, fatalities have been consistent at one and it is highly likely this trend will continue through the continuation of bicycle events and programs.

Figure 3.18 Bicyclist Fatalities (2011 to 2015)

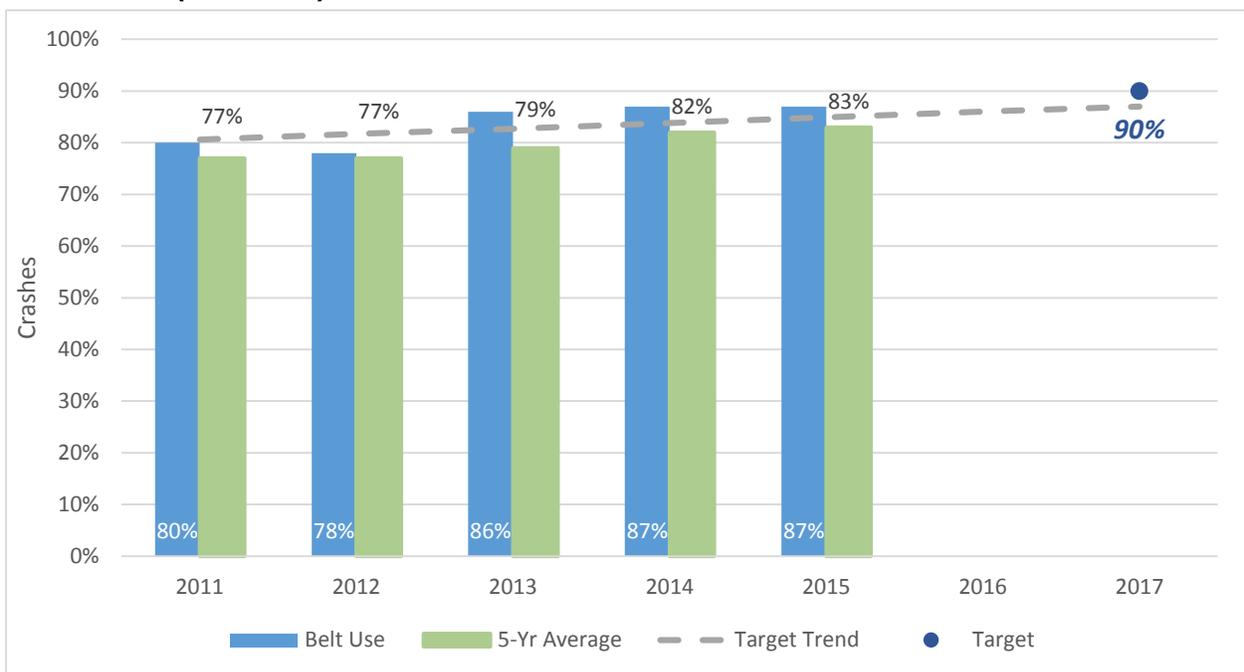


Source: RIDOT/OHS, 2016 and FARS, 2016.

B-1 - Observed Belt Use

- › **Goal.** Increase observed seat belt use from 86.7 percent in 2015 to 90 percent by 2017.
- › **Justification.** Since Rhode Island enacted a primary seat belt law in 2011, seat belt use increased. In 2013, the General Assembly passed a law removing the sunset on the primary seat belt law and also changed the fine from \$85.00 for all offenders to \$85.00 for all unbelted passengers up to seven years old and \$40.00 for all offenders eight years and older. The change in fines along with the increase in issued citations likely contributed to the increase in seat belt use to 87.4 percent in 2014. The intent is for the rate to continue to rise to 90 percent by 2017, which is achievable with the continuation of the primary seat belt law, fines, enforcement, and education programs.

Figure 3.19 Percent Observed Belt Use for Passenger Vehicles (Front Seat Outboard Occupants (2011-2015))



Source: RIDOT/OHS, 2016 and FARS, 2016.

This page intentionally left blank.

4

Highway Safety Countermeasures and Projects for FFY 2017 (by Program Area)

Section 4 provides details on the program areas, performance targets and measures, task or project descriptions, and funding levels and sources. The program areas in Rhode Island's FFY 2017 HSP include impaired driving, motorcycles, occupant protection, other road users, older drivers, speeding, young drivers, traffic records, and planning and administration. Each section contains the following information.

- › **Safety Focus Area.** The areas of highway safety that will be focused on in FFY 2017.
- › **Problem Identification.** A description of the problem using state crash and demographic data that provide justification for including the program area and guides the selection and implementation of countermeasures.
- › **Strategic Partners.** A list of partnerships to assist OHS in delivering programs and projects and meeting the FFY 2017 performance targets.
- › **Countermeasures.** Summary of the high-level, proven approaches which guide the project selection for each Program Area. Countermeasures that will be implemented in the next year by the highway safety office and the safety partners are proven effective nationally, have been successful in Rhode Island, and are appropriate given the data in the problem identification and the resources available. The OHS used the *Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices*, Eighth Edition, 2015 as a reference to aid in the selection of effective, evidence-based countermeasure strategies for the FFY 2017 HSP program areas. Evidence of effectiveness citations, which reference CTW, followed by the chapter and related countermeasure section (e.g., CTW, Chapter 2, Section 2.1), are identified in the program/project descriptions and denotes the effectiveness of the related countermeasure strategy where appropriate. Note that CTW is not referenced for OHS administrative functions and activities. The 2015 edition of *Countermeasures That Work* can be viewed in its entirety on the NHTSA web site at: <http://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf>.
- › **Performance targets.** The targets for, and in addition to, major injuries or fatalities by safety focus area.
- › **Programs/Projects.** Data-driven activities that will be implemented in the next year to achieve the identified countermeasures for each program area.

4.1 Evidence-Based Enforcement (E-BE) Traffic Safety Enforcement Program

The RIDOT's OHS continues to develop policies and procedures to ensure that enforcement resources are utilized efficiently and effectively in support of the goals of Rhode Island's HSP.

The key to effective enforcement strategies is based on analyzing available data to identify problem roadways and determine the most cost effective means to reduce incidents of crashes, eliminate roadway user fatalities, and minimize crashes which result in injury or extensive property damage.

The RIDOT OHS engages its law enforcement partners by distributing Federal funds based on informational research and data analysis. The OHS Program managers and those who oversee local law enforcement agencies as well as with private partners grants are tasked with providing continual oversight, direction, monitoring, and assessment of all who elect to participate in grant funded enforcement projects. The priorities listed in Rhode Island's FFY 2017 HSP closely mirror those priorities described in the State's SHSP. The OHS will take the lead going forward ensuring the HSP and SHSP are closely followed and monitored on a monthly basis.

The utilization of geomapping and the identification of hot spot areas and specific locations provide a solid basis for the delivery of statewide Evidence Based Enforcement (E-BE). The following is a timeline description of the Rhode Island's E-BE process.

- › Programmatic research process initially starts with the OHS staff conducting analysis of timely, statewide crash data and quickly disseminated to stakeholders and grant sub grantees. The process is further enhanced by integrating local data supported by ancillary information relating to enforcement activities and other relevant traffic information. Local data is an absolute cornerstone for addressing local traffic issues in a defined geographical area. All traffic safety issues are local problems, which require the application of local data.
- › The analysis process continues during the grant application process when each potential grantee is required to identify specific crash locations and associated times of the day and day(s) of the week of these occurrences. The applicants are required to incorporate this data and information into their grant application which support their stated problem identification.
- › To help assist local communities identify their crash hotspots, the OHS distributes analyzed crash data on a monthly basis to each law enforcement agency. The agencies in turn are required to use this information to further monitor 'hot spots' and deployed the required resources to reduce further occurrences. In addition, the OHS has an officer assigned strictly to develop time sensitive information to the state and local police agencies through DDACTS position who is assigned to the RISP Fusion Center.
- › The OHS will continue to provide training for law enforcement agencies to assist them in developing countermeasures and strategies that address the problem identification developed in their grant proposal. The selected strategies must

follow the guidelines as spelled out in the NHTSA publication *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. Each sub grantee who accepts grant money must agree to utilize the countermeasure publication.

Examples include, but are not limited to: saturation patrols, targeted enforcement, HVE, sustained enforcement, place-based enforcement, etc. E-BE is applicable to all OHS priority programs.

- › Funding for sub grantees must be commensurate to their jurisdiction's proportion of the overall state problem. For example, what percentage of the overall number of impaired driving occurs within the agency's area of responsibility? OHS and DDACTS officer will utilize citation reports, overtime patrol deployment schedules, and/or crash report data as tools to distribute our Federal law enforcement grant funds. OHS staff will maintain continuous follow up and monitoring of each departments' activities and will adjust funds as necessary changes and circumstances arise, i.e., If the Police Department witnesses an upward speeding trend and their impaired driving incidents decrease we may choose to adjust their awarded funds to reflect the reality of that communities situation.
- › The applicant agency must have sufficient available resources to successfully accomplish the agency's stated objectives. These enforcement resources must be deployed in focused data driven strategies to insure increased efficiency and effectiveness. The sub grantees also agree to team up with neighboring police agencies on a regular basis to give the 'wolf-pack' effect of high visibility enforcement.
- › Clear and concise goals and expected outcomes must be developed for each grant emphasis area (speed, impaired driving, occupant protection, etc.) and clearly described within the agency's grant application.
- › All participating agencies will continue to submit monthly activity reports.
- › OHS's Program Managers evaluate all agency reports and assess productivity as well as progress towards defined goals and outcomes. Program managers, local sub grantees will continue working closely with the OHS's Chief and LEHSTC to evaluate progress and determine if any strategic adjustments, modifications or other changes are appropriate. This continual and systematic process of project monitoring, evaluation and analysis of outcome measures provides feedback, which enables project adjustments when appropriate.
- › Rhode Island's approach to E-BE provides enforcement coverage in all of the State's 39 cities and towns. OHS's partnership with the RISP and all 38 municipal law enforcement agencies provide a multitier, integrated system of sustained enforcement in those areas identified using all available data sets, year round.

Statewide data, just like local community data, is very important and serves as a well-defined background for operational planning and subsequent deployment of resources, however, all traffic safety problems are local issues and must be effectively and efficiently addressed with local strategies and countermeasures.

Rhode Island's approach to using local data and attacking traffic safety issues at the local level via local data and available resources is a basic exercise in E-BE.

The E-BE process described above incorporates the spirit DDACTS and closely follows the strategies listed in DDACTS seven guiding principles.

Rhode Island is fortunate to have direct access to timely crash data and other traffic enforcement-related information. The flexibility of the OHS's E-BE enables direct application to all of the State's priority enforcement projects based on the evaluation of these data sets. For example, seat belt use rate survey, occupant protection citations issued, and improperly restrained crashes are all incorporated into the strategies directing Occupant Protection enforcement grants. Likewise, Impaired Driving crashes, arrests and other useful information are the basis for DUI and Drugged Driving enforcement efforts. The E-BE approach will be used in coordinating patrols for all emphasis areas; speed, impaired driving, occupant protection, pedestrian, bicycle, distracted and future OHS priorities which may emerge.

OHS utilizes proven public safety messages displayed in several media platforms to support law enforcement's deterrence techniques and strategies. In FFY 2017, the OHS will create a safety "buzz" by working closely with law enforcement agencies every time a national campaign is announced and supported. These media efforts, balanced with increased law enforcement detail deployments, will serve as a strong deterrent to impaired and dangerous driving. This approach will stimulate the public's perception that driving impaired, driving without a seatbelt, and driving fast will result in an arrest or traffic violation.

The goal of OHS' traffic safety enforcement program is to provide continuous directed patrols with the goal of general deterrence to dangerous driving behaviors from the motoring public. When Rhode Island combines its efforts with the associated national crackdowns and mobilizations it serves to expand the awareness of this important safety program. It also continuously adds increased layers of protection to all Rhode Island's roadway users.

In summary, Rhode Island's execution of E-BE is based on three significant components: a) The collection, analysis, and promulgation of specific data related to individual OHS priorities. This data identifies who is crashing; where they are crashing; when they are crashing and how they are crashing. It also includes ancillary data such as enforcement activities and related information; b) Allocation of funding to enforcement sub grantees is based on problem identification and the implementation of effective and efficient strategies and countermeasures using specific data to support the OHS priority programs; and c) A data-driven approach to funding law enforcement activities requires continual monitoring, evaluation and adjustments/modifications to strategies and countermeasures if appropriate. These three steps are integral to OHS's E-BE principles and will remain in place in all future granting considerations.

4.2 Distracted Driving/Cell Phone Use

Problem Identification and Analysis

Distracted driving crashes are often difficult to identify, as the officers arrive on scene after the fact and are dependent upon the drivers' accounts and recollection of the facts. Self-reported information is statistically unreliable and it is estimated that cell phone-related crashes are severely underreported. Rhode Island has been collecting cell phone-related crash information since 2011. In 2014, no fatal crashes were counted where at least one distraction was reported for at least one vehicle. There may have been distractions present in any of the 52 fatal crashes in Rhode Island in 2014, however, such circumstances were not reported in the crash data. The national percentage which is 11.6 percent. Due to public demand there has been significant pressure to strictly enforce the State's cell phone law for those who are 18 and younger. There also has been increasing encouragement for policy-makers to create a hands-free statute for all drivers.

Prior data shown for the 16 fatal crashes in Rhode Island from 2010 through 2013 where one vehicle or more has at least one distraction recorded, the plurality of which were recorded as *distraction/inattention, details unknown* (25 percent), followed by *other distraction* and *cell phone use* (18.8 percent each). However, from 2010 through 2013, distraction/inattention, details unknown was most frequently recorded in fatal crashes where at least one vehicle has at least one distraction recorded in Region 1 (35.2 percent) and across the Nation (46.4 percent).

Table 4.1 Distracted Driving Crashes (2010-2013)

Location	2010		2011		2012		2013		2014		Percent Change: 2014 vs 2010
	Crashes	Percent of Total Crashes									
Rhode Island	3	4.62%	3	4.76%	4	6.45%	6	9.68%	0	0.00%	100%
Region	134	13.12%	98	11.07%	94	9.43%	92	9.68%	56	6.65%	-41.79%
Nation	2,993	10%	3,047	10%	3,098	10%	2,923	10%	2,955	10%	-1.27%

Source: FARS, 2016.

Performance Targets

- › To decrease the total number of cell phone-involved crashes by 50 percent from the 2010 to 2013 calendar average of between four to two by December 31, 2017.

Justification

The increased media efforts combined with law enforcement patrols and programs targeting youth will serve to decrease the increasing percentage of crashes attributed to distracted driving. Those efforts will be complemented with OHS'

support to change state law to include a hands-free driving mandate will support our developed performance targets.

Strategic Partners

Rhode Island Attorney General; Municipal and State Police Agencies; Community Prevention Task Force Coordinators; High School Administrators and Health Teachers; and AAA.

List of Countermeasures (Strategies)

1. OHS will schedule overtime patrols for agencies identified throughout the report. These patrols will focus on enforcing the 18 and below no texting and driving law, as well as the no cellular phones law. Citations written for cell phone violations during the mobilization periods will be reviewed to determine if police agencies are effectively enforcing the laws.
2. OHS will coordinate paid and earned media activities to coincide with all enforcement activities, following the accepted NHTSA model for high-visibility enforcement.

Project Descriptions

The FFY 2017 HSP project list to address distracted driving fatalities and serious injuries includes the project number, title, description, budget, and evidence of effectiveness.

Project Number:	M8 DDLE 17-01	OHS will fund implementation of a Distracted Driving enforcement effort by local city/town police departments. OHS is expecting participation from potentially 7 communities. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period during April 2017. The amounts allocated to each municipality were determined based on the problem need, historical liquidation rates, and amount requested by the enforcement agency.
Project Title:	Municipal Enforcement Distracted Driving Campaigns	
Project Budget/ Source:	\$48,554 of Section 405E	
Evidence of Effectiveness:	CTW, Chapter 4, Section 1.3	
Project Number:	M8 DDLE 17-02	OHS will fund implementation of specific Distracted Driving enforcement patrols by the RISP. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period during the month of April 2017.
Project Title:	RISP Enforcement Distracted Driving Campaigns	
Project Budget/ Source:	\$30,000.00 of Section 405E	
Evidence of Effectiveness:	CTW, Chapter 4, Section 1.3	

Project Number:	M2 PE 17-01 M5 OT 17-02	<p>Up to 50 high schools and middle schools will be offered the opportunity to experience the ThinkFast Interactive program. This game show style program blends critical highway safety messaging with engaging pop culture references to command the attention of a school assembly. Programming will be strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.).</p> <p>ThinkFast program content and knowledge-based survey items were developed with information from the National Highway Traffic Safety Administration, the U.S. Department of Health, Substance Abuse and Mental Health Services Agency, and guided locally by RIDOT to fit within their existing state-level highway safety plan. In general, while only 78.2 percent of teens felt that they were at least sometimes safe drivers prior to ThinkFast, 95.9 percent of teens indicated that they were likely to be better drivers after ThinkFast. In 2013 ThinkFast did find a statistically significant increase in knowledge scores, with teens in the pretest group having an average score of 57.07 points, and those in the post test group having an average score of 89.92 points. From their findings, an estimate of the total 1,600 teens in Rhode Island who participated in ThinkFast, on average increased their highway safety knowledge by +32.85 points, as measured by a content-based pre and post knowledge test. There also were statistically significant improvements in teen's attitudes across the range of highway safety-related behaviors assessed pre and post-ThinkFast. Comparisons from pre to post reveal that the most significant improvements were in teen attitudes towards wearing their seat belts, not talking on the cell phone while driving, and not speeding. There also were statistically significant improvements in teen attitudes towards not texting while driving.</p>
Project Title:	ThinkFast Interactive High School Education Program	
Project Budget/ Source:	\$32,500.00 of Section 405B; \$32,500.00 of Section 405D	
Evidence of Effectiveness:	CTW, Chapter 1, Section 6.5 CTW, Chapter 2, Section 7.1	

4.3 Impaired Driving

Problem Identification and Analysis

Alcohol-impaired driving continues to be a significant contributing factor in Rhode Island's crash fatalities and serious injuries. Alcohol-impaired crashes accounted for 35 percent of the total crashes in 2015, and **Figure 4.1** shows that alcohol impairment in fatal crashes in Rhode Island exceeds that of New England and the

nation historically however in 2014 RI was slightly less than New England states. Based on NHTSA imputed data from 2008 through 2014, the majority of Rhode Island's alcohol-related fatalities involved a driver or motorcycle operator with a BAC greater than or equal to the legal limit of 0.08, as shown in **Figure 4.2**.

Additional analysis shows that the majority of impaired drivers in fatal crashes are white and between the ages of 16 to 20. The Cities of Providence and Warwick have the highest number of impaired driver fatal crashes.

This information will be used to develop appropriate educational and marketing materials and target enforcement activities to reduce impaired driving fatalities.

Several state laws, policies, and practices affect how the State identifies, enforces, and reports on impaired driving:

- › In July 2003, Rhode Island enacted a law making it a crime for anyone to operate a motor vehicle with a BAC of 0.08 or above. For young drivers, a BAC level of 0.02 results in license suspension until the age of 21.
- › The Rhode Island Supreme Court has ruled that sobriety checkpoints are unconstitutional.
- › A police officer may or may not indicate suspicion of alcohol involvement in a crash report.
- › BAC testing is often performed only on persons who are killed in a crash and not on surviving drivers.
- › Prior to June 28, 2006, refusing a chemical test carried a lower penalty than a DUI, which resulted in a greater number of citations for chemical test refusals. The significant number of refusals severely limited the availability of BAC data and hindered proper problem identification. On June 28, 2006, Governor Carcieri signed legislation doubling the license suspension for a first offense refusal; criminalizing second and subsequent offenses; increasing fines, imprisonment, and license suspensions; and requiring community service. The intent of the law was to make the choice of chemical test refusal less attractive and increase BAC data.

Rhode Island's DUI law provides for higher sanctions at increasing BAC levels: 0.08 to <0.10, 0.10 to <0.15, and 0.15 and greater. Of the 83 drivers and motorcycle operators involved in fatal crashes in 2013, 60 were male; 21 were female; and 2 were unknown or "blank." **Table 4.3** provides the BAC test results for these drivers.

Drugs also are prevalent in the State's motor vehicle crashes. **Table 4.4** identifies the types of drugs that are most frequently detected in cases involving motor vehicles. The data were obtained from medical examiner and law enforcement cases.

During FFY 2016 RI's OHS invited NHTSA to lead an impaired Driving Assessment. Following a review by DOT's leadership and partners we will make efforts to employ strategies which support many of the recommendations. Some of the recommendations we hope to realize during FFY 2017 are listed below.

Key Impaired Driving Assessment Recommendations

› **Program Management and Strategic Planning**

- Continue the Rhode Island Impaired Driving Alliance.

› **Prevention**

- Conduct an analysis of the relationship between tax, price, sales and consumption in Rhode Island to understand the recent dramatic change in apparent consumption and determine the potential impact of sustaining recent temporary tax increases.
- Enact a comprehensive social host liability statute.
- Integrate needs assessment and prevention goals and objectives from the Strategic Plan for Substance Abuse Prevention; the Preventing Violence and Injuries a Plan for the State and other alcohol and substance abuse and health promotion plans with highway safety plans.

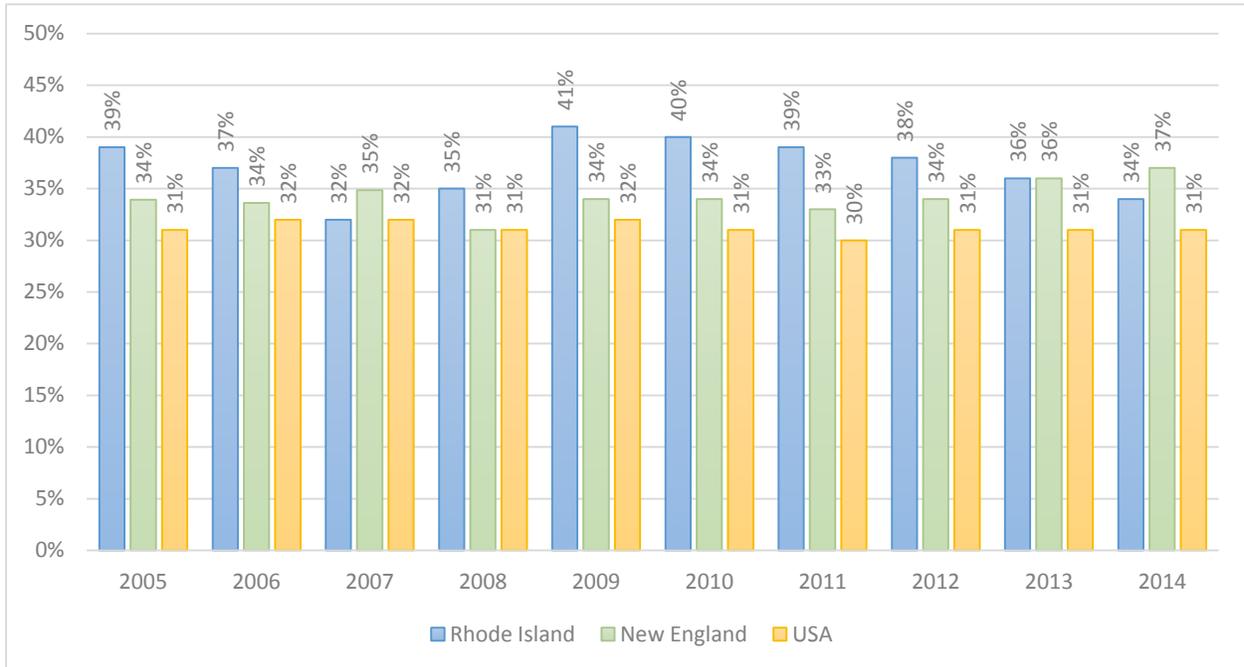
› **Criminal Justice System**

- Strengthen sanctions for DUI.
- Pass a law or Constitutional Amendment specifically sanctioning sobriety checkpoints.
- Pass a statute creating an enhanced penalty for DUI where any injury occurs.
- Amend the law to allow for officers to seek and secure blood draw warrants to gather evidence in all DUI cases.
- Continue to provide traffic data to law enforcement agencies and encourage data driven traffic enforcement initiatives.
- Execute a thorough examination of the statewide practices of sentencing and reductions and create data driven uniformity of terms, appropriate monitoring of offenders and enforcement of terms so consistency is achieved across the State.
- Prohibit the practice of attorneys serving as both prosecuting Solicitors and defense attorneys.
- Develop a DUI tracking system that is available to all those who interact with impaired drivers so that a driver can be tracked from arrest through adjudication to post-adjudication treatment and compliance.

› **Program Evaluation and Data**

- Develop a DUI tracking system that is available to all those who interact with impaired drivers so that a driver can be tracked from arrest through adjudication to post-adjudication treatment and compliance.
- Require reporting of any charge of DUI to the driver history record, regardless of disposition.

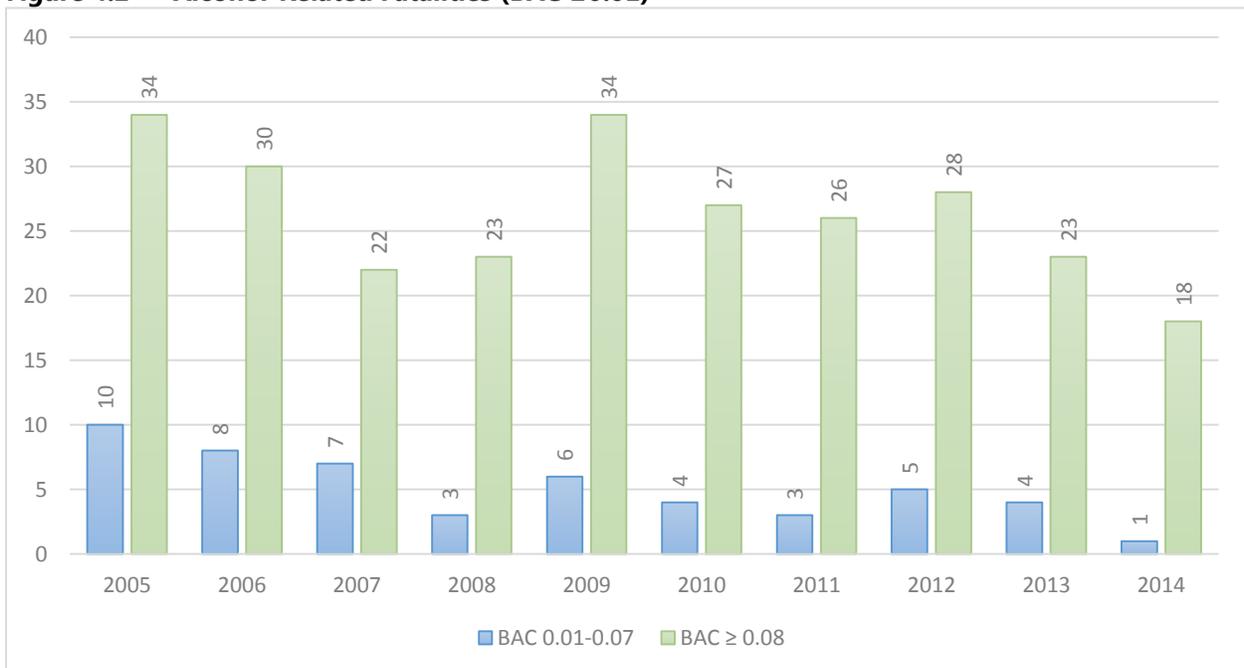
Figure 4.1 Driving Fatalities Involving BAC ≥ 0.08 (Rhode Island compared to New England and the U.S.)



Source: FARS, 2016.

Note: Reflects NHTSA imputed data for 2005 to 2014.

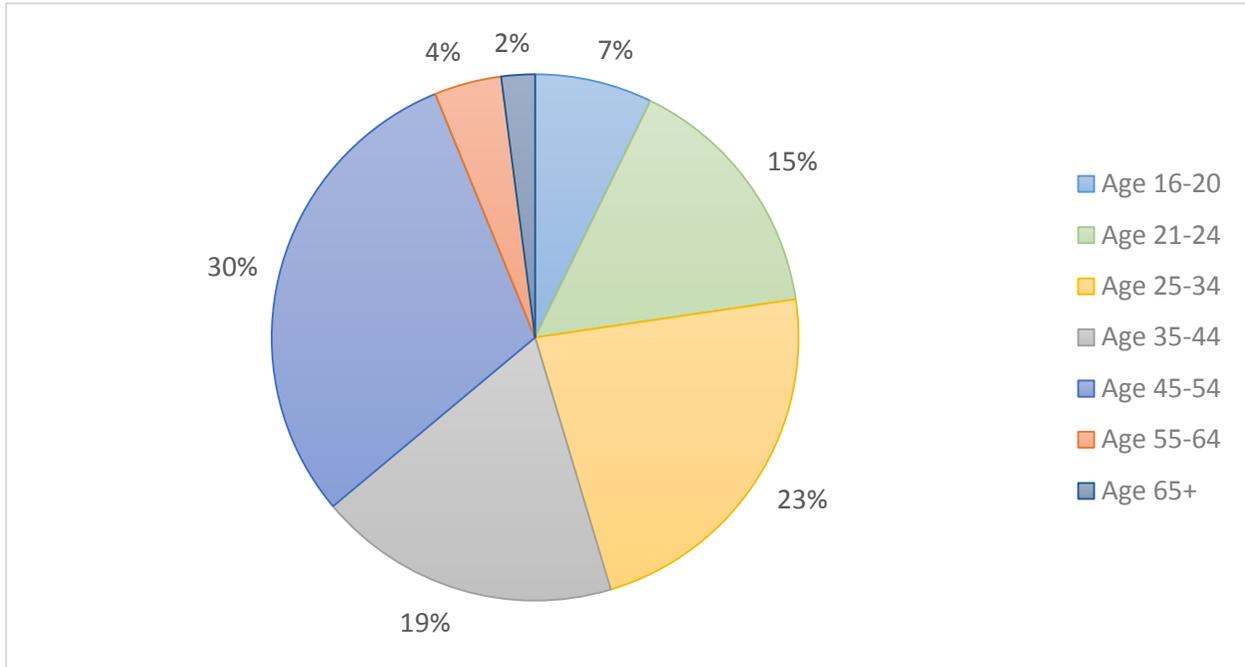
Figure 4.2 Alcohol-Related Fatalities (BAC ≥ 0.01)



Source: FARS, 2016.

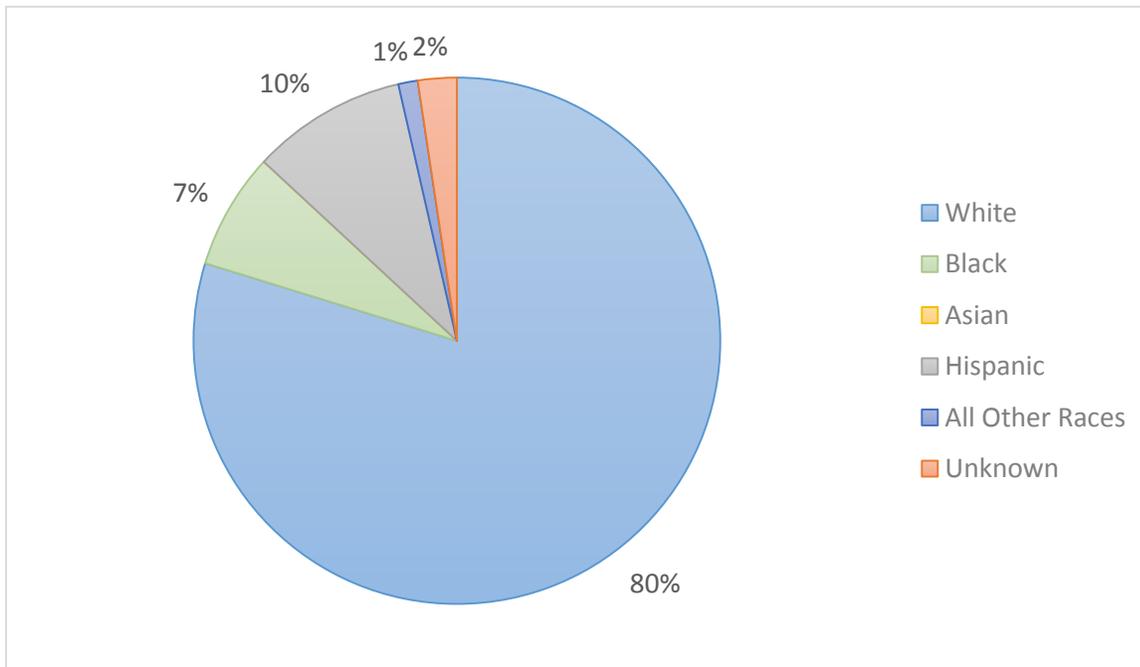
Note: Reflects NHTSA imputed data for 2005 to 2014.

Figure 4.3 FARS Age and BAC (0.08+) for Drivers and Motorcycle Operators in Fatal Crashes (2010 to 2014)



Source: FARS, 2016.

Figure 4.4 Alcohol Involved Drivers in Fatal Crashes by Race 2011 to 2015



Source: FARS, 2016.

Note: Zero alcohol involved drivers in fatal crashes were identified as Asian.

Table 4.2 Top Five Cities/Towns by Fatal Impaired Driving Crashes

City/Town	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Total
Providence	4	1	1	4	3	4	3	3	1	5	29
Warwick	2	1	2	3	3	3	2	2	2	1	21
Pawtucket	2	1	2	0	3	2	0	1	1	1	13
North Kingstown	1	0	1	1	1	2	1	0	1	3	11
South Kingstown	3	1	0	0	0	1	2	1	2	0	10

Source: RIDOT/OHS, 2016.

Table 4.3 BAC Test Results and Gender for Drivers or Motorcycle Operators Involved in Fatal Crashes (2014)

	Male	Female	Unknown/Blank	Total
BAC Test None Given	23	7	0	30
BAC 0.00	8	9	0	17
BAC 0.01-0.07	0	0	0	0
BAC 0.08-0.14	1	0	0	1
BAC 0.15-0.19	5	0	0	5
BAC greater than 0.19	6	3	0	9
Blank	1	2	0	3
Total	60	21	0	65
Total BAC 0.01+	8	9	0	17
Total BAC 0.08+	12	3	0	15

Source: FARS, 2016.

Table 4.4 Most Frequently Detected Drugs in Motor Vehicle-Related Cases (2015)

Detected Drug	Detection Frequency (Percent of Total Cases) (N=161)
THC and/or metabolites (marijuana)	33%
Narcotic analgesics/Opiates	32%
Benzodiazepines	37%
Antidepressants/psychotics	7%
Cocaine and/or metabolites	11%
Other CNS Depressants (Sedatives, sleeping agents, muscle relaxants)	9%
Amphetamine	4%

Source: Statistics compiled by the Forensic Toxicology Laboratory (RIDOH Forensic Sciences Unit), 2015.

Performance Targets

- › Decrease alcohol-impaired driving fatalities involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or greater by 13 percent from 25 (2010 to 2014 average) to 21 by 2017.
- › To increase the percentage of survey participants responding “Always” or “Nearly Always” to the chances of getting arrested by law enforcement after drinking and driving from 47.7 percent in 2015 to 60 percent in 2017.
- › Increase percent of survey respondents that recognize the DSoGPO impaired driving enforcement slogan from 50.0 percent recognition in 2015 to 60 percent in 2017.

Justification

The additional performance measures, specifically related to the survey, will help us to evaluate the effectiveness of our media campaigns. The tracking of impaired driving arrests will help us to determine the affectivity of our paid overtime enforcement activities and assist us on the allocation of funding for future Federal Fiscal Years.

Strategic Partners

These OHS initiatives complement the activities of other partners, such as MADD and SADD; Department of Behavioral Healthcare, Developmental Disabilities and Hospitals (BHDDH), Division of Behavioral Health Care Services’ Enforcing the Underage Drinking Laws Advisory Committee; Substance Abuse Task Forces; the Department of Health and its Injury Prevention Plan; the Attorney General’s Office; the Department of Corrections; the University of Rhode Island’s Transportation Center; and the Judiciary.

List of Countermeasures (Strategies)

1. Increase average frequency of Operation Blue RIPTIDE (Rhode Island Police Teaming for Impaired Driving Enforcement) patrols.
2. Expand impaired driving resources for state and local law enforcement agencies:
 - a. Conduct HVE mobilizations and monthly sustained DUI enforcement programs combined with a Variable Message Sign (VMS) program. Launched in FFY 2009, local police departments and the RISP use VMS, with appropriate messaging, for all OHS-funded patrols. Participating agencies also are encouraged to apply for the International Association of Chiefs of Police “Law Enforcement Challenge” Award Program as well as the RIDOT “Chiefs Challenge” Incentive Reward Program.
 - b. Offer DRE and SFST refresher training courses via the LEHSTC, the latter in coordination with those offered by the Rhode Island Department of Health. Forensic Sciences Section’s Breath Analysis Unit.

- c. Continue LEHSTC coordination of Operation Blue RIPTIDE and continue LEHSTC outreach to police chiefs and implementation of traffic safety training initiatives.
 - d. Promote more timely analysis of specimens by the Rhode Island Department of Health's Forensic Sciences Section to increase the DUI conviction rate.
 3. Expand media messages, including participation in national HVE mobilizations:
 - a. Conduct HVE Media Campaign.
 - b. Implement coordinated paid and earned media plan.
 - c. Promote public awareness of regional saturation patrols under Operation Blue RIPTIDE.
 - d. Develop culturally appropriate messages and expand minority outreach efforts.
 4. Implement youth programs to prevent underage drinking.
 5. Continue to fund the MADD-Rhode Island Youth Education and Influencer project, which employs peer-to-peer and environmental underage drinking-and-driving prevention models.
 6. Improve collection and analysis of impaired driving data on highway safety in Rhode Island:
 - e. Increase the quantity and linkage of BAC data in the FARS and Crash Data Management System files.
 - f. Improve the quality and coordination of alcohol-related databases.
 - g. Continue to work with the TSRP to evaluate the impact of Rhode Island's breath test refusal law on refusal rates.
 7. Fund 75 percent of the salary of a TSRP within the Attorney General's Office.
 8. Fund 100 percent of the salary of a Traffic Safety Resource Forensic Toxicologist within the Department of Health.
 9. Include program management and oversight for all activities within this priority area.
 10. Support and enhance the coordination of the Impaired Driving Prevention Alliance and its six sub committees to reduce impaired driving through education and community awareness and enforcement activities.

Project Descriptions

The FFY 2017 HSP project list to address impaired driving fatalities and serious injuries includes the project number, title, description, budget, and evidence of effectiveness.

<p>Project Number: M5 HVE 17-01</p> <p>Project Title: Municipalities Impaired Driving Law Enforcement Patrols (Including DRE)</p> <p>Project Budget/Source: \$361,863.72 of Section 405D</p> <p>Evidence of Effectiveness: CTW, Chapter 1, Section 2.1</p>	<p>Implementation of Drive Sober or Get Pulled Over (DSoGPO) overtime enforcement patrols by various municipalities. Each law enforcement agency is funded to participate in the two DSoGPO annual mobilizations scheduled for December 18, 2016 to January 3, 2017 and August 19 to September 5, 2017, as well as monthly sustained enforcement. Patrols are conducted on Thursday, Friday, and Saturday evenings. Participating officers must be fully trained in the use of SFST or DRE detection techniques. Includes funding for overtime for Drug Recognition Experts to perform evaluations of drivers suspected to be under the influence of drugs other than alcohol on an as-needed basis by various local police departments. The amounts allocated to each municipality were determined based on the problem need, historical liquidation rates, and amount requested by the enforcement agency.</p>
<p>Project Number: M5 HVE 17 02</p> <p>Project Title: State Agencies (RISP) Impaired Driving Law Enforcement Patrols (Including DRE)</p> <p>Project Budget/Source: \$171,000.00 of Section 405D</p> <p>Evidence of Effectiveness: CTW, Chapter 1, Section 2.1</p>	<p>Implementation of Drive Sober or Get Pulled Over (DSoGPO) overtime enforcement patrols by the RISP. RISP is funded to participate in the two DSoGPO annual mobilizations scheduled for December 18, 2016 to January 3, 2017 and August 19 to September 5, 2017, as well as monthly sustained enforcement. 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 Operation C.A.R.E. enforcement periods. 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. Includes equipment cost of 7500.00for the agency's crash data recorder. 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. The supplies for the crash data recorder consist of airbag data download modules software licensing and cables from Bosch to retrieve the data from certain makes of vehicles. Prior to OHS funding these supplies to the RISP for the past several years, a Trooper would need to travel to Foxboro, MA to borrow the Massachusetts State Police's supplies to conduct investigations on crashes involving certain makes of vehicles. This would greatly hinder the timeliness of</p>

	<p>investigations. With its own supplies, the RISP may conduct investigations in a much timelier manner, resulting in a higher quality of investigation to be presented to a jury should the case involve death and/or serious injury and felony charges.</p>
<p>Project Number: M5 BAC 17-01 Project Title: Municipalities Impaired Driving – BAT (Breath Alcohol Testing) Mobile Project Budget/Source: \$78,779.00 of Section 405D Evidence of Effectiveness: CTW, Chapter 1, Section 2.1, 2.2, 2.3</p>	<p>OHS will reimburse the Providence Police Department (PPD) for all necessary B.A.T. equipment, and overtime for the PPD at two officers per day for three days per week for at least 18 weeks of the FFY, gas, maintenance, specialized “Impaired Driving Task Force” safety vests, and two Guth Simulators to calibrate the Intoxilyzer 9000s There is no equipment over \$5000.00 to be acquired as part of this project. This project will fund overtime salaries.</p>
<p>Project Number: 164PM-17-01 Project Title: Paid Media (AL) Project Budget/Source: \$300,000.00 of Section 164PM Evidence of Effectiveness: CTW, Chapter 1, Section 5.2</p>	<p>OHS will develop and implement a statewide paid media campaign for the DSoGPO campaigns to coincide with enforcement mobilizations scheduled for December 2016 and August/September 2017 in addition to supporting monthly sustained enforcement. The target audience is 30- to 50-year-old males. The media buys is expected to cover print, on-line/web/Internet and “out of home” (billboard/bus/movie theater). Media materials are produced in both English and Spanish and the venues are chosen based on market data for each audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. When OHS implements a media plan we receive reach and frequency numbers and impressions listed to answer the “penetration of the target audience”. It is significant – we will have 90+ reach and a lot of frequency. This there is a need to create more localized messages that highlight local stories, local issues, local strengths and local partners. OHS will also look to increase our Social media presence. We also use our DMV survey data and we rely on Providence media expertise to purchase media buys and creative.</p>
<p>Project Number: 164AL-17-02 Project Title: Creative Media (AL) Project Budget/Source: \$250,000.00 of Section 164AL</p>	<p>OHS will enter into a contract with a public relations firm for creative media to create and produce the ads for each of the major campaigns. We will expand the creation of Spanish language ads and for the first time, commission the creation of ads in Portuguese and the Southeast Asian languages. When OHS implements a media plan we receive reach and frequency numbers and</p>

<p>Evidence of Effectiveness: 1, Section 5.2</p>	<p>CTW, Chapter</p>	<p>impressions listed to answer the “penetration of the target audience”. It is significant – we will have 90+ reach and a lot of frequency. This there is a need to create more localized messages that highlight local stories, local issues, local strengths and local partners. OHS will also look to increase our Social media presence. We also use our DMV survey data and we rely on Providence media expertise to purchase media buys and creative.</p>
<p>Project Number: 164AL 17-08 Project Title: Alcohol Survey Project Budget/Source: \$11,550.00 of Section 164AL Evidence of Effectiveness: 1, Section 5.2</p>	<p>CTW, Chapter</p>	<p>This RIDMV Intercept survey will be conducted following the August/September national impaired driving campaign to determine the behavioral and social impact of the earned and paid media efforts, which were conducted prior to and during the mobilization period. We expect to survey about 500 persons pre and 500 persons post. RIDMV intercept surveys at all the RIDMV facilities across the State. No oversampling for any particular demo as oversampling would increase the cost of the contract, the prices of which are considered “fixed and firm.”</p>
<p>Project Number: M5 CS-17-01 Project Title: State Agencies (AG)–Traffic Safety Resource Prosecutor (TSRP) Project Budget/Source: \$138,723.00 of Section 405D Evidence of Effectiveness: 1, Sections 3.1</p>	<p>CTW, Chapter and 6.5</p>	<p>OHS will pay three-fourths of the salary of John Corrigan, Esq. from the Attorney General’s staff, to serve as the TSRP. The TSRP will:</p> <ul style="list-style-type: none"> • Create training programs for law enforcement agencies with specific emphasis on driving under the influence and vehicular homicide cases. • Provide training and legal updates for all state and local law enforcement agencies. • Provide training and legal updates for all state prosecutors and city and town solicitors. • Maintain relationships with solicitors’ organization to assist in the effective and standard prosecution of driving under the influence cases. • Serve as contact/liaison for all state and local law enforcement agencies for all driving under the influence and vehicular homicide cases. • Serve as the liaison between RIDOT, state and Local Law Enforcement agencies, and the Rhode Island Attorney General’s Office. • Oversee the prosecution of all felony motor vehicle cases, maintain caseload of felony driving cases, and mentor junior prosecutors in handling “driving offenses.” • Review motor vehicle matters to determine whether charges should be brought. • Maintain statistics for driving under the influence and breathalyzer refusal cases. • Develop educational initiatives relating to teen drinking and driving as well as other effective driving under the influence programs. • Attend National conferences when affordable pertaining to the issues of driving under the influence, vehicular homicides, and breathalyzer refusal cases.
<p>Project Number: 164AL-17-09</p>		

<p>Project Title: Alcohol Program Resources Project Budget/ Source: \$50,000.00 of Section 164AL Evidence of Effectiveness: CTW, Chapter 1, Section 5.2</p>	<p>OHS will develop, maintain, and disseminate appropriate resource and educational materials for use by local and state programs addressing “DSOGPO” and underage alcohol use in regards to dangerous driving behaviors.</p>
<p>Project Number: M2HVE-17-02, 402 PT 17-07, M5HVE 17-02 Project Title: Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program Project Budget/ Source: \$99,950.00 of Section 405B \$156,952.26 of Section 405D \$99,950.00 of Section 402PT Total: \$299,852.26 Evidence of Effectiveness: CTW, Chapter 1, Section 7.1</p>	<p>OHS will contract with a qualified consultant to serve as the LEHSTC. The LEHSTC will promote law enforcement participation in Operation Blue RIPTIDE, conduct outreach to police chiefs, and provide traffic safety training. OHS also will conduct Standardized Field Sobriety Testing (SFST) Refresher Training courses through the LEHSTC. OHS will continue to reinvigorate DRE training and program implementation through the Law Enforcement Highway Safety Training Coordinator. In 2017, the OHS will add a position for LEHSTC II to assist with EBE, as well as, training and monitoring for every law enforcement agency in the state.</p> <p>The present system for reporting information to the Drug Recognition Expert database is archaic and time consuming process and leads to unnecessary delays, administrative errors, and can potentially weaken any court adjudication processes. Utilizing the electronic tablet to record, document, and upload the DRE evaluations provide the following benefits:</p> <ul style="list-style-type: none"> • The reporting DRE enters information on to the evaluation only once and at the time of the report. • The evaluation is immediately uploaded to the DRE national database. • The information contained on the electronic report is time stamped and documented as entered. • Data from the DRE National Data Base is available to authorized users for informational purposes and program management. <p>Rhode Island’s DRE tablet database will capture a variety of data from the evaluations of suspected drugged drivers and report it and can immediately be compared to other data from other DRE’s in Rhode Island but in the Region. In addition to capturing demographic data on the subject (e.g., age, gender, race, license status), the DRE captures detailed data on various indicators related to the subject’s drug and alcohol use (e.g., BAC, pulse, condition of eyes). In addition, based on their observation of the subject’s behavior and the information collected during the evaluation, the DRE makes an opinion as to which class of drugs impairing the subject. To verify the DRE’s opinion, the key component of the evaluation process involves collecting a blood, urine, and/or saliva specimen for chemical analysis by a forensics lab. The results from the lab’s toxicology analysis are reported back to the DRE who will then enter them into the DRE database. Hence, the DRE database is an excellent source of information on the specific types of drugs that are being used by drug-impaired drivers in Rhode Island.</p>

Using the data captured in Rhode Island’s DRE database, the reporting and query application being developed will be especially useful in:

- Identifying the specific drugs being used by drug-impaired drivers;
- Determining rates of use;
- Tracking changes in the use of specific drugs over time; and
- Determining the extent to which drug-impaired drivers are also alcohol-impaired identifying the demographic characteristics associated with drugged drivers.

When completed, the announcement, scheduling and e-registration application will allow Rhode Island’s state DRE Coordinator to monitor a number of management-related activities. For example, the Coordinator will be able to track the DREs who are certified, identify when they are up for recertification, determine whether they have enrolled in a recertification class and receive reports as to the number of evaluations conducted by each DRE.

The primary object of this project is to implement a better tool for Rhode Island’s DRE program and data management of DRE program outcomes. The proposed approach is to work with New York, customizing the tool that they have developed to meet Rhode Island’s needs. The tool was developed to implement a comprehensive data management tool known as the DRE Data Entry and Management system.

<p>Project Number: M5CS-17-02</p> <p>Project Title: State Agencies (HEALTH) – Traffic Safety Resource Forensic Toxicologist (TSRFT) and Preliminary Breath Testing and Intoxilyzer 9000s Implementation Program</p> <p>Project Budget/Source: \$274,343.00 of Section 405D</p> <p>Evidence of Effectiveness: CTW, Chapter 1, Section 2.3</p>	<p>OHS will reimburse the salary of a full-time equivalent (FTE), to serve as the Traffic Safety Resource Forensic Toxicologist at the Rhode Island Department of Health, Forensics Laboratory. Includes equipment with a per-unit cost of less than \$5,000. Includes an FTE as well as overtime in HEALTH’s Forensics Unit, Breath Analysis Section to calibrate Preliminary Breath Testers to expand use of these instruments and to calibrate and set up Intoxilyzer 9000s in the lab. Also, to download data from these instruments for reporting to OHS and to conduct associated tasks that arise with the implementation of these instruments. The Sr. Lab Technician position was a completely new position funded solely by federal monies. This was never a state funded position. He provides monthly data on breath alcohol cases from the 9000 units as part of the reporting module within the new program. He maintains all PBT’s for the federally funded DRE program and plays a critical role in transitioning the entire state to the new units purchased by federal funding. The lab technician duties are to implement, certify, and maintain monthly certification on the Intoxilyzer 9000 and PBT’s, all purchased solely with federal funds.</p> <p>The Rhode Island Department of Health- Forensic Breath Analysis Office is seeking this grant to continue the replacement of the State’s evidentiary forensic breath analysis testing instruments (EBAT). These units are used solely by law enforcement agencies</p>
--	---

	<p>throughout R.I. for the evidential testing of suspected impaired operators in D.U.I. enforcement.</p> <p>Rhode Island utilizes the Intoxilyzer 9000 evidentiary breath testing instrument. We have determined that by utilizing a replacement program this allows the State to have a fleet of evidentiary instruments that should be no older than 4-5 years. This is the time frame when problems can arise. Having a repair history or update history has a negative impact in courtroom testimony and at times can put doubt in the minds of judge and jury of the reliability of an instrument. It was for these reasons that the Forensic Breath Laboratory began a partnership with the RIDOT OHS to begin a replacement program. The RI State Police continually lead the state in impaired operation arrests. They have several units that now have a repair history as well as three (3) units that are out of warranty and in need of factory repair/service. It is our goal to secure funding to replace 5 units for the RISP.</p>
<p>Project Number: 164AL-17-10 M2 HVE 17 01</p> <p>Project Title: Incentive Rewards Program (“Chief’s Challenge”)</p> <p>Project Budget/Source: \$3,400.00 of Section 164AL \$3,400.00 of Section 405B</p> <p>Evidence of Effectiveness: N/A</p>	<p>OHS will fund a celebration of strong and effective law enforcement work and safety excellence by offering recognition plaques to reward state and local law enforcement agencies for their participation in the OHS overtime enforcement program as well as for outstanding achievements as part of a competition among the departments. This award is based on Highway Safety enforcement performance measure of the number of DUI arrests made, Speed citations written, and OP citations written. We call the project our Law Enforcement Champion Program. There is a recognition aspect to it but more importantly we use the program as a law enforcement activity tracking system. Although we work with several departments as a whole there are men and women who are recognized as individual leaders and this program highlights the need for individual leadership and work ethic to keep roads safe.</p>
<p>Project Number: M5 HVE 17-04</p> <p>Project Title: State Agencies (URI) Driving Law Enforcement Patrols</p> <p>Project Budget/Source: \$2,000.00 of Section 405D</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 2.5</p>	<p>OHS will fund implementation of the “DSOGPO” impaired driving enforcement patrols by the University of Rhode Island Police. Patrols are conducted during 24 hours and there is mandatory participation in one annual enforcement period, during the third week of August.</p>

<p>Project Number: 164 AL 17-07</p> <p>Project Title: State Agencies (RISP) RI Impaired Driving Task Force</p> <p>Project Budget/Source: \$384,000.00 of Section 164AL</p> <p>Evidence of Effectiveness: CTW, Chapter 5</p>	<p>OHS will reimburse the RISP for the expenses of hosting the Rhode Island Impaired Driving Prevention Alliance (IDPA). The RISP with the guidance of leaders and partners from Rhode Island’s Traffic Safety Coalition and Rhode Island’s IDPA, will be responsible for organizing monthly meetings, trainings for committee members on various IDPA goals and initiatives, coordinating community outreach efforts, tracking supported policy changes, assisting each subcommittee created within the IDPA and their activities, increasing the capacity, outreach and identity of the IDPA, as well as other responsibilities outlined in a scope of work to be developed and approved by the OHS, the Tri-Chairs of the IDPA, and RIDOT. Funds will be set aside for a coordinator, a data/research employee, impaired driving trainings for alliance members and trainings for law enforcement and other individuals associated with the scope of work listed within the Strategic Plan. This task force (Alliance) will be dedicated to impaired by alcohol.</p>
<p>Project Number: 164AL 17-01</p> <p>Project Title: Nobidade TV Alcohol Education</p> <p>Project Budget/Source: \$40,000.00 of Section 164AL</p> <p>Evidence of Effectiveness: CTW, Chapter 1, Section 5.2</p>	<p>From October 2016 to September 2017, Nobidade TV with input from impaired driving target populations, and tools provided and approved by Rhode Island OHS, will launch, implement, and evaluate a multimedia public education and behavior change campaign called 5 Cities, 4 Languages, 3 Issues, 2 Partners, 1 Application targeting the risks of drinking and driving. Project inputs and outputs will be created and presented in Cape Verdean Creole, Spanish, Khmer, and Lao with English translation mixed in as needed. On-line and video surveys will enable tracking of changes in knowledge, behavior, and attitude. We will solicit this information at community events and venues at the heart of Cape Verdean, Latino, Southeast Asian, and Low-income communities.</p>
<p>Project Number: 402TR 17-02 164-17-12</p> <p>Project Title: RIPCA Safety Partnership Program</p> <p>Project Budget/Source: \$17,933.00 of Section 164AL \$17,933.00 of Section 402TR</p> <p>Evidence of Effectiveness: N/A</p>	<p>There is increasing need for statewide law enforcement executive oversight of Highway Safety funds in order to promote more efficient and effective use of them in every municipality to maintain consistent law enforcement efforts targeting highway safety initiatives. Promoting that at the Chiefs’ level will elevate it to priority status.</p> <p>RIDOT is dependent upon all police departments in the state to submit specific data in order for RIDOT to give accurate statistical information to NHTSA which in turn justifies the request for future funding within the state. Many times the data transfers depend on department leadership priorities. The RIPCA will encourage priority of data collection at an Executive Level.</p> <p>The partnership between RIPCA and RIDOT/OHS is currently being handled by individuals at local levels as well as through the Executive Board at RIPCA. RIPCA has recognized that full time chiefs do not have the time necessary to handle these issues on a statewide basis.</p> <p>RIDOT/OHS will partner with RIPCA on other traffic safety initiatives if increased NHTSA becomes available. (e.g., distracted driving, pedestrian safety)</p>

	<p>Funding would allow the RIPCA to disseminate information from RIDOT to all active law enforcement leadership entities and other state agencies (ie; DEM).</p> <p>By Rhode Island State Statute CCPRA RIDOT is responsible for the collection of data from all RI Police Departments. This process is the result of R.I.G.L. 31-21.2-6(g) Comprehensive Community – Police Relations Act 2015 (CCPRA The OHS will also transfer that data to Brown University to conduct traffic stop analysis. Although RIDOT is responsible for the collection and transfer of the data they do have limited the data collection personnel and no authority to sanction any department which does not submit data. This is an additional area that the RIPCA will be assisting every Chief of Police and RIDOT/OHS with program monitoring and data collection to increase the credibility and success of law enforcement highway safety partnerships.</p> <p>This project would cover all highway safety initiatives being conducted by municipal police departments. Having one person at an executive level within RIPCA will allow for easier coordination and identifies a person responsible to keep Rhode Island Law Enforcement Chiefs informed and on track with their initiatives funded by the OHS.</p>
<p>Project Number: M5 OT 17-01</p> <p>Project Title: SIDNE® High School Education Program</p> <p>Project Budget/Source: \$24,000.00 of Section 405D</p> <p>Evidence of Effectiveness: CTW, Chapter 1, Section 6.1</p> <p>CTW, Chapter 2, Section 7.1</p> <p>CTW, Chapter 4, Section 2.2</p>	<p>Up to 50 high schools and middle schools will be offered the opportunity to experience the Simulated Impaired Driving Experience (SIDNE) Interactive driving program. SIDNE is a behind the wheel driving experience that makes the dangers of distracted and impaired driving real and personal. This program blends critical highway safety messaging with engaging activities to command the attention of a school assembly. Programming will be strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.) as well as offered throughout the year as requested.</p>

4.4 Motorcycles

Problem Identification and Analysis

From 2011 through 2015, motorcyclist fatalities in Rhode Island fluctuated between a low of 8 in 2012 to a high of 15 in 2011. In 2015, motorcycle fatalities decreased to 9 and unhelmeted fatalities decreased 50 percent. After hitting a low of 2 in 2008, unhelmeted fatalities have shown increasing trends since then with a slight decline since 2011. Impaired riding issues still persist and in 2014, 50 percent of the motorcycle drivers



First Annual Motorcycles Skills Revival Rally

involved in a fatal crash had a BAC of .08 or greater. **Figure 4.6** shows that motorcycle fatal crashes in Rhode Island exceeded that of New England and the nation from 2009 to 2011, but decreased in 2012. In 2013, motorcycle fatalities did increase slightly from 2012, but unhelmeted fatalities remained consistent at eight. Preliminary 2015 data indicates 4 of 9 (44 percent) motorcycles involved in a fatal crash were not wearing a helmet. Rhode Island does not have a universal helmet law for all motorcyclists (Rhode Island's motorcycle helmet use law only covers all passengers (regardless of age) and all operators during the first year of licensure (regardless of age), which makes it challenging to lower unhelmeted motorcycle fatalities.

Additional analysis shows that the majority of impaired drivers in fatal crashes are white and between the ages of 45 to 54. In 36 percent of motorcycle fatalities, alcohol played a factor in the crash. From 2009 to 2013, motorcycle fatal crashes in Rhode Island most frequently occurred in June, July, and August; on Saturdays and Sundays; and between the hours of 3:00 p.m. and 6:00 p.m.

In addition to this information we will also refer to our state's most recent MC Assessment to develop appropriate educational, training, and marketing materials and target enforcement activities to reduce motorcycle fatalities.

The key recommendations from that assessment are as follows:

Program Management

- › Implement a Strategic Plan for Motorcycle Safety with priorities that are based on data, best practices, and proven strategies. Ensure all motorcycle programs and projects align with this plan.
- › Develop a formal, ongoing process to define the elements to be measured for each activity, e.g., value, effectiveness, impact, and outcomes.
- › Develop a motorcycle safety subcommittee within the Traffic Safety Coalition, comprised of stakeholders from both government and non-government entities (e.g., representatives from motorcycle dealers, the rider education program,

emergency medical services, highway engineering, law enforcement, rider groups, independent riders, and researchers).

- › Identify motorcycle safety as an independent emphasis area in the SHSP.
- › Use motorcycle injury collision data in order to better understand collision causation and pinpoint potential 'hot spots' for motorcycle crashes.

Motorcycle Personal Protective Equipment

- › Enact a universal helmet law requiring helmets compliant with Federal Motor Vehicle Safety Standard No. 218 be worn securely fastened on the heads of all motorcycle riders and passengers.
- › Amend §31-10.1.1-4 to provide specifications for eye protection that is compliant with the most recent standards and specifications established by ANSI.
- › Conduct observational surveys of helmet and eye protection usage in order to establish a baseline for measurement of success of campaigns to encourage the use of personal protective equipment.

Motorcycle Operator Licensing

- › Ensure all required licensing tests are being completed in compliance with §31-10.1-1.2.
- › Amend the existing motorcycle license test waiver program to require additional training or practice during the learner's permit period to ensure individuals seeking their first H restriction have the necessary knowledge, skills, and experience to responsibly operate a motorcycle on public roadways.
- › Update the Rhode Island-specific completion certificate to include security features, serialization, whether rider training was in-state or out-of-state, printed instructor name, and a seal.
- › Document and publish the standards used by Community College of Rhode Island to evaluate out-of-state rider training courses that result in the issuance of the Rhode Island-specific completion certificate.
- › Reemphasize DMV's authority and responsibility to administer and regulate the motorcycle licensing process by auditing the rider training testing and the issuance of completion certificates.

Motorcycle Rider Education and Training

- › Amend §31-10.1-1.2 to delete all references to Motorcycle Safety Foundation. Replace it with language that gives the Board of Governors for Higher Education authority and responsibility to develop or approve curriculums, certify instructors, and define student completion requirements.
- › Develop a policy and procedures manual for the Rhode Island Rider Education Program that includes such topics as general administration, instructors, curriculum, quality assurance, criteria for accepting out-of-state course completion cards, etc.

- › Evaluate the effectiveness of the current rider training curriculum to determine if it meets the needs of students and addresses the safety issues identified through an analysis of Rhode Island crash, injury, and fatality data.

Motorcycle Operation under the Influence of Alcohol or Other Drugs

- › Incorporate motorcycle-specific messages and imagery into current and future Rhode Island impaired driving campaign materials. Develop a professionally produced impaired riding prevention campaign.
- › Engage the Traffic Safety Coalition in impaired riding prevention efforts with motorcycle organizations, dealers, and other community-based groups to work toward culture change with regards to riding impaired.

Law Enforcement

- › Develop data-driven enforcement strategies that support motorcycle safety and specifically target high-risk motorist and motorcyclist behaviors.
- › Implement motorcycle safety law enforcement workshops to share and review law enforcement strategies. Feature crash re-constructionists specifically educated in motorcycle crashes to train law enforcement colleagues on motorcycle crash causation factors and enforcement strategies. Include refresher training on motorcycle specific issues, such as personal safety equipment (helmets and eye protection), and vehicle equipment violations, such as illegal exhaust systems and handlebars.

Highway Engineering

- › Consider the safety needs of motorcyclists in roadway design, construction, maintenance and repair.
- › Ensure that design and work zone operations policies for new and reconstructed roadways consider the roadway surface needs of motorcyclists and include warning signage.

Motorcycle Rider Conspicuity and Motorist Awareness Programs

- › Develop Rhode Island-specific materials addressing motorcyclist conspicuity, such as wearing retro-reflective gear, the importance of lane positioning and following distance in order to see and be seen, as well as strategies to prevent involvement in left-turn collisions with other vehicles. Partner with dealerships, rider groups, and other partners to distribute the materials.
- › Declare a Motorcycle Safety Awareness Month and develop opportunities to include motorist awareness and rider conspicuity messages in earned media during the month.

Communications Program

- › Develop or adapt Rhode Island-specific motorcycle safety materials addressing helmet and personal protective equipment use, impaired riding, licensing, and rider training. Research the most appropriate methods of reaching the target

audience with these materials (e.g., Division of Motor Vehicles, rider training sites, dealerships, direct mail, rider groups).

- › Ensure that the comprehensive outreach plan includes a research component to ensure that appropriate themes and messages are developed.
- › Allocate more funds to targeted digital campaign buys, rather than television or radio, to reach the audience. Establish a contract with a creative agency to develop banner ads for these campaigns. Provide them to partnership groups for placement on their websites.
- › Pursue a standalone website or unique URL (e.g., RIMotorcycleSafety.org) and a website or webpage that includes motorcycle safety program information (licensing and rider training requirements, crash data, rider resources, and safety messages). The site/page should be easily updated by OHS program staff. If this is not feasible with current restrictions, utilize the networks of program partners or the Traffic Safety Coalition.

Program Evaluation and Data

- › Create a central data repository, or a process to link or integrate data systems, that is managed by an agency or contractor that can access all the data files, develop queries, produce standardized and ad hoc reports, and support the formal evaluation of Rhode Island’s motorcycle safety efforts.
- › Create a working group within the Traffic Safety Coalition to develop and formalize a process to evaluate and measure the value, effectiveness, impact, and outcomes of Rhode Island’s motorcycle safety efforts.

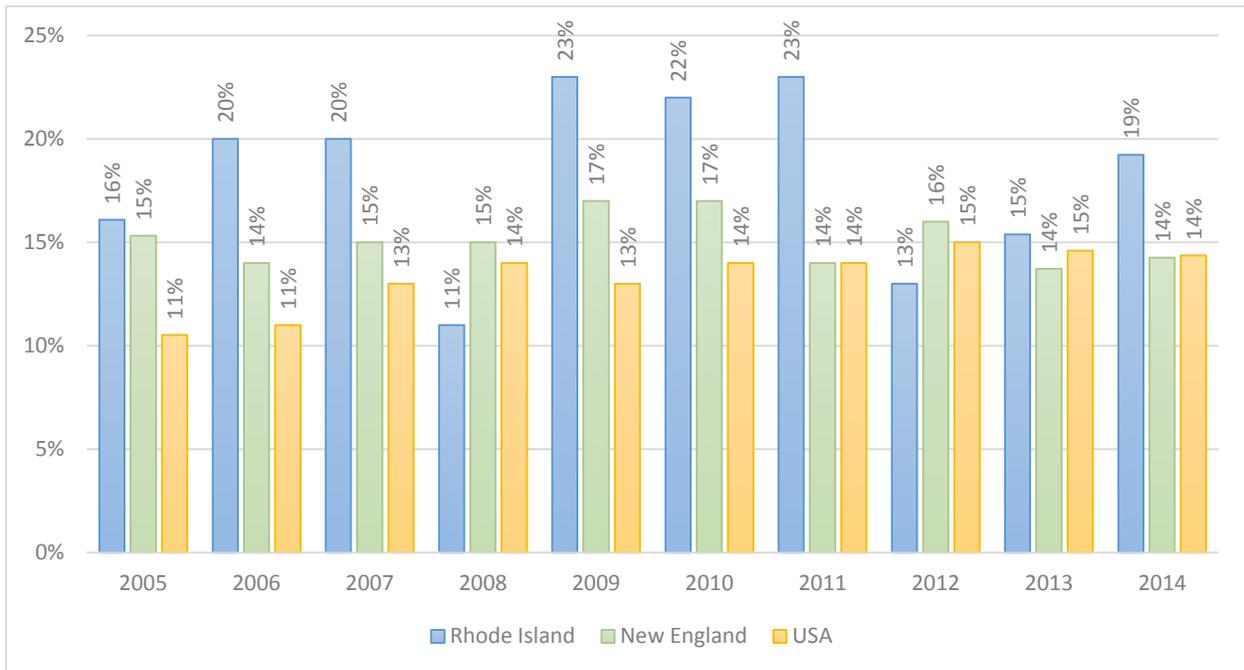
Figure 4.5 Motorcyclist Fatalities and Serious Injuries



Source: RIDOT/OHS, 2016.

Note: Data currently not available for Serious Injuries in 2014 and 2015.

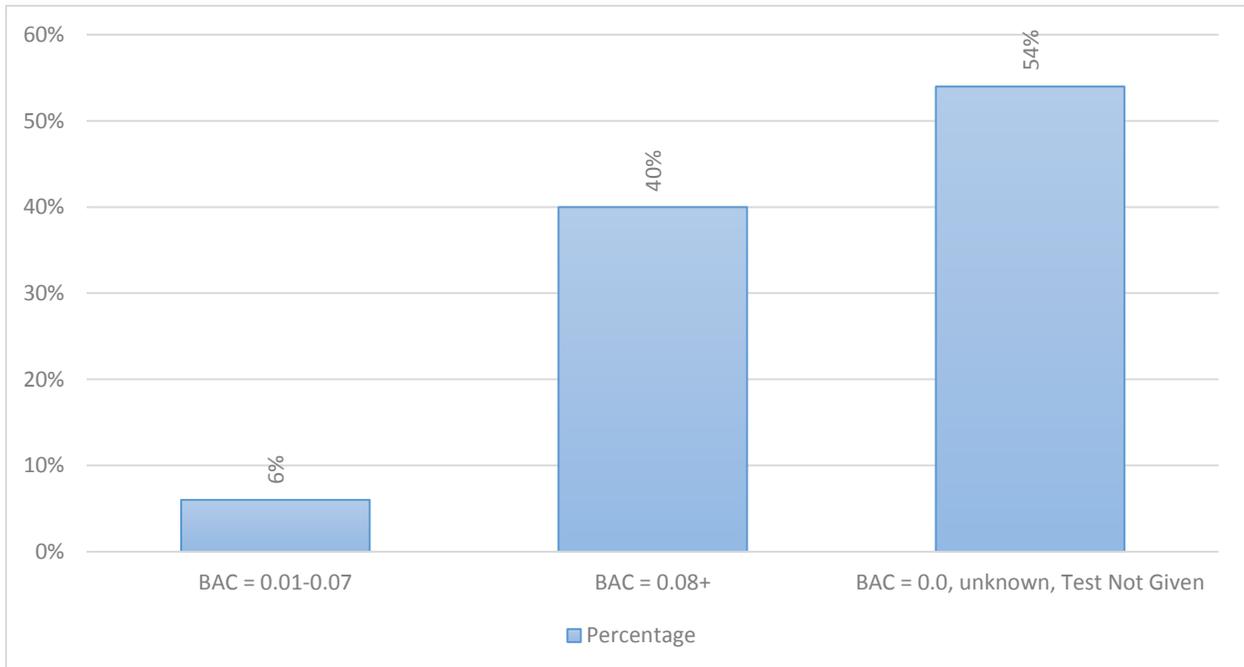
Figure 4.6 Motorcyclist Fatalities as Percent of Total Fatalities (Rhode Island, New England, and U.S.)



Source: FARS, 2016.

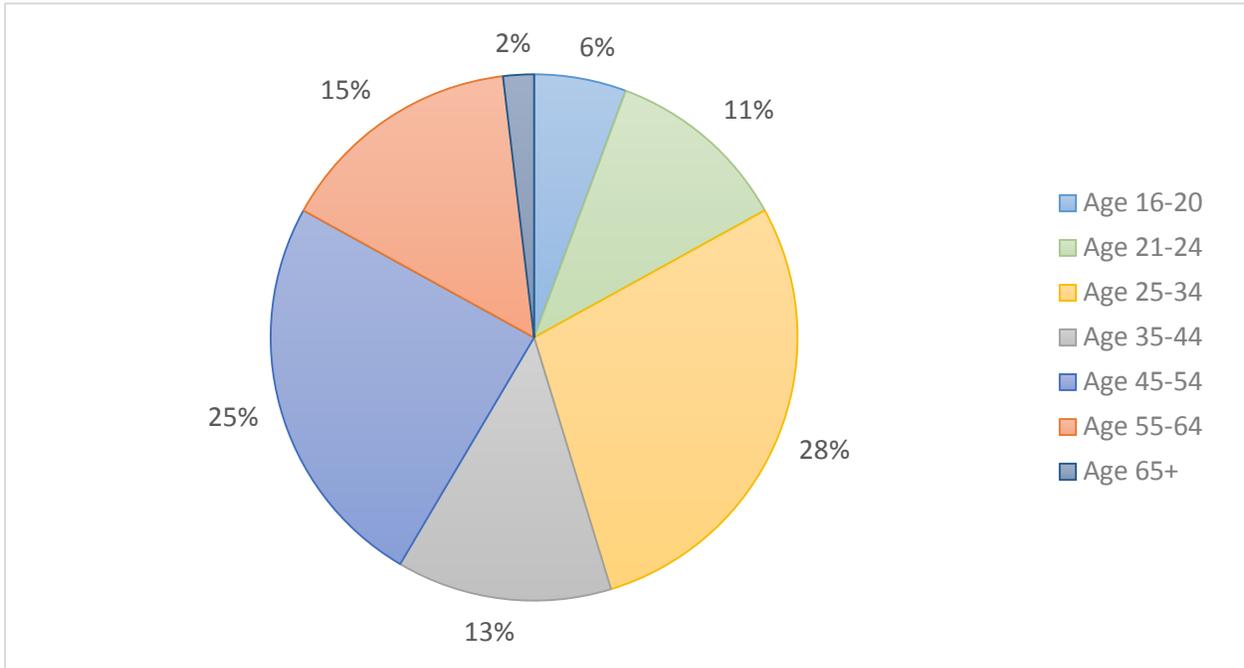
Note: Reflects NHTSA data for 2004 to 2013.

Figure 4.7 BAC Involved in Motorcycle Fatalities (2009 to 2013)



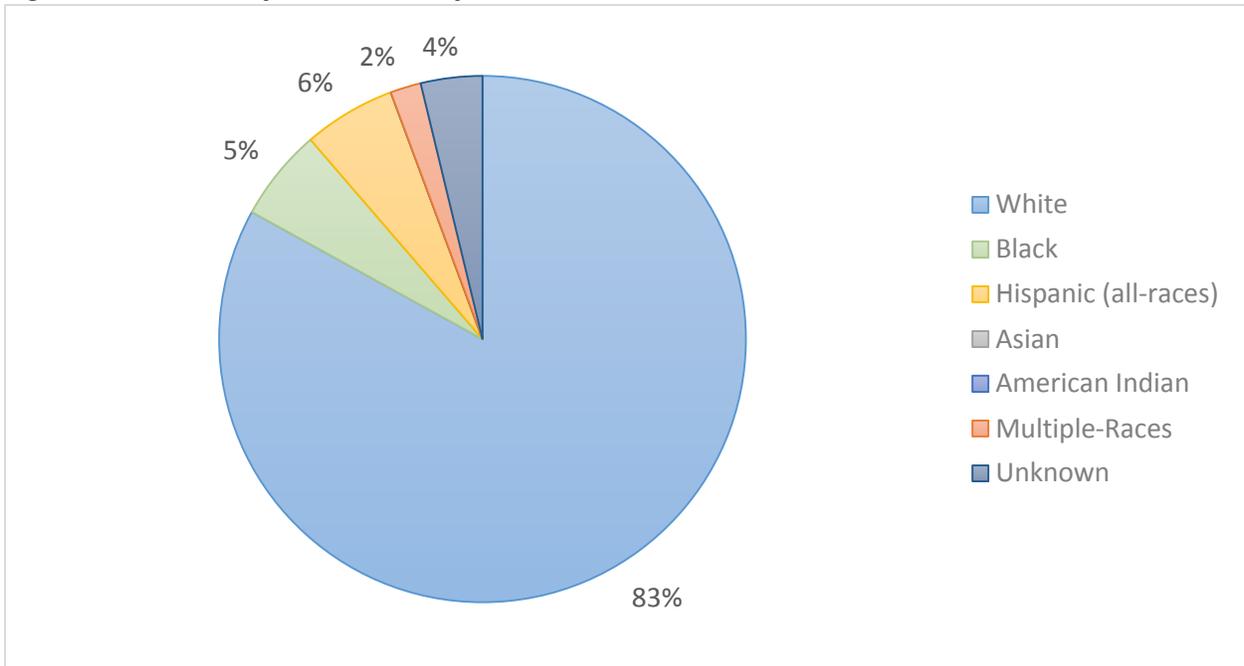
Source: RIDOT/OHS, 2016.

Figure 4.8 Motorcycle Fatalities by Age (2011 to 2015)



Source: RIDOT/OHS, 2016.

Figure 4.9 Motorcycle Fatalities by Race (2011 to 2015)



Source: RIDOT/OHS, 2016.

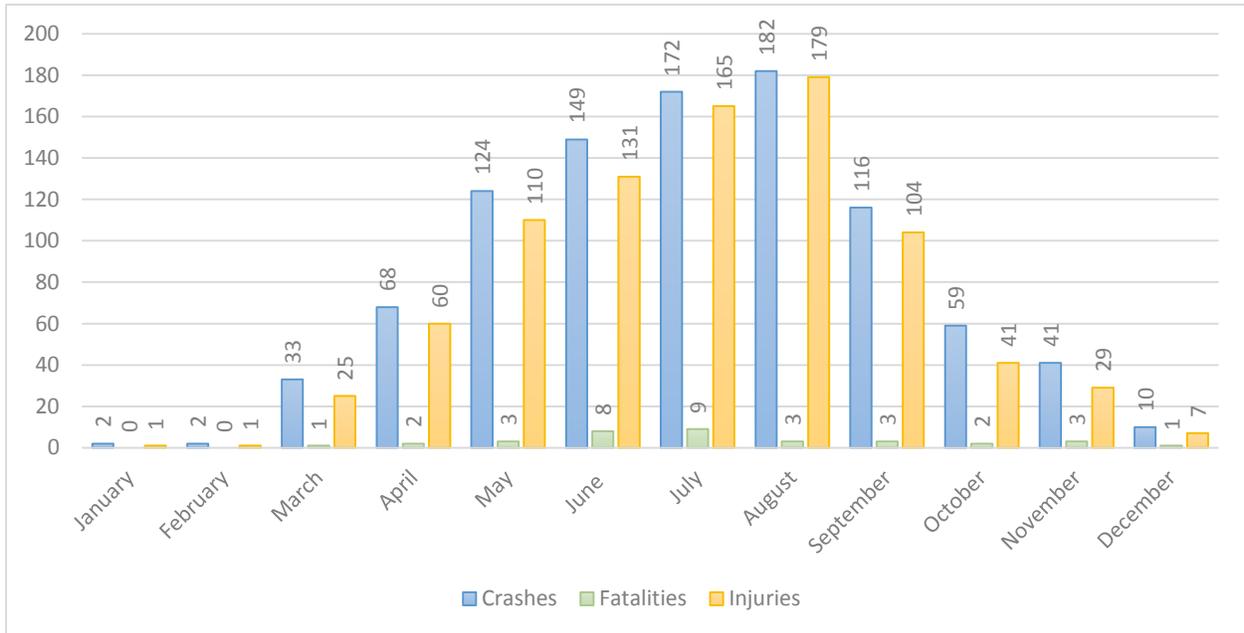
Note: Zero motorcycle fatalities were identified as American Indian or Asian.

Table 4.5 Top Four Cities/Towns by Fatal Motorcycle Crashes

City/Town	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Total
Providence	3	4	2	3	1	4	2	2	1	1	26
Warwick	2	0	0	2	0	1	0	2	1	2	11
Cranston	2	0	0	1	0	0	1	1	4	0	10
Glocester	2	1	0	0	1	1	0	0		1	9

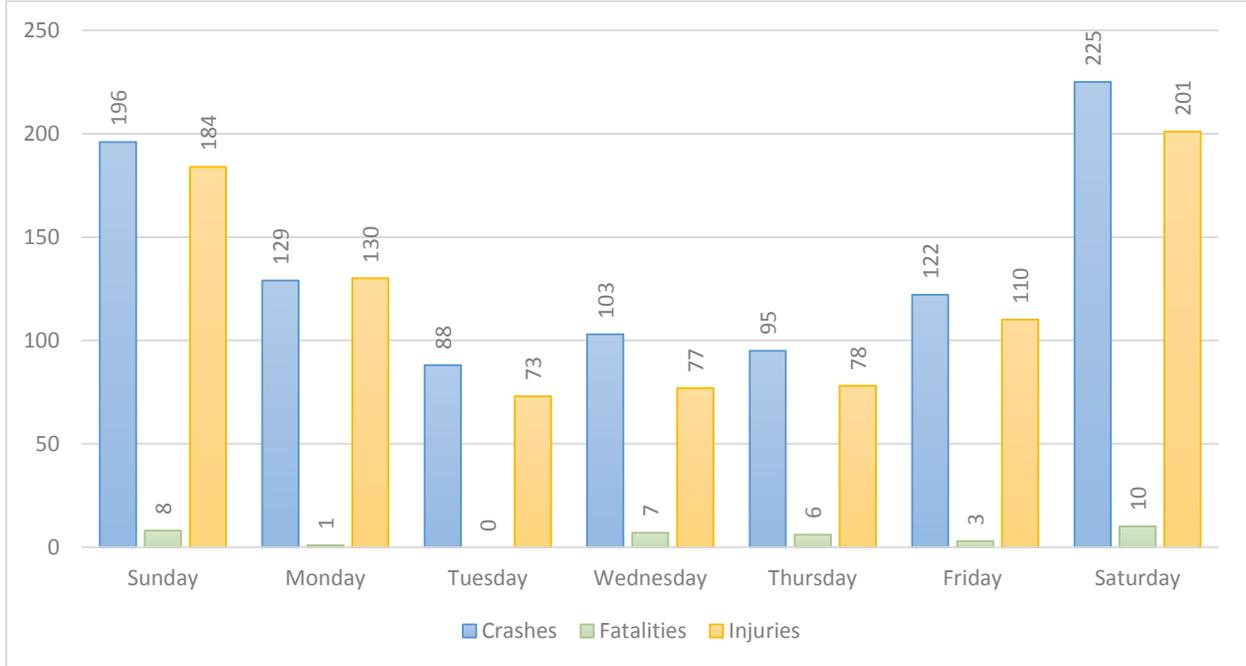
Source: RIDOT/OHS, 2016.

Figure 4.10 Motorcycle Crashes by Month (2010 to 2014)



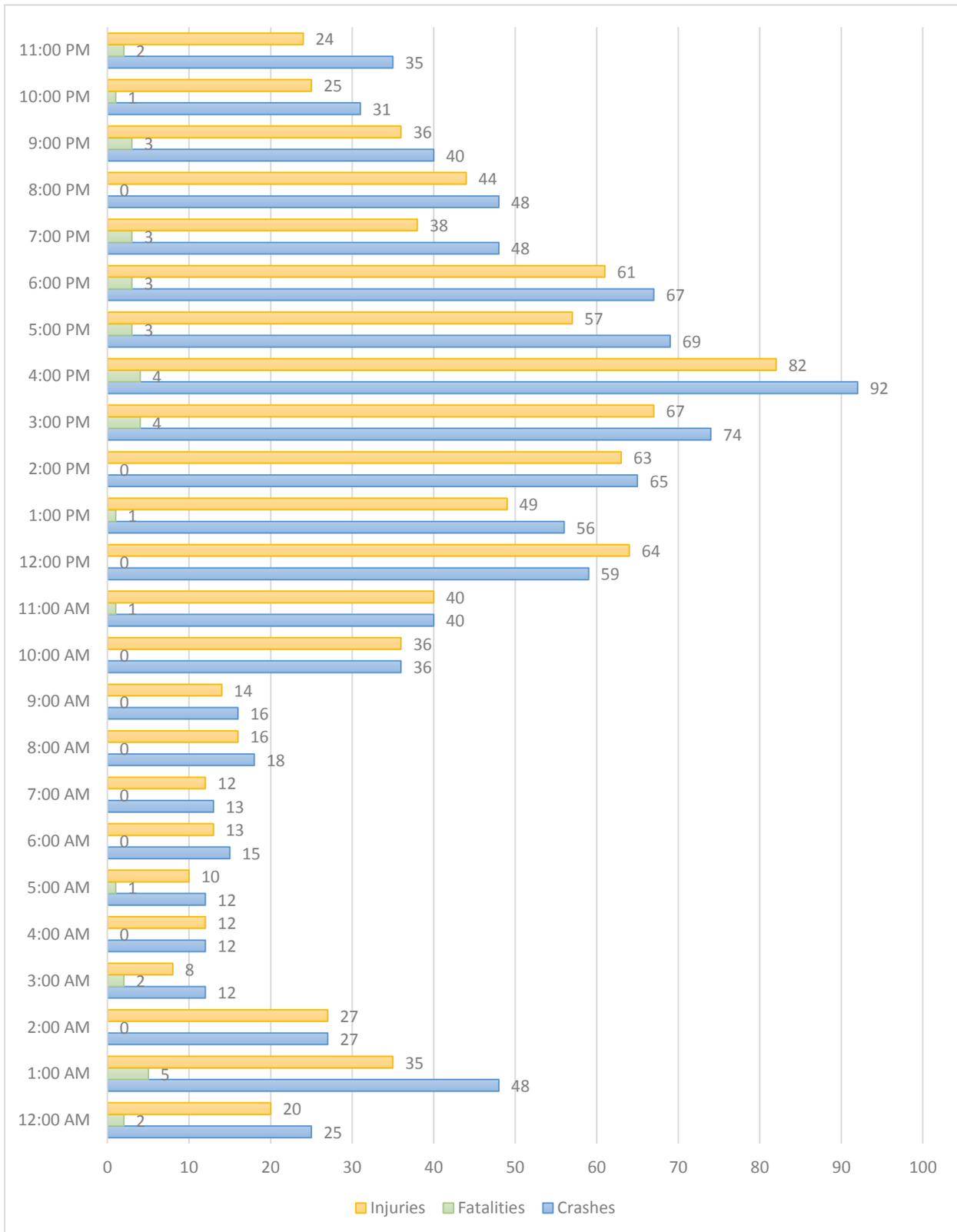
Source: RIDOT/OHS, 2016.

Figure 4.11 Motorcycle Crashes by Day of Week (2010 to 2014)



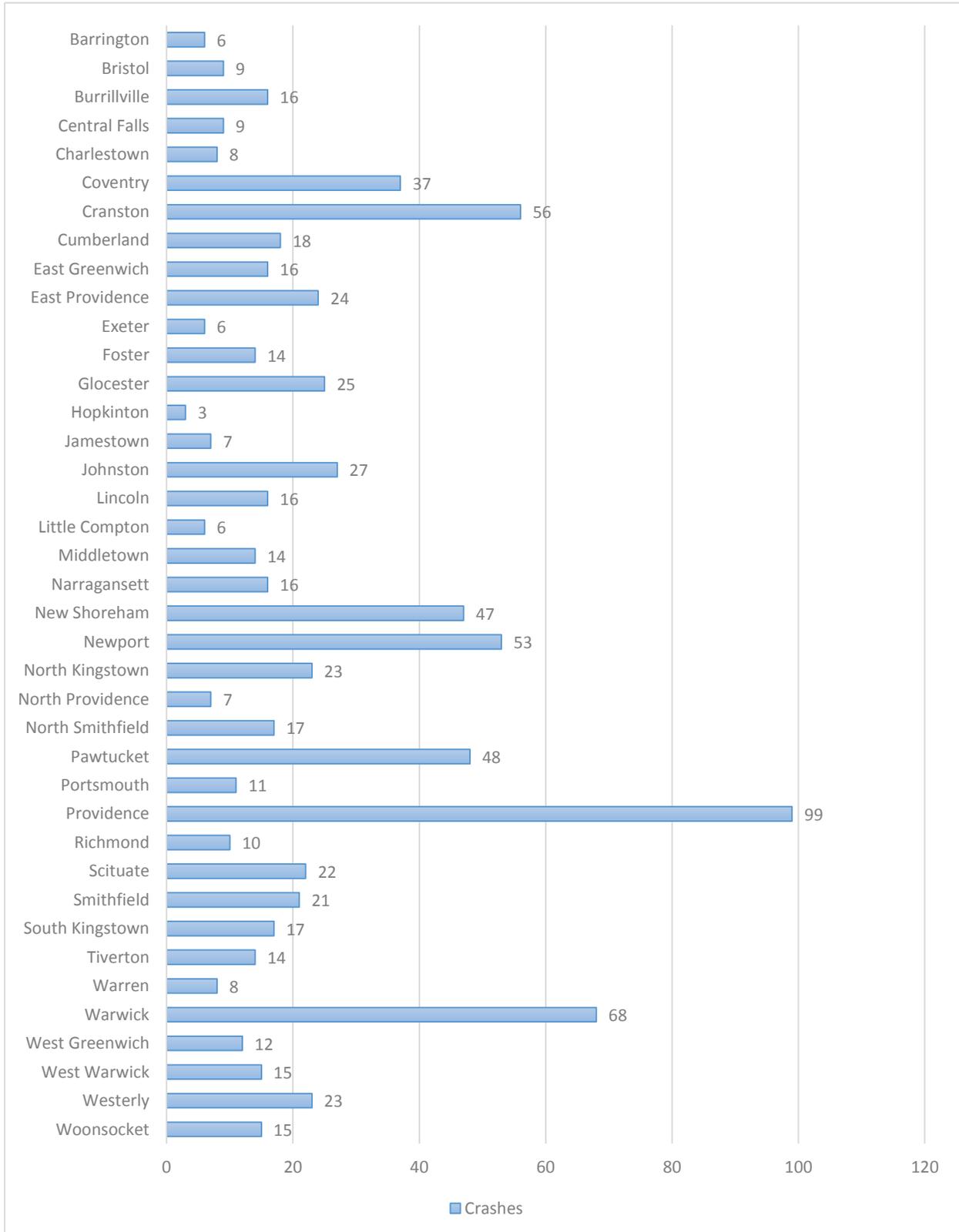
Source: RIDOT/OHS, 2016.

Figure 4.12 Motorcycle Crashes by Time of Day (2010 to 2014)



Source: RIDOT/OHS, 2016.

Figure 4.13 Motorcycle Crash Locations, All Severities (2011 to 2015)



Source: RIDOT/OHS, 2016.

Table 4.6 Motorcycle Models Data Source (OSCAR)

Vehicle Model	Crashes	Fatalities	Injuries
BMW	9	0	6
Ford	1	0	1
GMC	1	1	0
Harley Davidson	295	15	267
Honda	133	6	111
Kawasaki	112	5	91
Suzuki	131	3	113
Other	140	2	154
Triumph	14	0	8
Yamaha	115	3	97
Unknown	7	0	5
Grand Total	958	35	853

Source: OSCAR, 2014.

Providence has the highest numbers of motorcycle single vehicle crashes in the State and Harley Davidson motorcycles are involved in crashes twice as often as other types of motorcycles.

Performance Targets

- › Reduce motorcyclist fatalities by 7 percent from 12 (2010 to 2014 average) to 11 by 2017.
- › Reduce unhelmeted motorcyclist fatalities by 7 percent from 8 (2010 to 2014 average) to 7 by 2017.

Strategic Partners

Partners will include the RIDOT, and Department of Health, as well as the RIDMV, RISP, CCRI, AAA, Rhode Island Hospitality Association, Injury Prevention Center, representatives from all of the motorcycle retail and repair shops in the State, as well as representatives from organized motorcycle clubs.

List of Countermeasures (Strategies)

1. Increase the emphasis on the importance of wearing all the appropriate gear all the time.
2. Work with CCRI to create an on-line registration program to facilitate registration and develop and maintain a comprehensive database of students that have completed rider training. Upon completion of this system, the contents of the database will be used to directly market Motorcycle Safety messages to new riders.

3. Increase awareness of helmet and safety gear use through the use of paid media.
4. Develop comprehensive impaired riding program to educate motorcyclists on the consequences of riding under the influence.
5. Develop and disseminate printed safety materials to all motorcyclists on the three target areas, Awareness, Impaired Riding, and Speed.
6. Expand and enhance the Motorcycle Awareness Campaign:
 - a. Emphasize the consequences of riding a motorcycle impaired, and correlate motorcyclist fatalities to alcohol.
 - b. Increase automobile drivers' awareness of the characteristics of motorcycle operation.
 - c. Continue the Motorcycle Safety and Awareness Campaign preceding the national "Motorcycle Awareness Month" in May.
7. Continue to develop a motorcycle database with the assistance of the RIDMV:
 - a. Periodically mail safety and awareness information to all riders with registered motorcycles in the State.
 - b. Continue to work with CCRI to expand the number of rider training classes offered through the CCRI Motorcycle Training Program.
8. Conduct program management and oversight for all activities within this priority area.
9. Develop an exploratory committee to determine the need for mandatory, annual, or biannual Police Motorcycle Training. Currently, Rhode Island does not require motorcycle patrols to have any additional training beyond the current BRC class when obtaining a motorcycle endorsement. Many motorcycle patrol officers have been involved in serious motorcycle crashes, while on patrol. Providing a comprehensive training course in the State will improve driver safety and reduce the number of crashes experienced by Police Officers that ride motorcycle patrol.

Project Descriptions

The FFY 2017 HSP project list to address motorcycle fatalities and serious injuries includes the project number, title, description, budget, and evidence of effectiveness.

<p>Project Number: 402MC 17-04; M9 MA-17-03</p> <p>Project Title: Paid Media (MC) – Awareness Campaign</p> <p>Project Budget/ Source: \$35,000.00 of Section 402MC \$64,000.00 of Section 405F</p> <p>Evidence of Effectiveness: CTW, Chapter 5, Section 4.1, 4.2</p>	<p>OHS will utilize paid and earned media to address visibility issues, safety, and motorcycle awareness for all drivers, particularly during Motorcycle Awareness month. As supported by data, the target audience for motorcycle media is older than for most of other media programs and includes males 35 to 54 years of age. This task will meet the requirements within the Grand Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.</p>
<p>Project Number: 402MC-17-03 M9 MA-17-02</p> <p>Project Title: Motorcycle Public Education, Awareness, and Outreach Campaign</p> <p>Project Budget/ Source: \$30,000.00 of Section 402MC \$27,500.00 of Section 405F</p> <p>Evidence of Effectiveness: CTW, Chapter 5, Sections 1, 2, 3, and 4</p>	<p>OHS will develop comprehensive motorcycle educational materials based on Rhode Island data on impaired riding, personal protective gear, and the importance of rider training. This expenditure will allow OHS to fill the gap that currently exists in motorcycle education and outreach. The only phase in a rider's life where we consistently reach them is during their Basic Rider Training Class at CCRI. Upon completion of this class, no mechanism exists that targets and exposes riders to educational materials and messaging. The development of these targeted materials and messages will enable us to engage this population.</p> <p>We have conducted extensive research on this topic, collecting five years of data, drilling down to the point where we not only know where the highest numbers of crashes occur, we know Harley Davidson motorcycles are involved in crashes twice as often as other types of motorcycles and men over 40 are involved in over 90 percent of all motorcycle crashes. We also know that 47 percent of all motorcycle fatalities involve impaired riding. We will be using this information to develop these materials that will appeal to these demographics.</p>

<p>Project Number: M5PEM-17-02</p> <p>Project Title: Paid Media (MC/AL) – Impaired Riding</p> <p>Project Budget/Source: \$242,000.00 of Section 405D</p> <p>Evidence of Effectiveness: CTW, Chapter 5, Section 2.2</p>	<p>OHS will utilize paid and earned media to address impaired driving issues for all Motorcyclists, particularly during the months with the highest frequency of impaired motorcycle fatalities, July to October. As supported by data, the target audience for motorcycle media is older than for most of other media programs and includes males 35 to 54 years of age. This task will meet the requirements within the Grand Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.</p>
<p>Project Number: 402MC-17-02</p> <p>Project Title: Creative Media (MC) – Awareness, Personal Protective Gear, and Impaired Riding</p> <p>Project Budget/Source: \$50,000.00 of Section 402MC</p> <p>Evidence of Effectiveness: CTW, Chapter 5, Section 2.2</p>	<p>OHS will develop creative media in the three major areas to address and appeal to motorcycle riders in specific age groups and demographics based on 2009 to 2014 data trends that we have found. As supported by data, the target audience for motorcycle media is older than for most of other media programs and includes males 35 to 54 years of age. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements developed under this plan include closed captioning. In addition this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.</p>

4.5 Occupant Protection

Problem Identification and Analysis

Lack of restraint use continues to be a significant contributing factor in Rhode Island's crash fatalities and serious injuries. Fatalities resulting from crashes where restraints were not used accounted for approximately 36 percent of the total fatalities in 2015. **Figure 4.14** shows that the safety belt use rate for Rhode Island has been well below the national rate since 2003, but 2014 has been at the national rate. The increase in safety belt use also appears to be associated with the continued decline of unrestrained fatalities.

Additional analysis shows that the majority of unrestrained drivers in fatal crashes are white and between the ages of 16 to 34, with young drivers, age 25 to 34 accounting for 24 percent of the fatalities. The cities/town of Providence, Warwick, and Cranston have the highest numbers of unrestrained motor vehicle occupants.

All of this information, as well as, the key recommendations listed below of RI's Occupant Protection Assessment in April 2016 will be used to develop appropriate educational and marketing materials and target enforcement activities to reduce restraint nonuse.

Key Assessment Recommendations:

› **Program Management**

- Engage leadership on the importance of occupant protection so that it becomes a priority within the State. This message from the top down will create momentum in the program to reach the State's goal of 90 percent seat belt use.
- Hire personnel to fill vacant OHS positions and, once fully staffed, prioritize staff to high risk emphasis areas. This may require reorganization of existing personnel to separate major emphasis areas from single staff members which will allow more centralization of time and effort to meet performance goals for occupant protection.

› **Legislation/Regulation And Policy**

- Engage law enforcement to conduct sustained occupant protection high visibility enforcement with coordinated media and educational efforts that address all age groups.
- Develop and make readily accessible occupant protection fact sheets to include highlights of the law, consequences of not buckling, and the economic impact of unrestrained injuries and fatalities.

› **Law Enforcement**

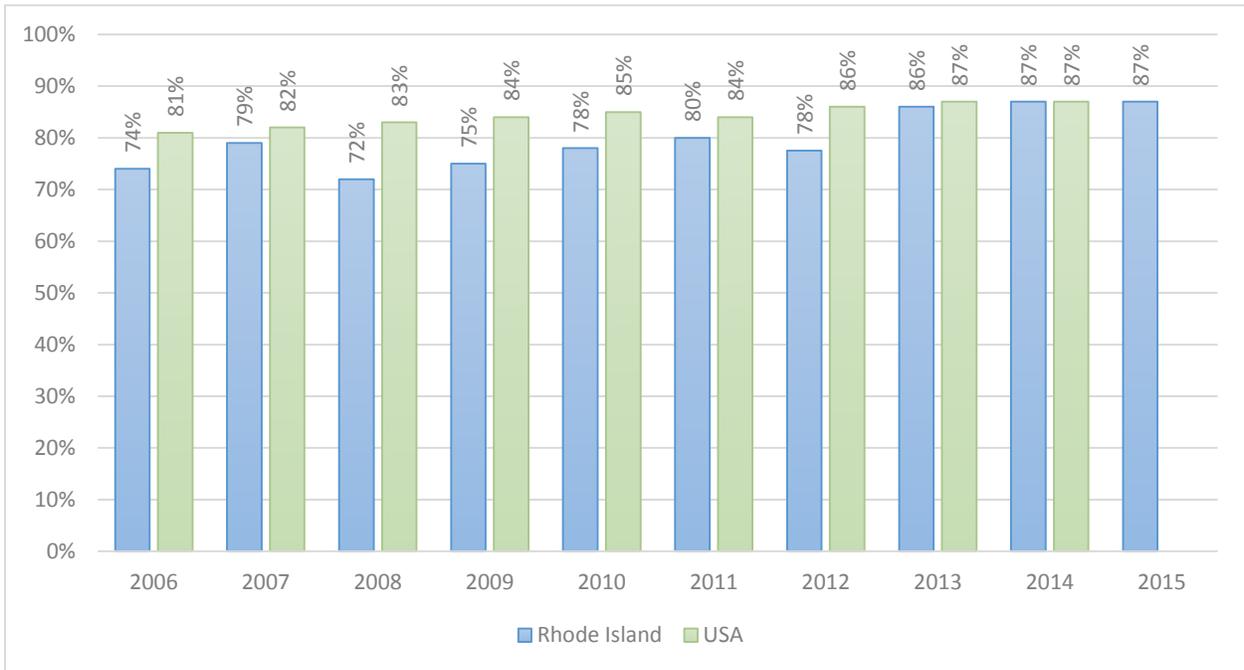
- Develop a statewide occupant protection work plan using elements of community oriented policing, a community based intervention model (from the Centers for Disease Control and Prevention), and DDACTS to reduce unrestrained crashes, injuries and deaths.
- Develop, and distribute a law enforcement agency survey to assess how officers use their professional discretion when performing seat belt enforcement activities. The purpose of this survey is to better understand officers' decision-making process and how the OHS may refine and clarify their expectations when communicating with law enforcement agencies.
- Sponsor a program to advocate for all law enforcement agencies to adopt the principles of the "Below 100" program endorsed by the International Association of Chiefs of Police and the National Sheriffs Association, and create a roll call training video emphasizing the importance for seat belt use for officer safety.

› **Communication**

- Advertise all four enforcement mobilizations with earned and paid media and a strong enforcement-focused message (e.g., extra patrols on now) with localized ads that feature Rhode Island law enforcement.
- Develop a unified, multi-faceted, enforcement-focused communications campaign that includes print materials that are designed to carry forward the messages and look of the television and radio ads. Work with the media buy contractor to determine which print elements will be needed. As an example, web ads could make use of bonus media opportunities and billboard visuals. Ensure that the entire campaign uses similar fonts, colors and themes so motorists know the messages are connected.

- Contract with a public relations specialist who will assist the OHS team in identifying fresh news approaches for messaging and who will aggressively pitch news stories to reporters with the end goal of obtaining the most comprehensive news coverage and message exposure possible and the ability to measure results.
- › **Occupant Protection For Children**
 - Seek alternative funding for purchase of car seats to help meet the demand.
 - Obtain injury data, child passenger observational surveys and car seat misuse information to support child passenger safety programming.
- › **Outreach**
 - Create an educational program for law enforcement officers to identify proper child car seat use and law violations by developing a roll call video with a pocket card containing key messages. Measure to determine if this effort results in an increase in child passenger safety citations.
 - Sponsor training on media outreach, grant writing, program evaluation and strategic planning to facilitate communication among the many traffic safety stakeholder organizations and grant recipients. Ensure ample time is left on the agenda for informal networking and the sharing of creative ideas and best practices.
- › **Data and Evaluation**
 - Undertake an analysis of data from the observational and attitudinal surveys to identify locations and populations where seat belt usage is below the State average.
 - Improve information collected regarding citations.
 - Work with the Rhode Island Traffic Tribunal to obtain counts of seat belt and child restraint citations.
 - Develop a citation tracking system to determine the eventual outcome of all seat belt and child restraint citations.
 - Require agencies to report seat belt and child restraint citations written outside of grant-funded activities.
 - Conduct an analysis of morbidity data to evaluate the burden of motor vehicle crashes within Rhode Island.
 - Analyze data from the Rhode Island Hospital and Hasbro Children’s Hospital trauma registry to determine the experiences of the most severely injured crash victims.
 - Utilize contacts within the TRCC to conduct an analysis of the emergency department and hospital discharge databases to gain a broader picture of injuries resulting from motor vehicle crashes.
 - Reestablish efforts to link the motor vehicle crash and hospital databases.

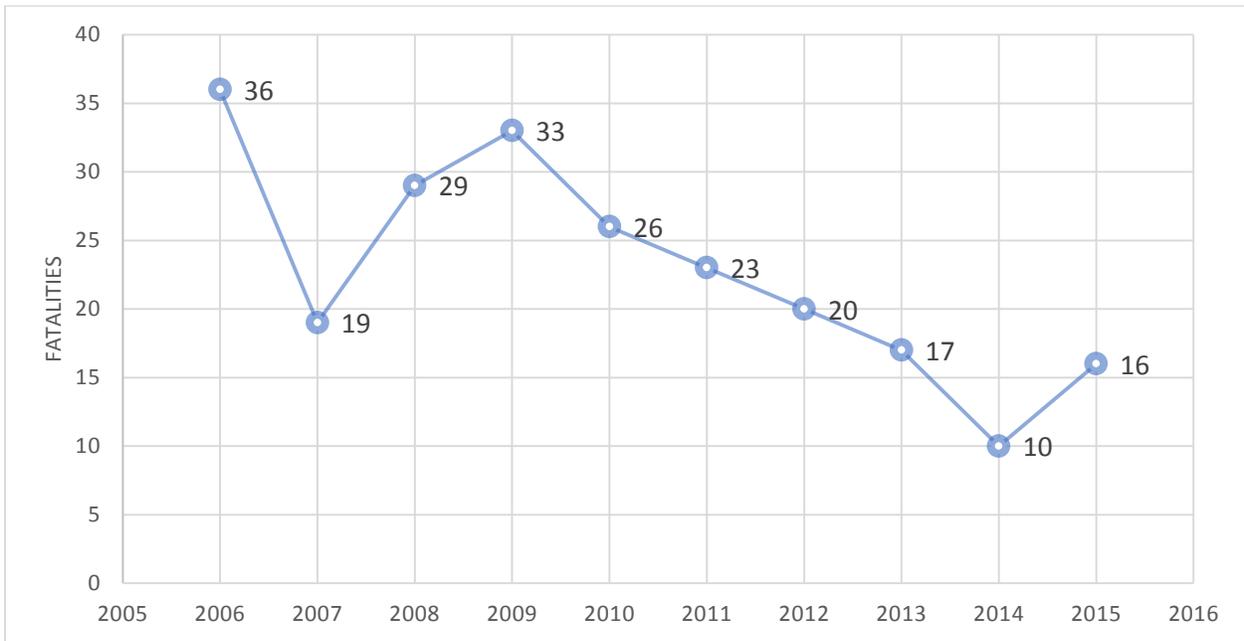
Figure 4.14 Observed Safety Belt Use Rate (Rhode Island and Nationwide)



Source: RIDOT/OHS, 2016; FARS, 2016.

Note: New England regional data is unavailable for observed seat belt use rate.
National safety belt use rates for 2015 are not available at this time.

Figure 4.15 Restraint Nonuse for Rhode Island Motor Vehicle Fatalities



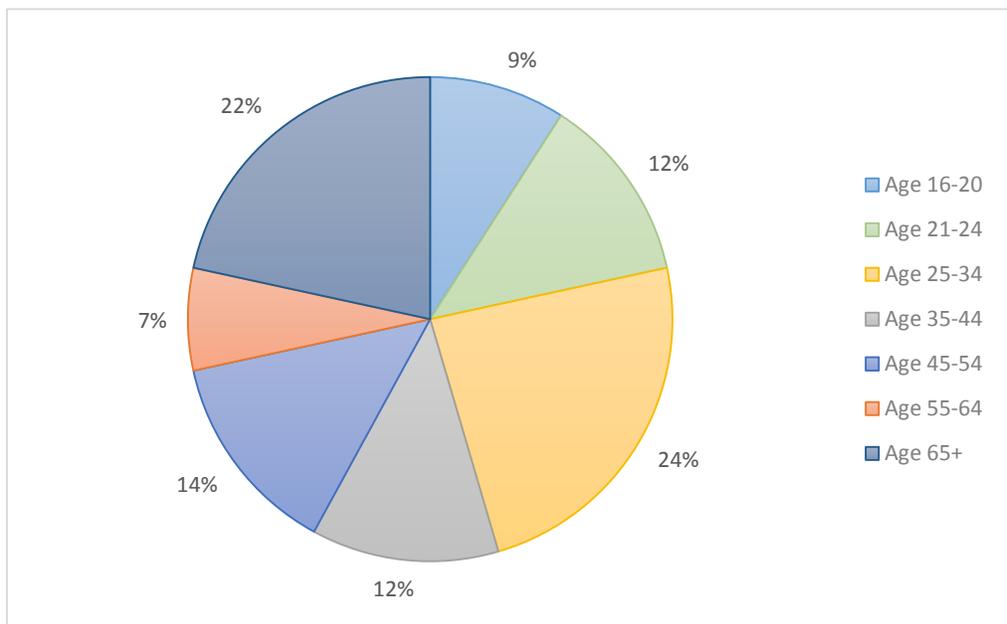
Source: RIDOT/OHS, 2016.

Table 4.7 Motor Vehicle Fatalities by Restraint System – Use and Nonuse (2015)

	Driver	Passenger	Total
None Used/Not Applicable	13	3	16
Shoulder and Lap Belt	7	2	9
Child Restraints	0	1	1
Unknown	0	1	1
Total	20	7	27

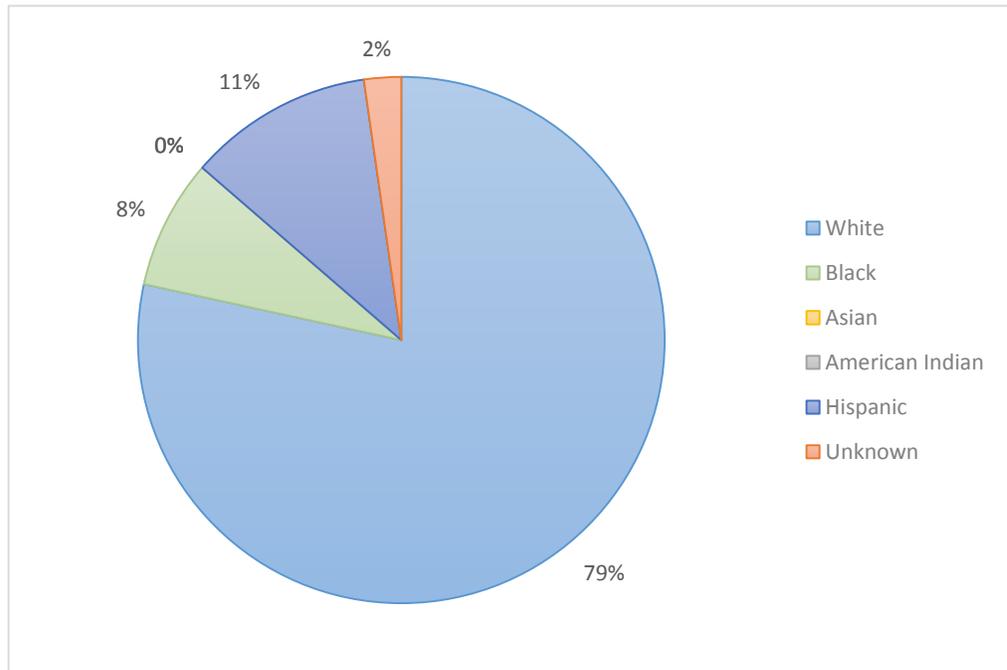
Source: Preliminary data from FARS, 2016.

Figure 4.16 Number of Unrestrained Fatalities by Age Group 2011 to 2015



Source: RIDOT/OHS, 2016.

Figure 4.17 Unrestrained Fatalities by Race (2011 to 2015)



Source: RIDOT/OHS, 2016.

Table 4.8 Top Five Cities/Towns for Unrestrained Motor Vehicle Occupants (2006-2015)

City/Town	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Total
Providence	4	2	0	3	1	2	3	3	0	4	35
Warwick	2	0	1	1	3	3	4	2	0	1	23
Cranston	1	0	2	4	0	1	0	1	2	0	18
Burrillville	3	0	2	2	1	0	1	1	0	0	16
Johnston	1	0	2	2	1	2	0	0	2	0	15

Source: RIDOT/OHS, 2016.

Strategic Partners

The OHS works primarily with 38 local law enforcement agencies and the RISP as partners for national traffic safety initiatives to increase safety belt use. In FFY 2017, OHS will expand this network to include:

- › An expanded school-based network to promote safety belt use with a focus on teens via the “buckle up seat belt shuffle challenge” among schools; and
- › A community-based network to promote safety belt use by establishing connections with local organizations, senior centers, and religious leaders.

Performance Targets

- › Reduce unrestrained occupant fatalities by 5 percent from 20 (2010 to 2014 average) to 19 by 2017.
- › Increase the statewide-observed safety belt use rate for front seat occupants in passenger vehicles from 86.7 percent in 2015 to 90 percent in 2017.
- › Increase safety belt use among pickup truck drivers, as measured by observations, from 72.3 percent in 2015 to 80 percent in 2017.
- › Increase awareness of the Click It or Ticket slogan, as measured by a DMV intercept survey, from 89.5 percent in 2015 to 92 percent in 2017.
- › Increase the perception people will be ticketed for failure to wear safety belts “always” or “nearly always,” as measured by a DMV intercept survey, from 41.1 percent in 2015 to 45 percent in 2017.

Justification

The additional performance measures, specifically related to the survey, will help us to evaluate the effectiveness of our media campaigns. The tracking of safety belt citations will help us to determine the effectiveness of our paid overtime enforcement activities and assist us with the allocation of funding for future Federal fiscal years. Also, tracking the seat belt rate use of pickup truck drivers will assist us in targeting our efforts on this traditionally high-risk population.

List of Countermeasures (Strategies)

1. Increase awareness among drivers that Rhode Island law requires all drivers and passengers to wear safety belts and failure to do so is a “primary offense.” Increase the perception among Rhode Island drivers that a motorist who is not wearing a safety belt, or whose passengers are not wearing their seat belts, will be cited by police:
 - a. Conduct Click It or Ticket (CIOT) media campaigns.
 - b. Conduct a CIOT enforcement campaigns (five weeks from November 23, 2015 to November 29, 2016; from March 21, 2017 to March 27, 2017; from May 23, 2017 to June 5, 2017; and from September 19 2017 to September 25, 2017).
 - c. Expand the number of agencies conducting nighttime safety belt enforcement.
 - d. Maintain an aggressive sports marketing campaign.
2. In media and education programs, address at-risk communities (males, pickup truck drivers, counties with a high percentage of unbelted fatalities, and low belt-use rate counties):
 - a. Conduct a CIOT media campaign, including a special component for pickup truck drivers and passengers.

- b. Maintain aggressive deployment of the RISP Rollover Simulator to demonstrate the value of safety belt use.
 - c. Initiate community-based outreach to at-risk populations.
 - d. Develop culturally appropriate messages to expand minority outreach efforts.
3. Encourage the use of appropriate CPS restraint systems by children under 12 years of age:
 - a. Work with state and local law enforcement and Rhode Island Safe Kids to conduct CPS clinics throughout the State.
 - b. Increase public awareness of the booster seat law that requires use of child restraints up to age 8.
 4. Continue to support Traffic Occupant Protection Strategies (TOPS) training for police officers.
 5. Collect and analyze Rhode Island occupant protection data:
 - a. Conduct the annual observation surveys of occupant protection use.
 - b. Conduct RIDMV offices intercept surveys.
 6. Conduct program management and oversight for all activities within this priority area.

Project Descriptions

The FFY 2017 HSP project list to address occupant protection fatalities and serious injuries includes the project number, title, description, budget, and evidence of effectiveness.

<p>Project Number: 402OP-17-03</p> <p>Project Title: Municipalities Seat Belt Law Enforcement Patrols</p> <p>Project Budget/Source: \$289,333.86 of Section 402OP</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 2.2</p>	<p>OHS will fund implementation of the CIOT overtime enforcement patrols by all Rhode Island municipal law enforcement agencies. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 23 to June 5, 2016 and three state mobilizations (Thanksgiving holiday travel, November 23 to 29, 2016; March 21 to 27, 2016; and September 19 to 28, 2016). The amounts allocated to each municipality were determined based on problem identification, citation and detail history, ability to deploy details, and overall community targeted safety needs.</p>
---	--

<p>Project Number: 402OP-17-10</p> <p>Project Title: State Agencies (RISP) Seat Belt Law Enforcement Patrols</p> <p>Project Budget/Source: \$11,000.00 of Section 402OP</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 2.2</p>	<p>OHS will fund implementation of the CIOT overtime enforcement patrols by the RISP. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 23 to June 5, 2017 and three state mobilizations (Thanksgiving holiday travel, November 23 to 29, 2016; March 21 to 27, 2017; and September 19 to 25, 2017).</p>
<p>Project Number: 402OP-17-05</p> <p>Project Title: Municipalities Child Passenger Safety (CPS)</p> <p>Project Budget/Source: \$194,943.58 of Section 402OP</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 7.3</p>	<p>This project provides funds for Rhode Island municipal police departments with qualified personnel (nationally certified Child Passenger Safety Technicians) to conduct CPS checks on an appointment basis. We expect that the car seat inspections will take place regularly throughout the Federal Fiscal Year timeline, except during the winter. As can be seen in Table 5.4 we have 34 municipalities participating in this project. Funding is included to enable the agency to send at least one CPST to the Rhode Island Safe Kids one-day CPST Update or to the Vermont Office on Highway Safety CPS Conference in 2016. The amounts allocated to each municipality were determined based on the problem identification, citation and detail history, ability to deploy details, and overall community targeted safety needs. Law Enforcement CPS details will be supported with 163,932.00. Car seats will be purchased by each department to distribute at a cost of 20,732.80. Budgeted funds of 3,978.00 will support CPS training and supplies.</p>
<p>Project Number: 402OP-17-09</p> <p>Project Title: State Agencies (RISP) Child Passenger Safety (CPS)</p> <p>Project Budget/Source: \$4,000.00 of Section 402OP</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 7.3</p>	<p>This project provides funds for RISP personnel to conduct CPS checks on an appointment basis at any of the five RISP barracks (Scituate, Lincoln Woods, Wickford, Hope Valley, and Portsmouth) by officers who are CPSTs. We expect that the car seat inspections will take place regularly through the Federal Fiscal Year, except during the winter.</p>
<p>Project Number: M2CPS-17-01</p> <p>Project Title: Rhode Island Hospital/ Lifespan Car Seat Distribution/CPS Education for to Low-Income Families/ Pediatric Practice CPST/CPST Update Continuing Education Event</p> <p>Project Budget/Source: \$109,719.00 of Section 405B</p>	<p>OHS will solicit applications from organizations affiliated with a Level 1 Trauma Center to provide car seats and booster seats to needy families, consistent with Section 405B rules, by conducting outreach targeting families participating in WIC and Food Stamp programs. In accordance with the Section 405B regulation, no more than five percent of 405B funds will be expended on car seats.</p> <p>OHS will reimburse Safe Kids Rhode Island for the expenses related to providing a full-time CPST at a</p>

Evidence of Effectiveness:	CTW, Chapter 2, Section 7.2	pediatric office to assist families with car seat installation and use. Families coming to the pediatric practice for a regularly scheduled appointment will be able to have their car seat installation checked by the CPST. The CPST also will answer caregivers' questions about child restraints and will provide families with educational materials. Safe Kids Rhode Island will evaluate the program by having parents fill out a knowledge survey at the initial interaction, and then reassess families approximately four months later with both a second survey to compare to the first and a second car seat check. Families that participate in the follow-up will be provided with a backless booster seat. This award will encompass 20 percent of the Director's salary and 100 percent of two part-time program coordinators from LifeSpan.
Project Number:	M2 PE-17-09	OHS will conduct the annual "Mini-Pre" paid and earned media and enforcement observational safety belt use survey in May and the full observational safety belt survey following the enforcement period in June, according to NHTSA regulations.
Project Title:	CIOT Observational Surveys	
Project Budget/Source:	\$63,000.00 of Section 405B	
Evidence of Effectiveness:	N/A	
Project Number:	402PM-17-02 M2PE-17-03	OHS will develop and implement a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2015, March 2016, May 2016, and September 2016. The target audience will be 18- to 34-year old males. Media materials will be produced in both English and Spanish with the venues chosen based on market data for each audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.
Project Title:	Paid Media (OP)	
Project Budget/Source:	\$201,250.00 of Section 402PM; \$26,250.00 of Section 405B	
Evidence of Effectiveness:	CTW, Chapter 2, Section 3.2	
Project Number:	402OP-17-02 M2PE 17-02	OHS will contract with a State of RI approved media consultant to create and produce a major occupant restraint campaign.
Project Title:	Creative Media	
Project Budget/Source:	\$100,000.00 of Section 402OP \$20,000.00 of Section 405B	
Evidence of Effectiveness:	CTW, Chapter 2, Section 3.1	

<p>Project Number: M2PE-17-08</p> <p>Project Title: CIOT DMV Intercept Survey</p> <p>Project Budget/ Source: \$11,550.00 of Section 405B</p> <p>Evidence of Effectiveness: N/A</p>	<p>“Pre” and “Post” DMV office intercept surveys will be conducted to assess the public awareness and effectiveness of the CIOT media and enforcement campaigns conducted with the national mobilization of May 23, 2016 to June 5, 2016.</p>
<p>Project Number: 402OP-17-07</p> <p>Project Title: State Agencies (RISP) – Rollover Simulator Demonstrations</p> <p>Project Budget/ Source: \$16,400 of Section 402OP</p> <p>Evidence of Effectiveness: N/A</p>	<p>OHS will work with RISP to promote and conduct Rollover Simulator demonstrations in as many locations as possible (with a warranted size audience). For each demonstration, two persons are required to operate the Simulator. Wherever possible, one RISP officer and an OHS Program Manager (all have been trained for these demonstrations) will attend the event. If a program manager is not available, OHS will fund two RISP officers for the event. The projected number of demonstrations for FY 17 will be approximately 16 based on a four-year average.</p> <ul style="list-style-type: none"> ■ 2012 – 16 ■ 2013 – 13 ■ 2014 – 19 ■ 2015 – 15 <p>This office has noticed a steady increase in OP safety day requests with the Rollover Simulator. The State Police has posted a Rollover Request form link to the Department web site for the general public to make requests directly without the need for telephone or personal contact. The Simulator and tow vehicle are utilized by the RISP for many functions to include; school career and safety fairs, college demonstrations, high school football games, Pawtucket Red Sox safety events, church safety events, touch-a-truck details, Construction Career Days, municipality safety days for local law enforcement and fire agencies, and numerous other events. As the Rollover Simulators’ popularity increases, so do the requests for its presence.</p> <p>The RISP has trained and certified a large group of Troopers on mechanics, operation, and presentation for “Rollover Simulator” demonstrations. These demonstrations present a graphic depiction, without the risk on human life, of the consequences of not properly wearing a safety belt while inside a motor vehicle. 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</p>

	<p>includes mechanic/operative checks before, during, and after the event. These steps are clearly labeled to ensure proper care and maintenance of the simulator. The RISP has received many phone calls, personal letters, and accolades from patrons who have coordinated a Rollover event. Evaluations of this nature from the general public, along with a steady increase in detail requests proves that the Rollover Simulator will continue to grow in popularity and prove a valuable tool in the realm of highway safety education for each and every member of the community.</p>
<p>Project Number: M2PE-17-11 Project Title: Student Safety Educational Information (OP) Project Budget/Source: \$25,000.00 of Section 405B</p>	<p>OHS will create appropriate educational and resource material and develop new dissemination points across Rhode Island. This material will include city/town and state programs for all age levels addressing, among other issues, CPS and CIOT. We've begun developing localized brochures and booklets addressing our safety issue areas. The funds are meant to create, produce, and print several of them. These materials will replace the multiple promotional items previously purchased. Our 2016 Impaired Driving and Occupant Protection assessments suggested developing educational and informational materials to support all our programs.</p>
<p>Project Number: M2PE-17-04 Project Title: Paid Media (CPS) Project Budget/Source: \$25,000.00 of Section 405B Evidence of Effectiveness: CTW, Chapter 2, Section 6.2</p>	<p>OHS will inform the public via paid media of all the steps of child restraints, including infant seats, convertible seats, forward facing seats, booster seats, and safety belts. The media buy is expected to cover on-line/web/Internet and "out of home" (billboard/bus) with the target market of parents and caregivers, with emphasis on women between 18 and 40. The media buy will coincide with the National Child Passenger Safety Week. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.</p>
<p>Project Number: M2PE 17-07 Project Title: Protect Providence with One Click Campaign (Providence Community Opportunity Corporation)</p>	<p>The Providence Community Opportunity Corporation (PPOC), will continue to expand upon their "Protect Providence with One Click" campaign and on-line resources created and implemented in the previous years of funding. The proposed continuation of the</p>

<p>Project Budget/ Source: \$32,903.00 of Section 405B Evidence of Effectiveness: CTW, Chapter 2, Section 3.2</p>	<p>PPOC campaign will effectively promote and increase seatbelt education, Primary Seatbelt Law, awareness and usage in the urban community by expanding its reach and scope in two ways: 1) program outreach will include residents from the PHA's 10 public housing sites in addition to all PHA staff; and 2) education to two new sub-populations: elderly and young drivers will be further developed and enhanced through new outreach programs, seatbelt education courses, videos, and newsletters.</p>
<p>Project Number: M2PE 17-06 Project Title: Buckle Up Before You Start Up (Oasis International) Project Budget/ Source: \$30,000.00 of Section 405B Evidence of Effectiveness: CTW, Chapter 2, Section 1</p>	<p>Oasis International will work with African Groups, Mosques, and Faith-Based Organizations to continue providing seatbelt education to the African Immigrant and African American residents of Providence with emphasis on residents of the Southwest Providence. Oasis is looking through this grant to double the percentage of the population reached in the past to 4,000 people. To measure behavioral changes among participants in all the workshops, they will use a pre and post-survey.</p>
<p>Project Number: M2PE 17-05 Project Title: Seat Belt – Education on Reduction of Fatalities on our Roads (African Alliance) Project Budget/ Source: \$12,896.00 of Section 405B Evidence of Effectiveness: CTW, Chapter 2, Section 1</p>	<p>The African Alliance of Rhode Island (AARI) is looking to expand its current seatbelt partners from six to eight organizations, including faith-based nonprofit organizations working with youth and families to reach out new participants – young and old with the following cohorts and programs:</p> <ol style="list-style-type: none"> 1. ESL Programing for Latinos and others at St. Paul's Church; 2. Gilbert Stuart Gentlemen Association; 3. Tabernacle Baptist Church; 4. 11th Annual African Health Summit 2016; 5. Project Hope, Pawtucket; 6. All National Revival Church, Pawtucket; 7. Team Providence; and 8. Green Eagles. <p>The project proposes to engage at least 600 persons, young and old, who live, work or worship in Providence and Pawtucket to educate them about the importance of seatbelt usage in reducing fatalities in Rhode Island roads. The program will begin with a "Train the Trainer" session for the contract/coordinators who will lead the dissemination of seatbelt literature at various community events. AARI will conduct a series of workshops in Providence and Pawtucket that focus on the message: "No matter</p>

	<p>where you sit, think first, embrace life, wear your seatbelt” and make our roads safe. These workshops will begin in March 2017 and will meet Saturdays and some Sundays after service from 10:00 a.m. to 11:30 a.m. twice per month for 6 months. Pastors and Ministers from Faith-Based Organizations will address the congregation about seatbelt safety. Seatbelt Education will be incorporated as well in the curriculum and class discussion of some of the participant organizations. A pre/post-questionnaire will be used to measure progress and behavior changes towards seatbelt usage</p>
<p>Project Number: 402 OP 17-06</p> <p>Project Title: Connecting Children and Families Preliminary Seatbelt Education and “SHIELD FOR LIFE” Program</p> <p>Project Budget/Source: \$60,000.00 of Section 402OP</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 1</p>	<p>Connecting for Children and Families, in cooperation with the Woonsocket Education Department, will build upon their successful seatbelt safety program “Shield for Life” that educates Rhode Islanders about the State’s primary seatbelt law. The program also promotes driver safety habits, including seatbelt use. The project’s objective is to increase awareness about and adherence to seatbelt laws, with a primary focus on strategies that are tailored to reach an economically, culturally, and ethnically diverse audience of males aged 18-35. “Shield For Life” presentations will be one strategy facilitated by the Partnership once again. The program uses a presentation format to educate participants about driver and passenger seatbelt safety. A “Shield For Life” PSA will be created and presented on-line and on radio. Outreach efforts include education information dissemination, driver education partners, outreach to hair salon and barber shop venues and they will host a Mother’s Day awareness event to highlight child passenger safety and a parent’s role in providing that safety. Their program also includes outreach to high schools and colleges. The program will use a pre/post-testing evaluation component.</p> <p>The partners will also continue conducting CPS clinics and individual seat checks, fitting and distributing bicycle helmets, and providing education/outreach on children restraint use, bicycle, and pedestrian safety in the Woonsocket community.</p>
<p>Project Number: M2 HVE 17-03</p> <p>Project Title: State Agencies (URI) Seat Belt Law Enforcement Patrols</p> <p>Project Budget/Source: \$2,000.00 of Section 405B</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 7.1</p>	<p>OHS will fund implementation of the CIOT overtime enforcement patrols by the URI Police Department. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 18 to 31, 2017 and three state mobilizations (Thanksgiving holiday travel, November 21 to 27, 2017; March 22 to 28, 2016; and September 20 to 26, 2016).</p>

<p>Project Number: 402 OP-17-04</p> <p>Project Title: Buckle Up Saves Lives Series and Statewide Seatbelt Challenge</p> <p>Project Budget/Source: \$25,000.00 of Section 402OP</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 7.1</p>	<p>Warwick Police Department, with the assistance of the OHS, will offer all Rhode Island high schools the opportunity to participate in this data-driven, seat belt-focused program. Students will work to develop a week of seat belt-related awareness at their schools. Efforts will include local media. OHS will be available to participate in awareness activities. The week of awareness will be preceded and followed by seat belt observational surveys to be conducted by students at their school parking lot. Survey evaluation will determine the effectiveness of the awareness/education program.</p>
<p>Project Number: 402OP 17-08</p> <p>Project Title: GENESIS Student Leadership Team: Seat Belt Outreach Presentations</p> <p>Project Budget/Source: \$18,844.00 of Section 402OP</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 7.1</p>	<p>The Genesis Center will use a peer education program to educate the Rhode Island minority population, specifically the Hispanic/Latino and African-American populations. Through presentations, the Student Leadership Team proposes to educate at least 600 minority adults and 100 minority children on Rhode Island primary seatbelt laws and the importance of seatbelt usage. Pre and post-survey evaluation will determine the effectiveness of the awareness program.</p>

4.6 Older Road Users

Problem Identification and Analysis

The ability to drive safely often deteriorates with age. As people get older, their driving patterns change. Retirement, different schedules, and new activities affect when and where they drive. Older adults drive safely because they have a lot of experience behind the wheel. But when they are involved in crashes, they are often hurt more seriously than younger drivers. Age-related declines in vision, hearing, and other abilities, as well as certain health conditions and medications, can affect driving skills. (NIH Senior Health)

According to NHTSA in 2012, there were 5,560 people 65 and older killed and 214,000 injured in motor vehicle traffic crashes. These older people made up 17 percent of all traffic fatalities and 9 percent of all people injured in traffic crashes during the year. Compared to 2011, fatalities among people 65 and older increased by 3 percent. Among people injured in this age group there was a 16 percent increase from 2011.

Unlike other states where older citizens constitute the fastest growing segment of the population, Rhode Island does not have an extensive problem with older drivers. Between 2010 and 2014, 72 older drivers were involved in fatal crashes and the average age of the people involved in fatalities was 75.9. These deaths account for a 10 percent of the overall total fatalities in Rhode Island and are below national and regional averages.

The OHS does not have active programs for elder drivers, but AAA of Southern New England has an outstanding program for older drivers and teaches more than 45 classes annually, reaching more than 1300 older drivers in Rhode Island on a yearly basis. The OHS intends to support these efforts by developing printed materials to be disseminated at RIDMV to older drivers, leading them towards the free classes and resources offered by AAA of Southern New England.

OHS Community Approach to Educate Aging Road Users

The OHS is currently working with the Providence Community Opportunity Corporation to provide a series of bilingual educational presentations (English-Spanish) about Aging Road Users and Safety to residents of six elderly housing developments. The purpose of these sessions is to introduce audiences to older driver issues and topics. If successful, our plan is to expand this program into other elderly housing developments across the State.

As the demographics evolve in Rhode Island, it is important that our programs reflect the racial and ethnic diversity changes of the population. For this reason the program and material we will provide to the residents of these housing developments will be culturally relevant and multilingual as necessary, and appropriate to the target audience.

Partnering with the Providence Community Opportunity Corporation in this pilot project will allow the OHS to reach out to 1,087 culturally diverse residents in 6 elderly high rises. This elderly population needs to be addressed in a particular manner because their view of health and highway safety issues is shaped by their cultural traditions, norms, and values.

The OHS' new community approach is to work with social and aging service providers at the state and community levels. The OHS will be contacting the Rhode Island Department of Elderly Affairs and Social Service Agencies to learn more about the transportation programs offered to older drivers who can no longer drive safely, and what options are available, in terms of mobility for them as they transition from driving. By partnering with these organizations, as well as law enforcement organizations, we can help reduce traffic crashes, fatalities, and injuries on public roads.

Our community outreach efforts will include the developing and distribution of an Older Driver guidebook that provides vital information to aging road users. One of the places where dissemination of this guidebook will be effective is at the RIDMV locations when older drivers 65+ come to renew their driver's license.

Educating the aging road users about the dangers of distracted driving particularly cell phone use and hands-free devices, is another action step we will implement to tackle this problem.

By partnering with AARP, AAA, Senior Centers, and other organizations that have programs that reach the aging road users population, we can effectively educate the aging road users about the dangers of prescription drug use and how it can impair their driving and walking ability. Equally important is to promote courtesy on the

road and educate drivers under age 65 particularly young drivers about sharing the road safely with all users specifically aging road users. In addition, we will provide information to AAA, insurance companies, RIDMV, driving schools, and others.

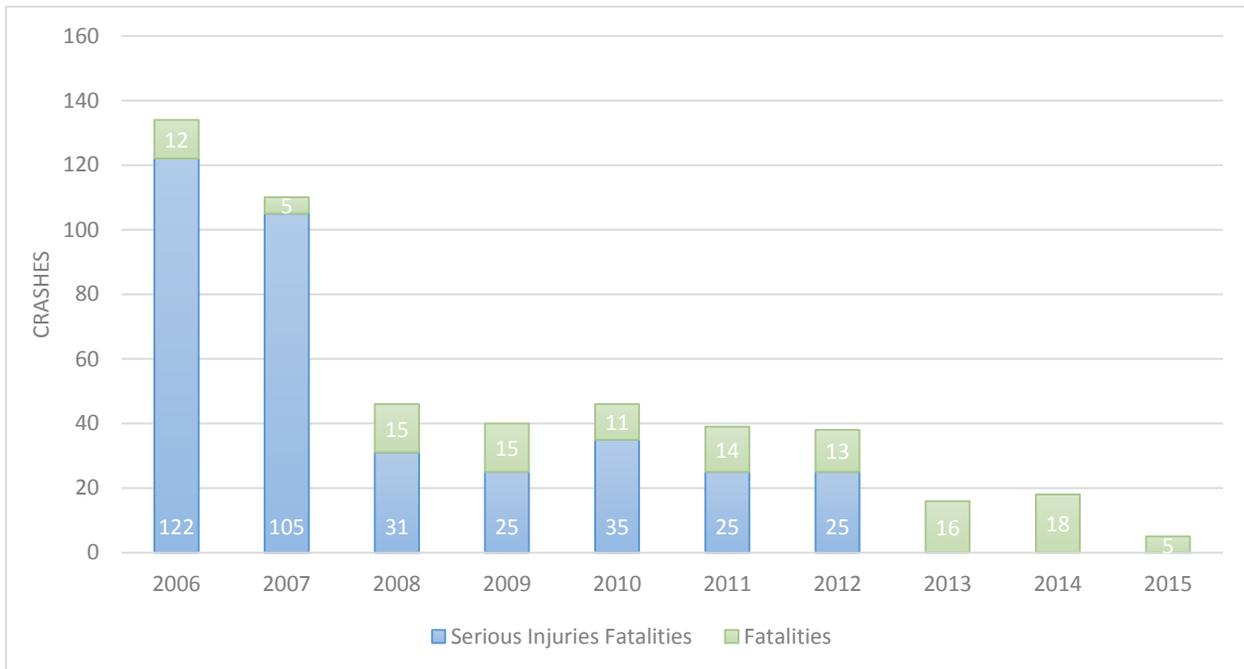
The OHS will educate aging road users about transit opportunities, schedules, how to use, etc. (i.e., program in Providence that educates aging road users about their service and how to safely use it). Furthermore, the OHS will examine options in areas where transit is not available to provide transportation options to aging road users reaching out to senior centers in the State.

The OHS will conduct programs that help aging road users' drive for as long as possible. Moreover, it will educate aging road users about infrastructure improvements such as road diets, roundabouts, and other changes.

The OHS will provide information and tips to families and caregivers about talking to aging road users about ceasing to drive, as well as incentives for aging road users to give up their keys.

The following data is used to develop appropriate educational, training, and marketing materials and target enforcement activities to reduce older driver fatalities.

Figure 4.18 Older Drivers Involved in Fatal and Serious Injury Crashes



Source: RIDOT/OHS, 2016.

Note: Data currently not available for Serious Injuries in 2013, 2014, and 2015.

Table 4.9 Fatal Crashes and Fatalities Involving Drivers Ages 75 and Older in Rhode Island, New England, and U.S. (2010 to 2014)

	2010	2011	2012	2013	2014
Rhode Island					

Fatal Crashes	5	8	7	12	12
Drivers Ages 75 and Older Killed	4	5	3	11	8
New England					
Fatal Crashes	112	90	108	112	87
Drivers Ages 75 and Older Killed	81	61	74	79	56
The United States					
Fatal Crashes	2,614	2,457	2,492	2,518	2,641
Drivers Ages 75 and Older Killed	1,857	1,735	1,700	1,757	1,782

Source: FARS, 2010 to 2014

Table 4.10 Fatalities in Older Driver-Involved Crashes: Older Drivers, Passengers of Older Drivers, and Other Road Users (Ages 65 to 74)

	2010	2011	2012	2013	2014	RI 2010-2014 Percent
Victims	(N=6)	(N =7)	(N = 6)	(N=12)	(N=12)	(N= 43)
Older Driver	4	4	4	11	8	72%
Passengers	1	0	0	1	0	5%
Other Road Users	1	3	2	0	3	21%
Unknown	0	0	0	0	1	2%

Source: Transanalytics, LLC, Analysis of Fatal Crash Data Rhode Island 2010-2014.

Table 4.11 Top Five Cities/Towns for Fatal Speeding Crashes Involving Older Drivers Age 65+

City/Town	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Totals
Cranston	2	0	2	0	0	1	1	1	3	1	11
Johnston	1	0	1	0	0	1	1	0	3	1	8
Portsmouth	1	0	1	1	0	1	1	3	0	0	8
Providence	1	1	0	0	1	1	0	1	2	0	7
Warwick	1	0	0	0	0	2	0	2	1	0	6
Westerly	0	0	0	2	1	2	1	0	0	0	6

Source: RIDOT/OHS, 2016.

Strategic Partners

The OHS will continue to work with AAA to improve outreach and education to older drivers in Rhode Island. In addition, we are partnering with the RIDMV, as well as the Providence Housing Authority and the Rhode Island Department of Elderly Affairs to educate older drivers living in high rises about how aging, health and other factors affects their driving skills. We hope to offer this population other options to get around, without giving up independence, when driving is not safe anymore.

Performance Targets

- › Reduce the number of older drivers involved in fatal crashes by 28 percent from 14 (2010 to 2014 average) to 11 by 2017.

Justification

In Rhode Island, 15.5 percent of the population is age 65 or older. This exceeds the national average of 14.1 percent. The Census Bureau estimates that the number of people age 65 or older will double by 2030. Currently, 17 percent of all licensed

drivers in the state are within this age bracket. Using the most recent data, between 2006 and 2012, 9 percent of the total of fatal and serious injury crashes involved a driver 65 or older.

List of Countermeasures (strategies)

1. Continue a partnership with AAA on older driver programs.
2. Create a pilot project with the Providence Housing Authority to educate older road users in six elderly and disable high rises.

Project Descriptions

OHS funds will support programs following additional staff training and the development of additional OHS projects supported with NHTSA funds. Our goal is to have the programs available to the general public by FY 2017. These new programs will support best prevention practice to reduce death and serious injury within this demographic.

4.7 Pedestrians and Bicyclists

Problem Identification and Analysis

Although crashes in Rhode Island are dominated by personal automobiles, other modes of transportation require consideration. Other transportation modes consist of everything except personal automobiles and motorcycles and are generally classified as motorized (school buses) and nonmotorized (pedestrian and bicycle) modes. For example, from 2003 to 2013, pedestrian fatalities comprised 18 percent of all fatalities and bicycles comprised less than one percent. Bicycle fatalities have been at one or two in each of the last five years, except for 2013 when three bicycle fatalities occurred.

A total of 120 pedestrians were killed in motor vehicle crashes in Rhode Island from 2006 through 2015, as illustrated in **Figure 4.19**, and total fatalities involving pedestrians have fluctuated greatly during this time. As shown in **Figure 4.20**, Rhode Island far exceeds the national percentage for pedestrian fatalities. The majority of pedestrian fatalities are white males between the ages of 45 to 54. The top communities for pedestrian fatalities from 2006 to 2015 are Providence, Cranston, and Warwick. However, in 2012, three of the top five cities did not have any pedestrian fatalities.

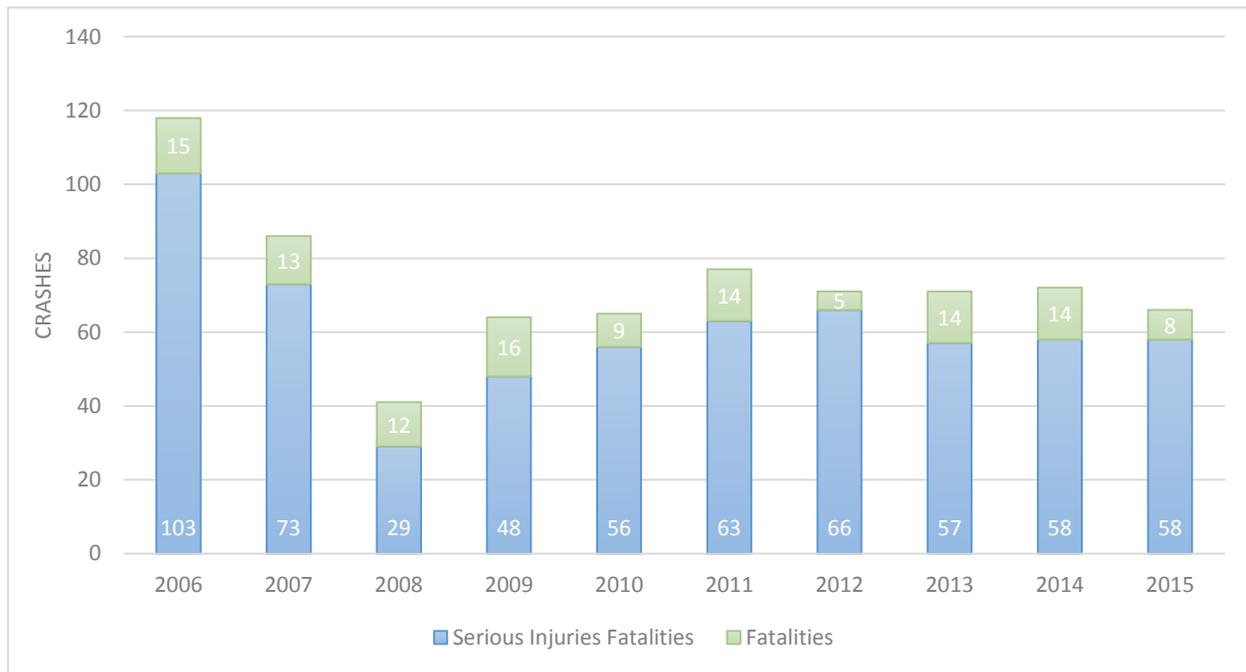
The total number of crashes and number of serious injuries sustained involving bicyclists decreased between 2006 and 2009, as shown in **Figure 4.23**. However, between 2009 and 2011, the serious injuries increased from 11 to 33. They have since declined and were at 18 in 2013. In 2009, 2011, and 2014 Rhode Island had zero bicycle fatalities, in 2012, two bicycle fatalities were reported, and in 2013, there were three. As shown in **Figure 4.22**, Rhode Island was above the national average for bicyclist fatalities in 2010, 2012, and 2013. As shown in **Table 4.14**, no community has experienced more than one bicycle fatality between 2006 and 2015.



Bike Safety Day

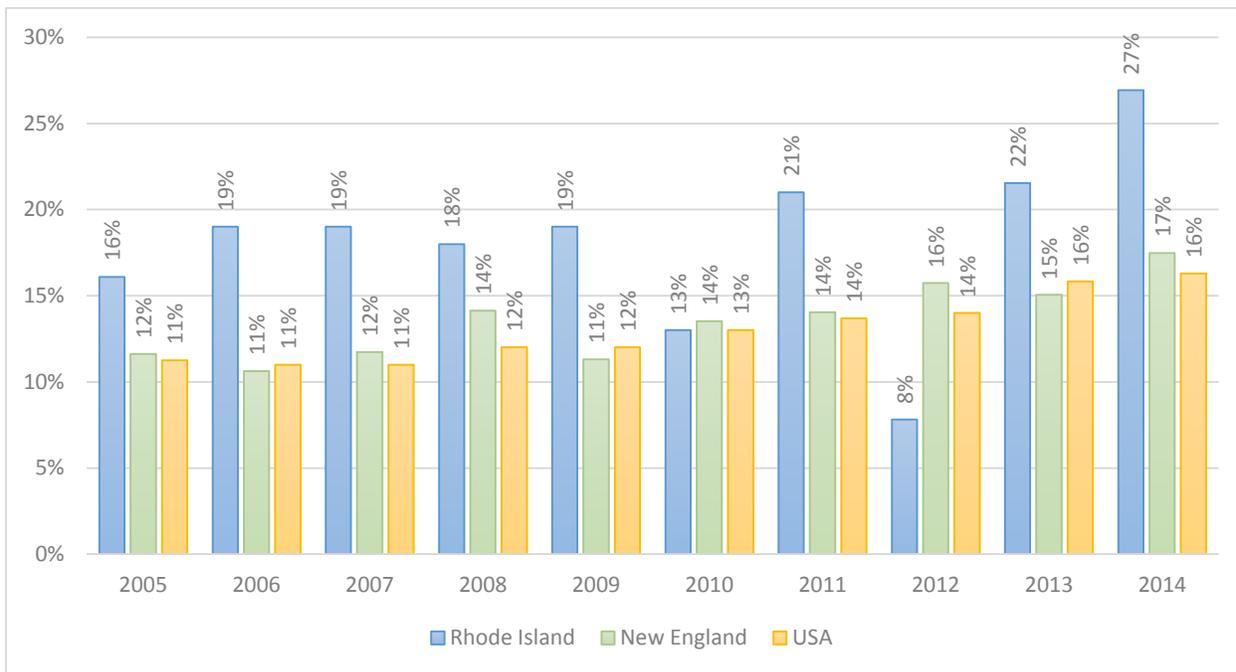
All of this information will be used to develop appropriate educational and marketing materials and target enforcement activities to reduce pedestrian and bicycle fatalities and serious injuries.

Figure 4.19 Total Fatalities and Serious Injuries Involving Pedestrians



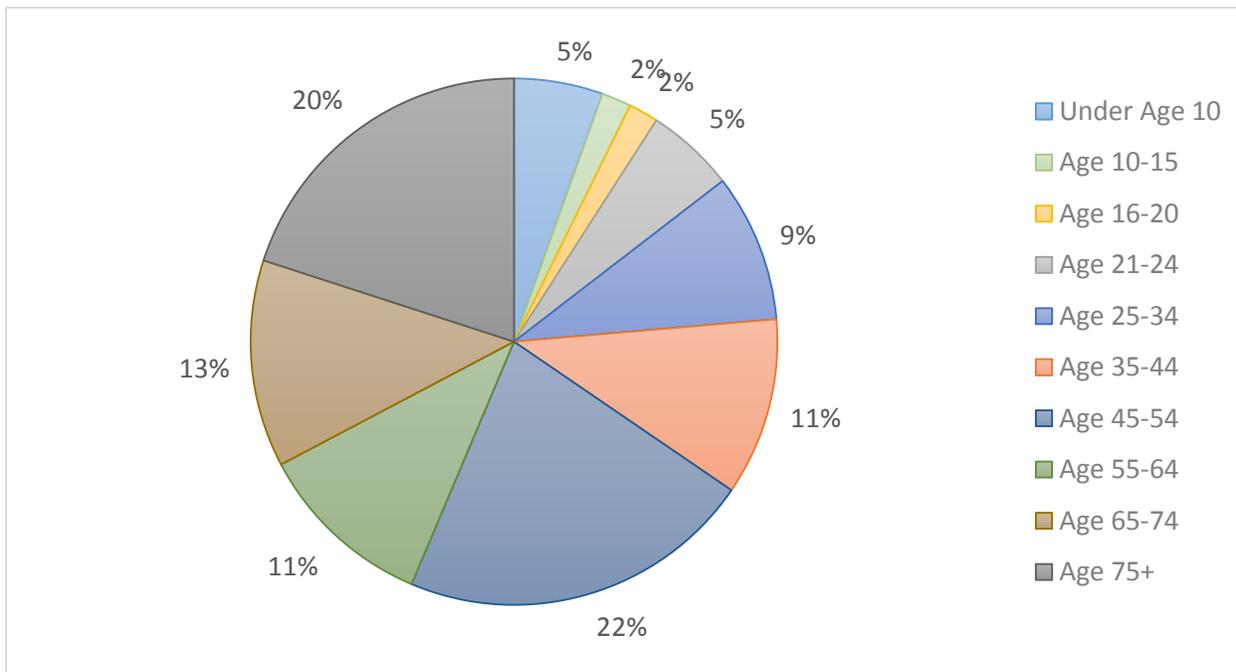
Source: RIDOT/OHS, 2016.

Figure 4.20 Pedestrian Fatalities as a Percent of Total Fatalities (Rhode Island Compared to New England and U.S.)



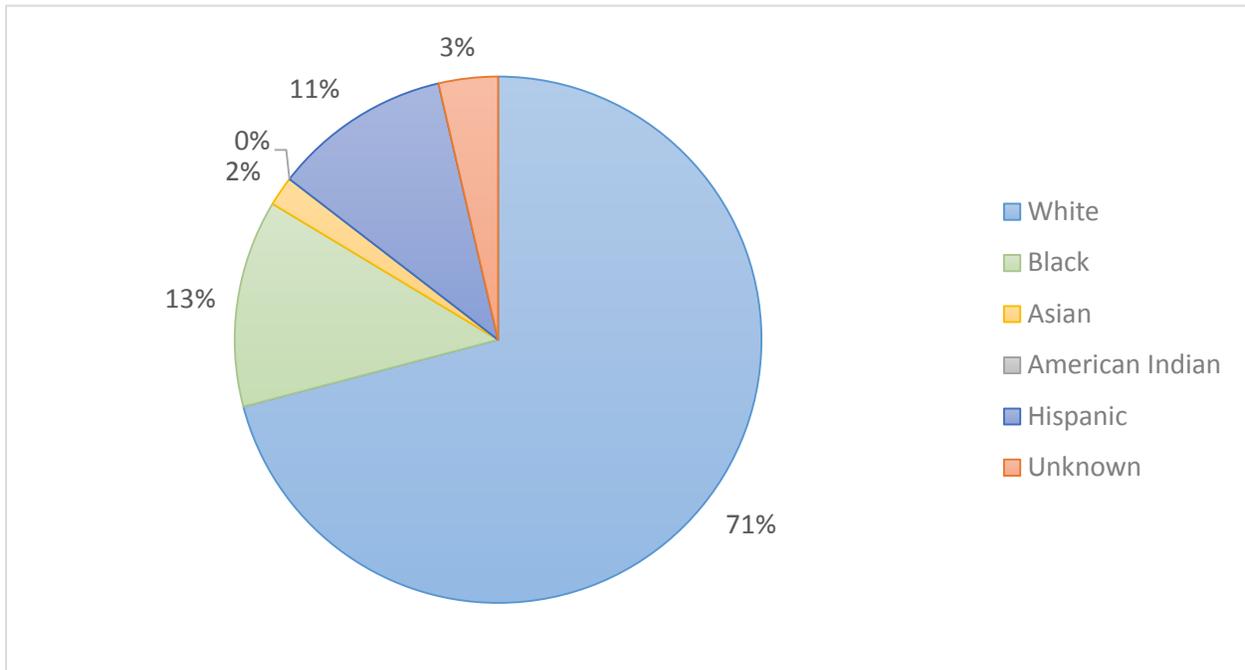
Source: NHTSA imputed data for 2005 to 2013.
 Note: New England and U.S. 2013 data unavailable.

Figure 4.21 Pedestrian Fatalities by Age Group (2011 to 2015)



Source: RIDOT/OHS, 2016.

Figure 4.22 Pedestrian Fatalities by Race (2011 to 2015)



Source: RIDOT/OHS, 2016.

Note: Zero pedestrian fatalities were identified as American Indian.

Table 4.12 Top Five Cities/Towns for Pedestrian Fatalities (2006 to 2015)

City/Town	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Total
Providence	4	5	4	1	5	1	2	5	3	3	33
Cranston	1	2	1	1	1	3	0	1	3	1	14
Warwick	1	1	2	1	0	3	1	1	1	1	12
Pawtucket	1	2	0	1	0	0	0	3	0	0	7
Woonsocket	0	1	2	0	0	3	0	0	1	0	7

Source: RIDOT/OHS, 2016.

Table 4.13 Pedestrian Fatalities by Age Group with BAC Test of 0.08 or Greater (2009 to 2013)

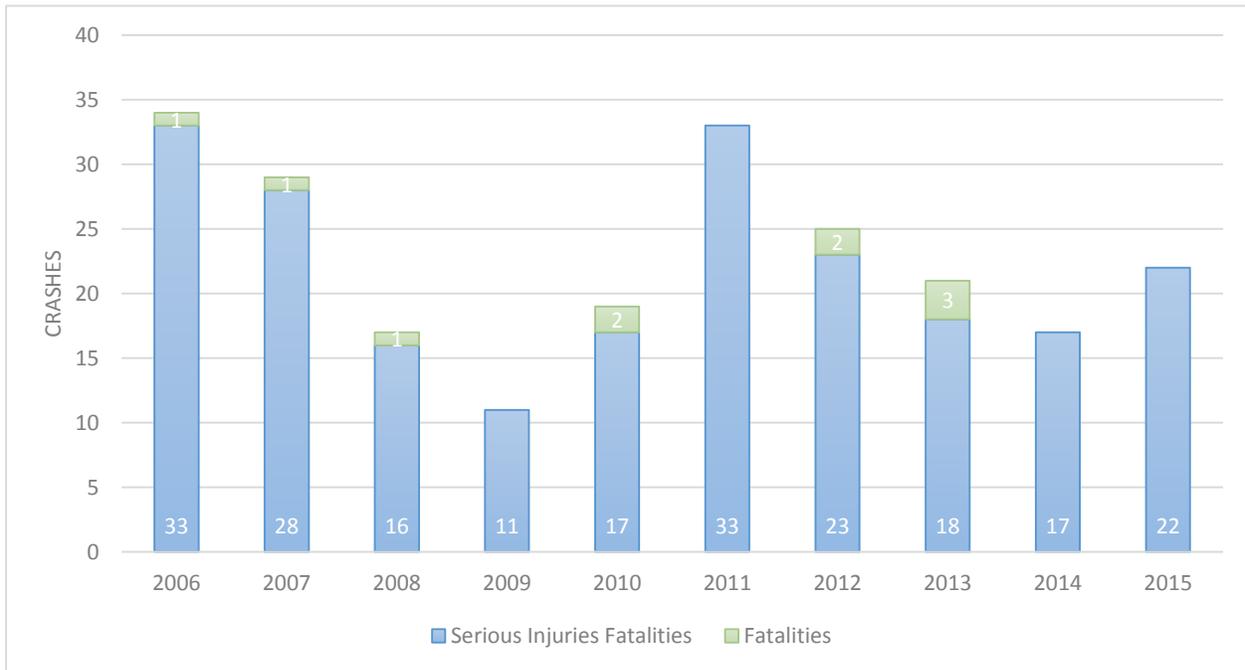
Age Group	Rhode Island	Region	US
	0.08 Percent or Greater N=14 of 52 ^a	0.08 Percent or Greater N=111 of 576 ^a	0.08 Percent or Greater N=5,961 of 17,933 ^a
16-20	N/A	13%	23%
21-24	57%	33%	44%
25-34	60%	28%	46%
35-44	25%	34%	42%
45-54	33%	31%	42%
55-64	20%	16%	30%
65+	10%	4%	8%
Total	34%	19%	33%

Source: Transanalytics, LLC, Analysis of Fatal Crash Data Rhode Island 2009 to 2013.

Note: The 16 to 20 age group only includes one individual.

^a Persons with known BACs.

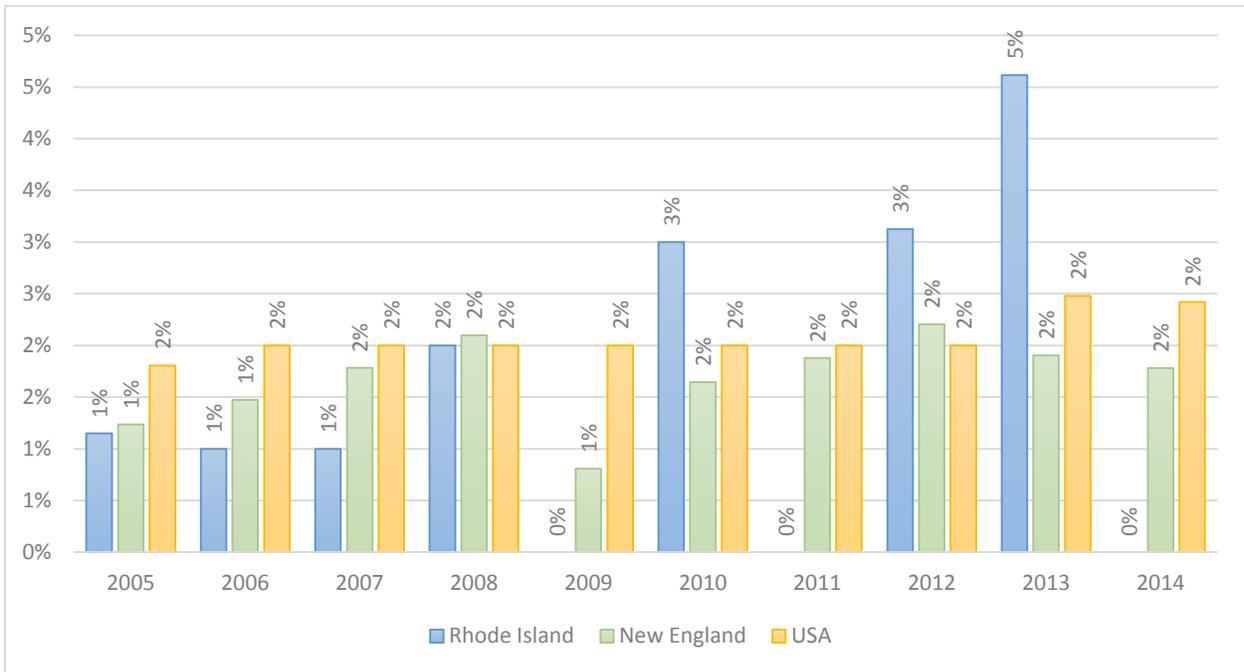
Figure 4.23 Total Bicyclist Fatalities and Serious Injuries



Source: RIDOT/OHS, 2016.

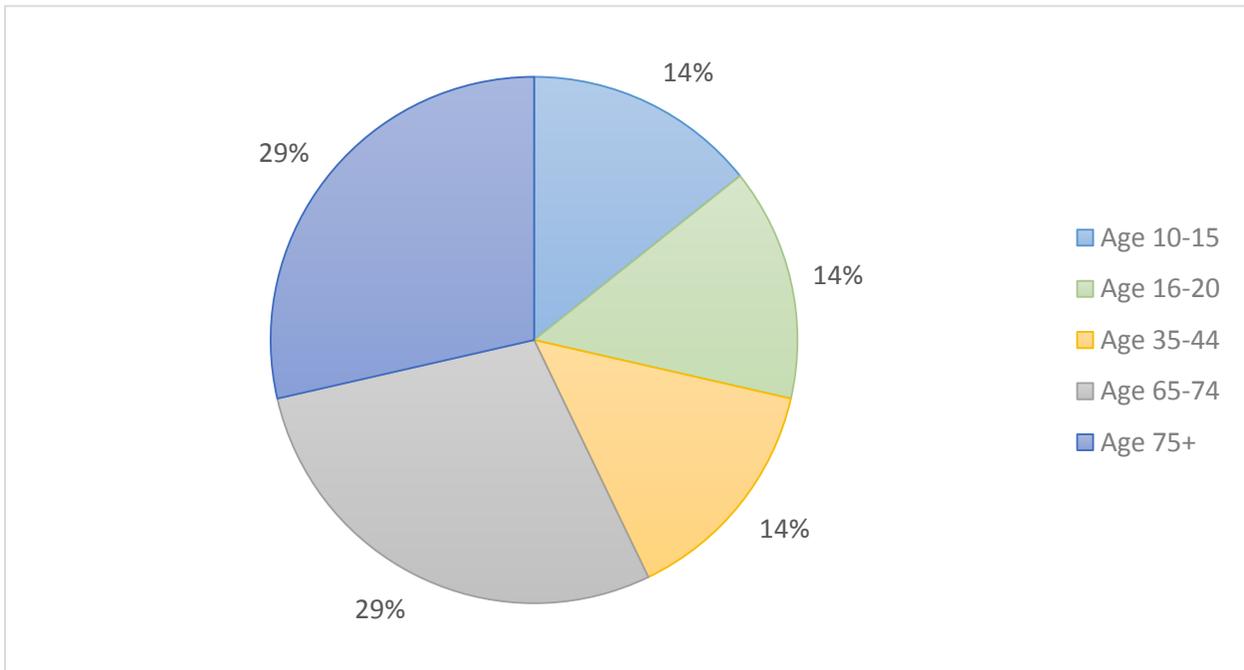
Note: Zero bicycle fatalities occurred 2009, 2011, 2014 and 2015.

Figure 4.24 Bicyclist Involved Fatalities as Percent of Total Fatalities (Rhode Island Compared to New England and U.S.)



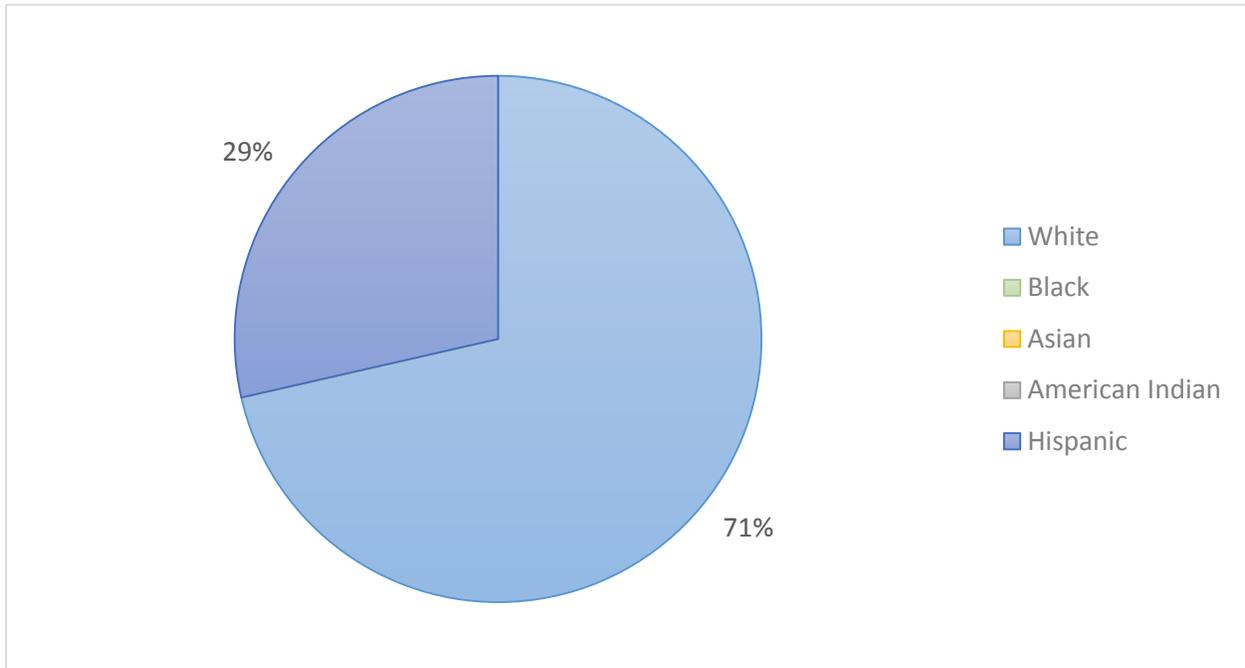
Source: Transanalytics, LLC; FARS, 2016.

Figure 4.25 Bicyclist Fatalities by Age Group (2010 to 2014)



Source: RIDOT/OHS, 2016.

Figure 4.26 Bicyclist Fatalities by Race (2010 to 2014)



Source: RIDOT/OHS, 2016.

Table 4.14 Cities/Towns for Bicycle Fatalities (2006 to 2015)

City/Town	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Total
Charlestown		1									1
East Providence								1			1
Middletown							1				1
Narragansett	1										1
Newport							1				1
North Providence								1			1
North Smithfield					1						1
Providence					1						1
South Kingstown								1			1
Warwick			1								1

Source: RIDOT/OHS, 2016.

Strategic Partners

The OHS has partnerships with summer camps, the Rhode Island Safe Kids Coalition, the Rhode Island Department of Health, Bike Newport, The RI Bike Coalition, Cranston COZ, state and local law enforcement agencies, and AAA Northeast. In cooperation with the RIDOT, these groups promote transportation safety and the

incorporation of bicycle and/or pedestrian-friendly policies in transportation planning.

Performance Targets

- › Reduce the number of pedestrians in fatal crashes by 9 percent from 11 (2010 to 2014 average) to 10 by 2017.
- › Maintain the number of bicyclist fatalities at the five-year average of one (2010 to 2014 average) by 2017.
- › To decrease by 10 percent the number of pedestrian fatalities with a BAC of 0.08 or greater, from the five-year NHTSA imputed average (2010 to 2014) of 2.8 to 2.5 in 2017.

List of Countermeasures (Strategies)

1. Partner with local schools/agencies to participate in their safety programs.
2. Increase public awareness of the diversity of road users:
 - a. Conduct program management and oversight for all activities within this priority area.

Project Descriptions

The FFY 2017 HSP project list to address other road user fatalities and serious injuries includes the project number, title, description, budget, and evidence of effectiveness.

Project Number:	402 SA 17-01	The COZ project will foster cooperation between Cranston families and community education, social service, health-care, and public safety organizations; conduct CPS clinics and individual seat checks; fit and distribute bicycle helmets; and provide education/outreach on child restraint use, bicycle, and pedestrian safety the Cranston COZ reaches 3,000 students and their families a minimum of 12 times annually in person.
Project Title:	Safe Communities Partnership Cranston Child Opportunity Zone (COZ)	
Project Budget/Source:	\$31,387 of Section 402SA	
Evidence of Effectiveness:	CTW, Chapter 9, Section 1.3	
Project Number:	402 PS 17-03	OHS will partner with Bike Newport to broaden the reach of the "share the road" and "be safe be seen" message to residents and tourists on Aquidneck Island by increasing outreach through their existing programs, bike safety classes, school assemblies, distribution of information at Bike Rental facilities, Night Bright, Open Garage nights, Police Bike Patrol trainings, as well as print and on-line information regarding bike safety. This activity is different from the other bicycle safety days in that it works directly with a single group (Bike Newport) to bring targeted, effective bicycle safety, outreach and education programming to a city that has had the
Project Title:	Bike Newport –Newport Road Share Education	
Project Budget/Source:	\$40,305 of Section 402PS	
Evidence of Effectiveness:	CTW, Chapter 9, Section 4.2	

		highest number of bicycle-related fatalities in recent years and also has one of the largest bicycling populations of migrant workers in the state. The educational materials are also published in Spanish to reach the food service workers that travel by bicycle to and from work.
Project Number:	402 PS 17-02	The AAA Northeast project expand on the success of early – elementary presentations and lessons using a robotic automobile “Buster the School Bus” would be an ideal fit for teaching occupant protection, school bus safety and pedestrian safety to school age children, setting them on their path to safe behavior at an early age. The program would be offered to 150 school locations annually impacting approximately 10,000 students during the grant period. AAA will provide students educational booklets that contain relevant traffic safety laws.
Project Title:	Pedestrian Safety and Occupant Protection	
Project Budget/Source:	\$22,125 of Section 402PS	
Evidence of Effectiveness:	CTW, Chapter 9, Section 1.3	
Project Number:	402 PS 17-04	This task will provide funds to enable approximately 10 municipal law enforcement agencies to conduct patrols aimed at enforcing the state’s pedestrian/bicycle laws. Grants will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols will be conducted year round with a focus on the summer months primarily in downtown locations during the morning and evening commuting hours. Specific times and locations will be based on local data. OHS will submit the list of approved departments at a later date.
Project Title:	Pedestrian/Bicycle Enforcement Patrols	
Project Budget/Source:	\$47,720.76 of Section 402PS	
Evidence of Effectiveness:	CTW, Chapter 8, Section 4.4 and Chapter 9, section 3.3	
Project Number:	402PS 17-05	The Rhode Island Bicycle Coalition education project will be implemented through an education and outreach program to communicate smart cycling skills to cyclists across the state. The project involves three components: (1) offering smart cycling classes to the public for free in communities where there is not currently access to such training (2) training and certifying more Rhode Islanders to offer these smart cycling training by bringing in a national certified coach (3) developing an educational booklet to provide Rhode Islanders with basic information on smart cycling. Survey evaluation will measure the effectiveness of this project.
Project Title:	Statewide Smart Cycling Education	
Project Budget/Source:	\$19,900 of Section 402PS	
Evidence of Effectiveness:	CTW, Chapter 8, Section 4.1	
Project Number:	402 PM 17-05	OHS will develop and implement statewide paid and earned media campaigns for Pedestrian law enforcement efforts. Media materials will be produced in both English and Spanish and the venues will be chosen based on market data for each audience. This task will meet the requirements within the Grant
Project Title:	Pedestrian Safety Paid Media	
Project Budget/Source:	\$100,000 of Section 402PM	
Evidence of Effectiveness:	CTW, Chapter 8, Section 3.1	

		Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance
Project Number:	402 PS 17-08	
Project Title:	Pedestrian Safety Creative Media	OHS' contract with a public relations firm for creative media will include creation and production of ads for a pedestrian/bike safety campaign. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.
Project Budget/Source:	\$50,000 of Section 402PS	
Evidence of Effectiveness:	CTW, Chapter 8, Section 3.1	

4.8 Speed

Problem Identification and Analysis

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. A speed-related serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit.

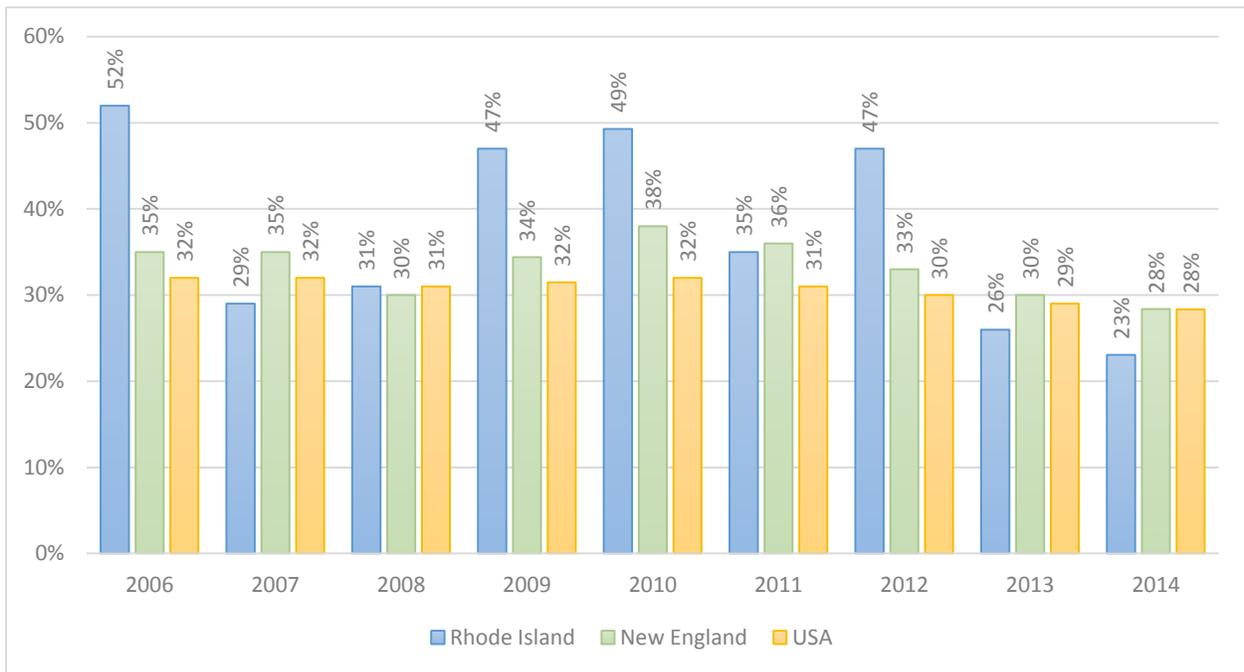
Speed was a likely factor in two-fifths of all fatalities for the five-year average between 2009 and 2014. Rhode Island's percentage of speeding-related fatalities to total fatalities ranged from a low of 23 percent in 2014 to a high of 49.3 percent in 2010, and was considerably greater than those of both the NHTSA Region 1 and the nation in 2009, 2010, and 2012. In 2014, 23 percent of Rhode Island's traffic fatalities were recorded as speed-related, compared to 28 percent for both the region a nationwide. Additional analysis for 2010 to 2014 shows that the majority of drivers in speed-related fatal crashes are white and between the ages of 25 to 34 and 45 to 54. The cities of Providence and Warwick have the highest numbers of speeding crashes.

As shown in **Table 4.15**, in Rhode Island from 2010 to 2014, 43.7 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (31.5 percent), and both were higher than the nationwide percentage of 12.5 percent. Eighty percent of the speeding-related fatalities in the State occurred on roads with a speed limit less than 50 mph. This percentage was higher than the region (68 percent) and the nation as a whole (47 percent).

Enforcement efforts have improved annually and Rhode Island increased the number of citations issued to 9,600 in 2014, exceeding 8,000 speeding citations issued on overtime patrols paid for with Highway Safety funds. OHS seeks to increase the citation level to 10,000+ in FFY 2017. Part of the multifaceted approach to this issue is paid media. OHS also has increased its' level of paid media buys during August, one of the highest months for speed-related fatalities, to support the annual speed

enforcement campaign in Rhode Island during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly.

Figure 4.27 Percent of Fatalities Resulting from Crashes Involving Speeding Versus Total Fatalities (Rhode Island, New England, and U.S.)



Source: Transanalytics, LLC; FARS, 2016.

Table 4.15 Speed-Related Fatalities by Posted Speed Limit

Posted Speed	Rhode Island					Total 2010-2014		
	2010 (N=33)	2011 (N=23)	2012 (N=31)	2013 (N=17)	2014 (N=11)	Rhode Island (N=115)	Region (N=1,758)	U.S. (N=53,159)
30 or less	9	12	19	7	3	44%	31%	12%
35	6	5	4	7	3	22%	16%	12%
40	5	3	1	2	0	10%	9%	7%
45	2	1	4	0	0	6%	12%	15%
50	6	1	2	0	3	10%	10%	4%
55	3	0	1	0	2	5%	8%	27%
60	0	0	0	0	0	0%	1%	4%
65+	1	0	0	0	0	1%	10%	16%
No limit	0	0	0	0	0	0%	1.0%	0%
Unknown	1	1	0	1	0	3%	3%	3%
Total	33	23	31	17	11	100.0%	100.0%	100.0%

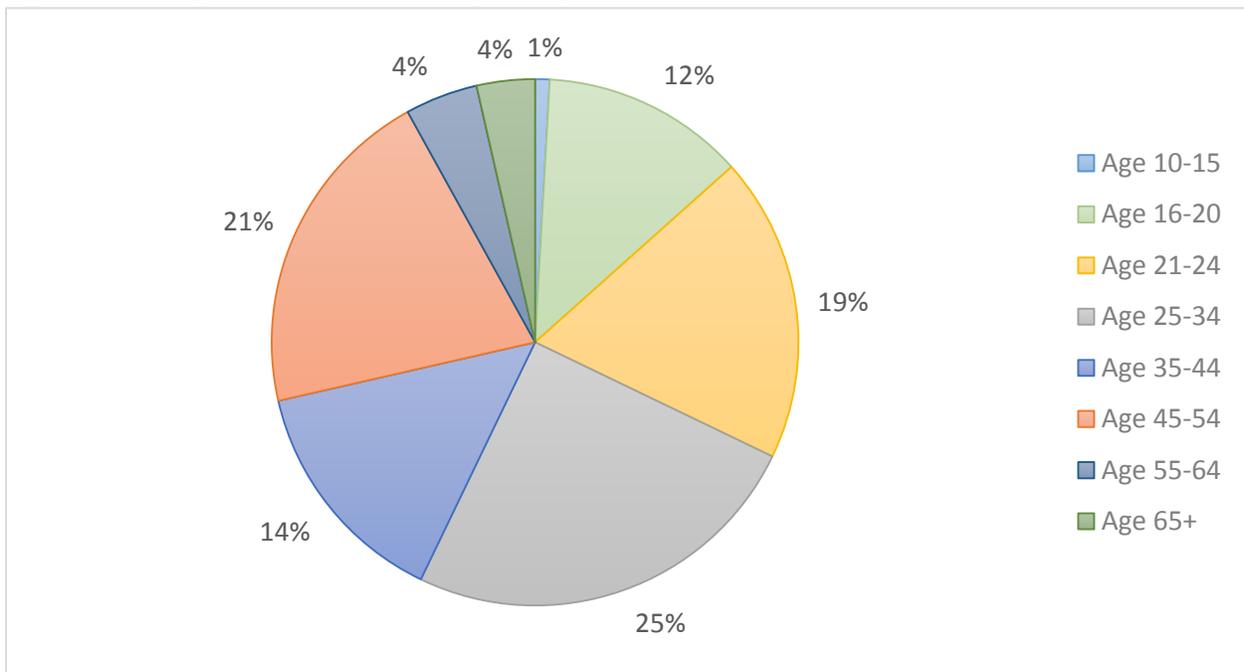
Source: Transanalytics, LLC.

Table 4.16 Top Five Cities/Towns by Fatal Speeding Crashes

City/Town	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Total
Providence	5	1	0	8	5	4	4	2	0	4	33
Warwick	4	1	3	2	3	3	2	2	1	4	25
Cranston	2	1	1	1	0	0	2	1	4	0	12
North Kingstown	1	0	1	1	1	2	1	0	1	2	10
Smithfield	2	0	0	3	4	0	0	1	0	0	10

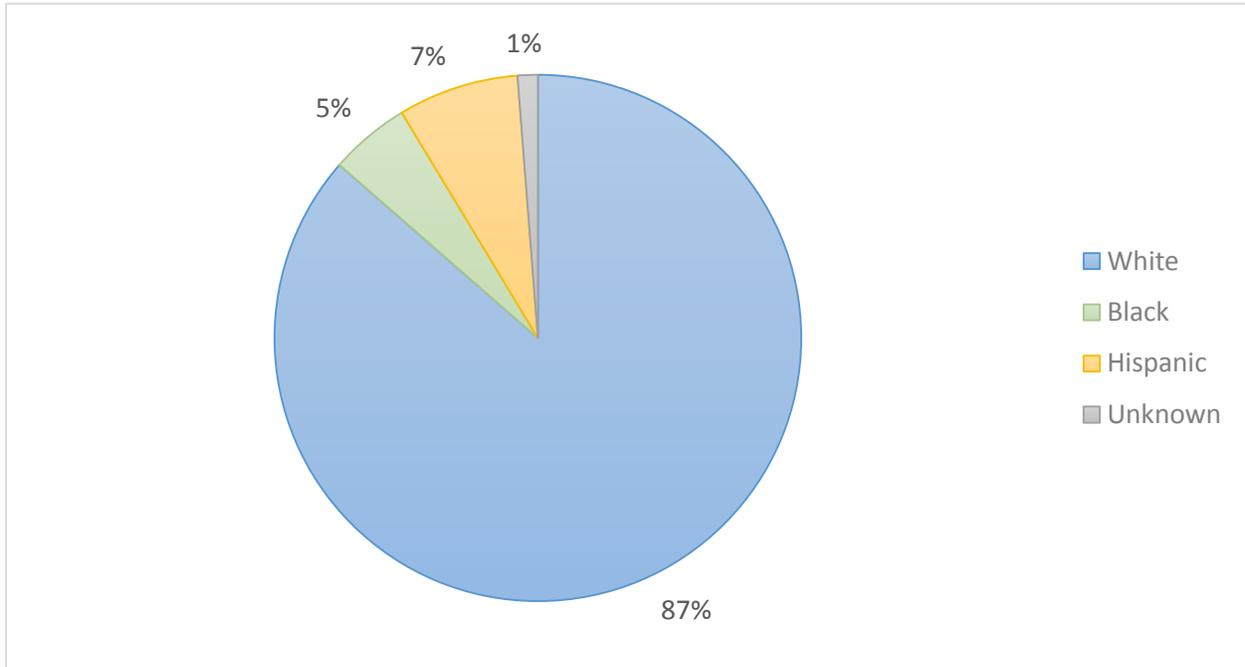
Source: RIDOT/OHS, 2016. 2015 data is preliminary.

Figure 4.28 Age of Drivers in Fatal Speeding Crashes (2010 to 2014)



Source: RIDOT/OHS, 2016.

Figure 4.29 Ethnicity of Drivers in Fatal Speeding Crashes (2010 to 2014)



Source: RIDOT/OHS, 2016.

Strategic Partners

OHS has partnerships with local community safety organizations which promote respect to speed limits, the Rhode Island Department of Health, state and local law enforcement agencies, and AAA Northeast. In cooperation with the RIDOT, these groups promote transportation safety and the incorporation of safe roadway behavior including driving at posted speed limits.

Performance Targets

- › Reduce speed-related fatalities by 4 percent from 23 (2010 to 2014 average) to 22 by 2017.

Justification

The tracking of speeding citations will help us to determine the affectivity of our paid overtime enforcement activities and assist us on the allocation of funding for future Federal fiscal years.

List of Countermeasures (Strategies)

1. Use variable message signs (VMS) to increase visibility of speed enforcement activities.
2. Conduct a statewide speeding/aggressive driving campaign targeted to males 16- to 34 years old.

3. Conduct sustained monthly enforcement for statewide high-publicity speed activities as well as one annual high-visibility "speed wave" enforcement.
4. Target speed enforcement patrols on non-Interstate roadways with speed limits of 35 mph or less.
5. Continue overtime speed patrols with the RISP and Operation Blue RIPTIDE.
6. Employ speed-activated roadside displays showing speed limit and actual speed traveled.
7. Conduct program management and oversight for all activities within this priority area.
8. Use recently purchases radar units and software to analyze speed data in enforcement areas and compare to crash locations for all Police Departments.
9. Develop a method to collect speed-related data from crash reconstruction reports on fatal and serious injury crashes and forward data to RIDOT.
10. Develop policies on the collection of speed-related serious injury data, including a review of current state policies, laws, and regulations with assistance from the Rhode Island Police Chief's Association's Traffic Safety Committee.
(TSRP/Attorney General)
11. Expand existing and planned HVE programs and speed enforcement patrols.
12. Use highway message boards to communicate a speed prevention message during the periods of the speed campaign.
13. Utilize DDACTS to conduct regular coordinated enforcement efforts with state and local law enforcement in known trouble spots for speed violations.
(LEL/OHS)
14. Review appropriateness of speed limits statewide.
15. Review the placement and use of speed limit signs statewide.
16. Use variable speed limits on limited access highways in Rhode Island

Project Descriptions

The FFY 2017 HSP project list to address speed-related fatalities and serious injuries includes the project number, title, description, budget, and evidence of effectiveness.

<p>Project Number: 402PT-17-03</p> <p>Project Title: Municipalities Speed Enforcement Patrols</p> <p>Project Budget/Source: \$349,078.20 of Section 402PT</p> <p>Evidence of Effectiveness: CTW, Chapter 3, Section 2.2</p>	<p>OHS will fund implementation of the "Obey the Sign or Pay the Fine" overtime speed enforcement patrols by local city/town police departments. OHS is expecting participation from potentially 38 communities. Patrols are conducted 24-hours and there is mandatory participation in one annual enforcement period, during the first week of August. The amounts allocated to each municipality were determined based on problem identification, citation and detail history, ability to deploy details, and overall community targeted safety needs.</p>
<p>Project Number: 402PT-17-05</p> <p>Project Title: State Agencies (RISP) Speed Enforcement</p> <p>Project Budget/Source: \$105,600 of Section 402PT</p> <p>Evidence of Effectiveness: CTW, Chapter 3, Section 2.2</p>	<p>OHS will fund implementation of the "Obey the Sign or Pay the Fine" overtime speed enforcement patrols by the RISP. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period, during the first week of August. This also includes RISP C.A.R.E. patrols and travel.</p>
<p>Project Number: 402PT-17-06</p> <p>Project Title: State Agencies (URI) Speed Enforcement</p> <p>Project Budget/Source: \$2,000 of Section 402PT</p> <p>Evidence of Effectiveness: CTW, Chapter 3, Section 2.2</p>	<p>OHS will fund implementation of the "Obey the Sign or Pay the Fine" overtime speed enforcement patrols by the URI Police. Patrols are conducted during 24 hours and there is mandatory participation in one annual enforcement period, during the first week of August.</p>
<p>Project Number: 402PM-17-03</p> <p>Project Title: Paid Media (PT)</p> <p>Project Budget/Source: \$100,000 of Section 402PM</p> <p>Evidence of Effectiveness: CTW, Chapter 3, Section 4.1</p>	<p>OHS will develop and implement statewide paid and earned media campaigns for the "Obey the Sign or Pay the Fine" law enforcement mobilizations. The target audience will be 16- to 34-year-old males. Media materials will be produced in both English and Spanish and the venues will be chosen based on market data for each audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.</p>

Project Number:	402-PT-17-02	OHS' contract with a public relations firm for creative media will include creation and production of ads for the "Obey the Sign or Pay the Fine" campaign. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.
Project Title:	Creative Media (PT)	
Project Budget/Source:	\$145,000 of Section 402PT	
Evidence of Effectiveness:	CTW, Chapter 3, Section 4.1	

4.9 Traffic Records

Problem Identification and Analysis

The State of Rhode Island Traffic Records Coordinating Committee is responsible for promoting the improvement of the State's traffic records data systems. These data systems consist of Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance. The State has implemented or upgraded many of these systems including the State's Crash Reporting System, the EMS Run Reporting System, and the Citation system. This plan includes an update of activity for existing projects and descriptions of proposed projects that will further improve the State's traffic records data systems. Additionally, this plan includes performance measures that demonstrate improvements in performance for Crash timeliness and completeness for collection of location data (latitude and longitude).

The Rhode Island Crash Data Management System saw a significant update in CY2007 to increase its compliance with the MMUCC (Model Minimum Uniform Crash Criteria) national crash data standard. This system has a 100% adoption rate by law enforcement agencies in the State and has an impressive accuracy of 98.94% crashes that meet the Rhode Island crash data standard (see Section 3.1.2, Crash Accuracy). RIDOT and law enforcement have also increased the completeness of the crash data by increasing the percentage of reports with location data (i.e. law enforcement entered latitude and longitude) from 39% to 66.57% of all crash reports over the past year. This plan includes a project to update MMUCC compliance to reflect the upcoming revision to the MMUCC standard.

For FFY2017, the State will continue to implement improvements related to NHTSA's most recent Traffic Records Assessment recommendations. The State's responses to these recommendations can be found in Section 6 of this document.

The projects in this plan have been proposed to resolve deficiencies identified during the assessment and include a new Rhode Island State Trauma Registry (a core dataset of the Injury Surveillance System), as well as upgrades to the Citation and Crash data systems. In particular, a Rhode Island State Trauma Registry will provide a valuable addition to the State's Injury Surveillance System and will assist highway safety stakeholders with understanding injury type, causation, severity, cost, and outcome of crashes occurring in the State.

Grant funds awarded under MAP-21, Section 405c shall be used to make quantifiable, measurable progress improvements in the accuracy, completeness,

timeliness, uniformity, accessibility, or integration of data in a core highway safety database.

Strategic Partners

OHS will continue to work with members of the TRCC, including RIDOT, FMCSA, FHWA, RIDMV, Rhode Island Traffic Tribunal, Rhode Island Department of Health, local/state police, and public/private organizations to improve Rhode Island's traffic records system.

Performance Targets

- › The percentage of citation crash records with no missing critical data elements. Once the State completes the crash revision, the State will use the newly MMUCC-compliant data elements for this measure. The State can assess overall completeness by dividing the number of records missing no elements by the total number of records entered into the database within a period defined by the State. The State will increase completeness from zero percent in July 2015 to five percent by September 2016.
- › The percentage of appropriate records in the crash database that are linked to another system or file. Linking the crash database with the five other core traffic records databases can provide important information. The percentage of appropriate records in the crash database that are linked to another traffic records database (e.g., Citation, EMS, Driver, Vehicle, and Roadway). The State will increase integration from zero percent in July 2015 to five percent by September 2016.
- › The percentage of appropriate records in the crash database that are linked to crime data. Linking the crash database with crime data can provide important information. This linkage can be used in order to allocate resources effectively and ultimately reduce traffic crashes throughout the State. The State will increase integration from zero percent in July 2015 to two percent by September 2016

Justification

The tracking crash reports submitted with latitude and longitude will help us determine our improvement on increasing the accuracy of these records. The tracking patient care reports submitted will help us to determine our improvement on increasing the completeness of these records.

List of Countermeasures (Strategies)

1. Conduct three TRCC meetings in FFY 2017. (Meetings will be schedule for October 27, 2016, January 26, 2017, and April 13, 2017).
2. Expand and improve highway safety databases.
3. Improve and refine data integration and coordination with highway safety stakeholders.

4. Complete implementation and deployment of hardware, software, and training to support the electronic collection and transmission of traffic safety information (e-Citation, Crash form, and race data collection). Expand the effort beyond the municipal departments.
5. Expand sharing of problem identification data among shareholders, partners, and traffic safety advocates.
6. Monitor NHTSA section 405C grant-funded projects.
7. Increase the data linkage of traffic records with other data systems within the State and local highway and traffic safety programs.
8. Improve the maintenance, coordination, accuracy, and analysis of current transportation safety data:
 - a. Conduct regularly scheduled meetings of the TRCC.
 - b. Utilize NHTSA 405C grant funding to partner with other state agencies in data coordination, management, and analysis.
 - c. Utilize contractor services in regards to data coordination, management, and analysis.
 - d. Increase the availability of safety data and traffic records to highway safety stakeholders.
 - e. Use On-line System for Crash Analysis and Reporting (OSCAR) interface to generate community-wide data analysis. This analysis will be made available to highway safety stakeholders through improved web site access.
 - f. Hold informational meetings with potential grantees.
 - g. Expand the total number of potential program partners.
 - h. Continue working with the RIDOT/OHS to update the Rhode Island SHSP.
 - i. Provide information on highway safety problem identification, process, program planning, and evaluation to potential grantees.
 - ii. Redesign the OHS web page to include a secure traffic records information section, which highway safety stakeholders can access. Create a public side to this page for public access to static information.
 - iii. Identify, adjust, track, and document systemwide and project-level performance measures for inclusion in final report to NHTSA on Section 405c.

- iv. Continue development of a comprehensive inventory of highway safety information sources in the Rhode Island TRCC Five-Year Strategic Plan.
- v. Conduct program management and oversight for all activities within this priority area.

Project Descriptions

The FFY 2016 HSP project list to address traffic records includes the project number, title, description, and budget.

<p>Project Number: M3 DA 17-02</p> <p>Project Title: Traffic Records Coordinating Committee Consultant Services</p> <p>Project Budget/Source: \$37,000 of Section 405C</p> <p>Evidence of Effectiveness:</p>	<p>The Rhode Island TRCC will retain the services of an outside consultant for a fifth consecutive year. The consultant provides assistance with required TRCC documents (annual grant application, interim progress report, etc.) and advises on many operational aspects of the TRCC. The consultant also will provide meeting minutes following each TRCC meeting.</p>
<p>Project Number: M3 DA 17-08</p> <p>Project Title: Department of Health State Agencies Integration</p> <p>Project Budget/Source: \$45,600 of Section 405C</p> <p>Evidence of Effectiveness:</p>	<p>Rhode Island would benefit from increasing efforts to link crash database records to crime database records. Linking the crash database with the five other core traffic records databases can provide important information. For example, a State may wish to determine the percentage of in-State drivers on crash records that link to the driver file. The funds requested would be to pay for the annual maintenance of the system and hosting of the data by the vendor in order to maintain the high degree of security this data necessitates. This project ensures we have a top-notch EMS electronic reporting system.</p> <p>The percentage of appropriate records in the crash database that are linked to another traffic records database (e.g., Citation, EMS, Driver, Vehicle, and Roadway).</p>
<p>Project Number: M3 DA 17-07</p> <p>Project Title: Trauma Registry</p> <p>Project Budget/Source: \$256,400 of Section 405C</p> <p>Evidence of Effectiveness:</p>	<p>The Rhode Island Department of Health will contract with a data systems vendor to develop a trauma database that all hospitals can access via the web. Each hospital will enter demographic information, incident details, and medical information for each patient whose traumatic injuries lead to death, surgery, admission to the hospital or ICU. Information from the RI EMSIS EMS database will automatically carry over into the hospital database report in an effort to facilitate data entry and ensure accuracy and consistency of the record.</p> <p>The database will be housed and maintained at the Rhode Island Department of Health. Since the database</p>

will be accessible on-line, hospitals are not required to purchase additional hardware or software. We will provide training to the hospitals and work with them to develop a schedule for data reporting that is mutually convenient. We anticipate that many hospitals will provide reports weekly while others may schedule monthly data reporting.

By linking data in the hospital record to crash scene details, we will have the ability to match patient outcomes to specific locations, crash types, use of safety devices, time of day, etc. We have the opportunity to design the database to include the data elements and create the reports that are most relevant to our state needs. Instituting a State Trauma Registry also will allow us to contribute to national trauma research efforts by giving us the opportunity to submit our state data to the National Trauma Data Bank.

Basis for Project: The American College of Surgery, the Institute of Medicine, and various Federal agencies support the development and implementation of state trauma registries. The 2006 article "Are statewide trauma registries comparable? Reaching for a national trauma dataset" in the Society for Academic Emergency Medicine found that 32 states already had a centralized trauma registry. Rhode Island is one of the few remaining states that do not have a trauma registry.

The information collected in this database will allow us to see the actual medical impact of traffic related trauma in our state. By linking the information in RI EMSIS with a trauma registry, we can specifically identify medical risks of various environmental and behavioral factors. This also will aid in our ability to track the health impact of our intervention strategies.

<p>Project Number: M3 DA 17-04</p> <p>Project Title: RIPCA Statewide RMS/Traffic Records System</p> <p>Project Budget/Source: \$200,000 of Section 405C</p> <p>Evidence of Effectiveness:</p>	<p>The RIPCA respectfully requests consideration for grant funding to continue with the implementation of a Statewide Records Management, Traffic Records, and Computer Aided Dispatch System (RMS/CAD). The project will consolidate all Rhode Island law enforcement agencies onto a single RMS/CAD platform. The RIPCA is asking to fund our portion of highway safety data collected and retrieved. Updating the system will allow police departments to contribute and receive information from one central records management system.</p> <p>RIDOT/NHTSA will be a true partner and have access to real-time and accurate data. The RIPCA feels that the benefits of a single statewide RMS/CAD is critical to providing increased accuracy in traffic crash data</p>
---	---

amongst police agencies, providing for responder safety, and reducing long-term costs to all Rhode Island communities. Since 1998, all police agencies, except Providence and New Shoreham, have utilized IMC by Triptych for their RMS/CAD. While one would assume consistent data sharing exists, however this is not the case. The RIPCA recognized this as a problem and undertook an effort to see if it would be feasible to create a single statewide RMS/CAD. After study, it was identified that contracts would be expiring in the next few years and the time was ripe to undertake this statement RMS/CAD development. Additionally, it was identified that the State of Delaware recently completed a similar project, which could act as a model. Any investment would look at the statewide RMS/CAD from a holistic perspective to include the needs of other agencies, such as RIDOT/NHTSA, that would be affected by this system. The implementation of the system will be based on the items identified in the needs assessment and implementation plan. The grant will fund a dedicated, high-level project manager to review the RFP (under development) and assist with the selection of the most appropriate vendor to provide and construct the system. The project manager will remain in place through the complete implementation to all law enforcement agencies. Funding also will be used for hardware (e.g., servers) and software.

<p>Project Number: M3 DA-17-03</p> <p>Project Title: Crash MMUCC Revision</p> <p>Project Budget/Source: \$65,000 of Section 405C</p> <p>Evidence of Effectiveness:</p>	<p>The Rhode Island Uniform Crash Report will be revised to include new fields and make the crash report consistent with the latest version of the MMUCC. Additional fields for consideration are mile marker identification (to improve crash location accuracy) and a "lane departure" checkbox. Funds will be used to modify the State's RMS systems for data input and the RIDOT import service for crash records.</p>
<p>Project Number: M3 DA-17-06</p> <p>Project Title: Traffic Records Data Warehouse</p> <p>Project Budget/Source: \$102,773 of Section 405C</p> <p>Evidence of Effectiveness:</p>	<p>Develop a data warehouse into which all traffic records systems submit data; develop linkages between the various data sets and provide data warehouse drill down and reporting capabilities that support highway safety decision-making.</p>
<p>Project Number: 402TR 17-03</p> <p>Project Title: CCPRA Data Collection and Community Education Efforts</p>	<p>This project will provide analytics for collected racial profiling data and community outreach to assure the general public of the efficacy of the data and its relevance in decreasing any noticed racial disparities in</p>

Project Budget/ Source: \$250,000 of Section 402TR	RI. These funds will also support law enforcement best practice education for traffic stops. This project will provide funds for enhancements to data modules in order to continue collecting data associated with Rhode Island's Comprehensive Community Police Relations Act of 2015. The new data will be analyzed by Brown University's policy section at no cost to the OHS. A law enforcement/OHS/community committee is directing the efforts with support from the Governor's office. All State and municipal departments will be participating in.
Evidence of Effectiveness:	

4.10 Young Driver

Problem Identification and Analysis

Over the years, crash statistics in Rhode Island have shown young drivers are overrepresented in serious injury and fatal crashes. For example, in 2012, young drivers ages 16 to 20 years represented 4.1 percent of Rhode Island's licensed driver population, yet comprised 4.6 percent of drivers involved in fatal crashes and 8.4 percent in 2013.

Between 2009 and 2013, young driver fatalities, as a proportion of total fatalities, were typically higher than the averages for the region and the nation, but were less in 2011, 2012, and 2013. In 2014 and preliminary in 2015, the percentage of younger driver fatalities to all fatalities has risen to 8% and 11%, respectively. The top communities for young driver fatalities from 2003 to 2012 are Providence and Cranston.

The OHS has made substantial inroads combating issues in young driver safety. As part of the multifaceted approach to this issue OHS has facilitated a program to reach young drivers through fun educational activities like ThinkFast with the hope that students will more readily retain important highway safety messaging if they are engaged in a fun activity as opposed to a classroom environment. The ThinkFast intervention produced statistically significant improvements in knowledge about highway safety (teens gained 28.66 points from pre to post-score) and significant improvement in attitudes towards the graduated driving licensing (GDL) related behaviors of being out after curfew, not obeying passenger restrictions, talking on a cell while driving, and speeding.

RIDOT also remains involved with the AT&T "*It Can Wait*" campaign along with the Attorney General and has visited more than 45 high schools with this compelling message. More than 12,000 students have signed a pledge to "DRIVE NOW TEXT LATER".

Legislation also was passed during 2014 to mandate "Distracted Driving information be taught and tested as part the State's Drivers Licensing program."

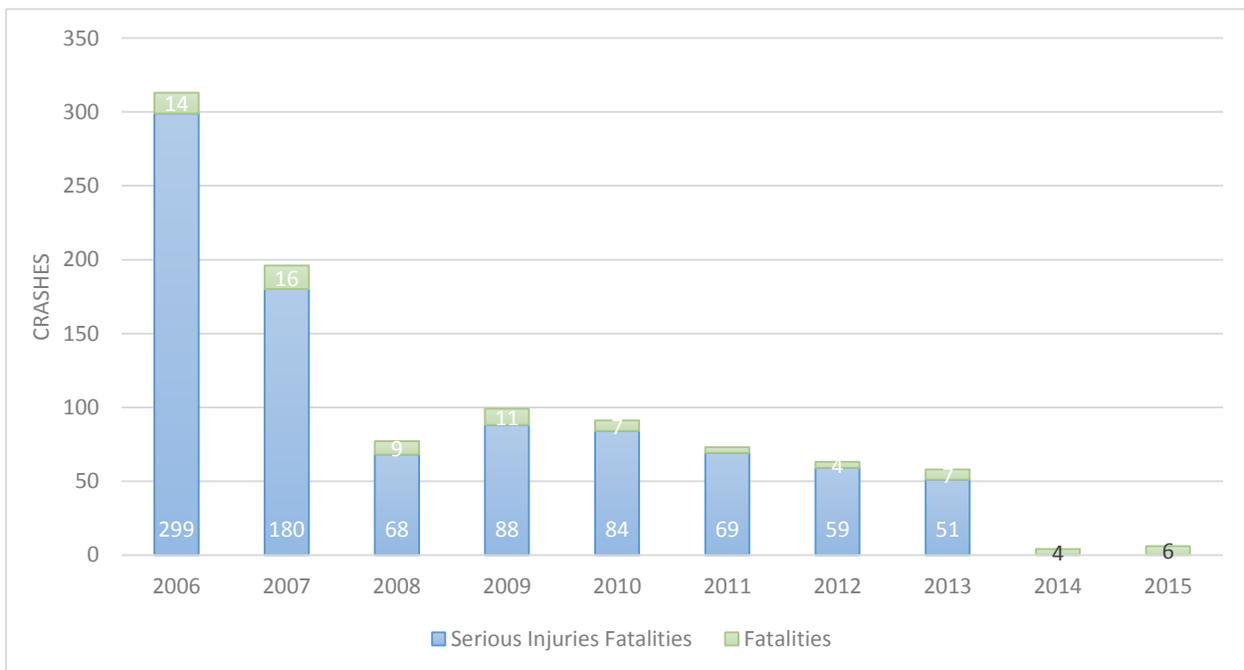
A "hands-free" law has been introduced again this legislative session that will assist police to enforce the cell phone laws for young drivers.

We may see other problems in the future. Research by the AAA Foundation for Traffic Safety (AAAFTS) and the Insurance Institute for Highway Safety recently reported that national trends indicate more and more young drivers are waiting until they are 18 before they get their driver’s license. When asked why they are waiting, teenagers cited cost as a factor in their decision to wait. In Rhode Island, no formal training is required to take the license and on-road exam if the driver is 18 or more years old.

What does this mean for Rhode Island? We may have an entire generation of uneducated drivers. To quote the AAAFTS: “Given the large proportion of new drivers who are 18 years old or older, further research is needed to investigate their levels of safety or risk, to evaluate the potential. The high rate of motor vehicle-related serious injuries and fatalities can be attributed to more than just inexperience. National studies have shown young drivers are more likely to participate in risky behaviors like distracted driving and not wearing a seat belt. These reasons point to the need for targeted education and enforcement for this population.”

GDL was passed in 1997 in Rhode Island. Current Rhode Island data is not available, the last study was conducted in 2006 and indicated 23 percent of teens were delayed getting their driver’s license in order to fulfill a GDL requirement. <http://newsroom.aaa.com/wp-content/uploads/2013/07/Teens-Delay-Licensing-FTS-Report.pdf>, <http://www.lifesaversconference.org/handouts2014/McCartt.pdf>.

Figure 4.30 Total Young Driver Involved in Fatality and Serious Injury Crashes



Source: RIDOT/OHS, 2016.

Table 4.17 Fatal Crashes and Fatalities involving Young Drivers (Age 16 to 20) in Rhode Island, New England, and U.S. (2010 to 2014)

	2010	2011	2012	2013	2014
Rhode Island					
Fatal Crashes	6	4	4	7	4
Young Drivers Killed	4	2	3	2	3
New England					
Fatal Crashes	134	112	107	117	78
Young Drivers Killed	68	64	54	61	40
United States					
Fatal Crashes	4,348	4,176	4,084	3,746	3,747
Young Drivers Killed	1,917	1,970	1,843	1,651	1,678

Source: Transanalytics, LLC, Analysis of Fatal Crash Data Rhode Island 2010 to 2014.

Table 4.18 Fatalities in Young Driver-Related Crashes – Young Drivers, Passengers of Young Drivers, and Other Road Users

Victims	2008 (N=9)	2009 (N=14)	2010 (N=7)	2011 (N=6)	2012 (N=4)	2013 (N=8)	2014 (N=4)
Young Driver	5	6	4	2	3	2	3
Passengers	0	5	3	1	0	3	3
Other Road Users	4	3	0	3	1	2	1

Source: Transanalytics, LLC, Analysis of Fatal Crash Data Rhode Island 2008 to 2014.

Table 4.19 Top Four Cities/Towns for Fatal Crashes involving Young Drivers

City/Town	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Total
Providence	2	1	2	2	1	2	1	0	0	0	11
Cranston	1	1	0	1	3	0	0	1	0	2	9
Smithfield	2	2	0	0	1	0	0	1	1	0	7
Warwick	0	1	2	1	1	1	0	0	1	0	7

Source: RIDOT/OHS Strategic Partners, 2016.

The RIDMV is charged with licensing drivers. Currently, applicants between the ages of 16 and 18 are subject to GDL requirements. These rules are a key avenue for addressing the needs of young drivers, including training and restrictions on driving activities. Ensuring uniform and rigorous application of these laws, as well as

evaluating their effectiveness and strengthening them where necessary, is pivotal. Driver training and high school outreach programs also play a critical role for the new driver. Forming partnerships to address training needs and training effectiveness also aid in strengthening the skills of new drivers. Other OHS partners include MADD, SADD, AAA, the Rhode Island Attorney General's Office, Rhode Island Traffic Tribunal Court, the minority community, and law enforcement throughout the State.

Performance Targets

- › Maintain the number of drivers age 20 or younger involved in fatal crashes at 5 (2010 to 2014 average) or below by 2017.

List of Countermeasures (Strategies)

1. Improve and expand educational outreach to high schools (including School Resources Officers), colleges, and community partners:
 - a. Emphasize young drivers in impaired driving and occupant protection media campaigns.
 - b. Create and distribute an alcohol-related informational brochure for high school and/or college students.
 - c. Evaluate and coordinate public/private efforts in the area of young driver safety efforts statewide, using our contractor Preusser Research Group to conduct an oversample of young drivers to obtain a statistically valid number to determine the effective reach of current Young Driver programming.
 - d. Work with RIDMV to develop an informational/educational introduction packet for GDL license applicants and distribute to young drivers/parents as part of the process to obtain a driver license.
 - e. Expand the educational permit program with AAA Southern New England to be offered statewide to nonmembers to promote and encourage more parental and teen partnerships in the area of driver education on a state level.
 - f. Continue to work with the CCRI driver education administrator to identify and implement potential improvements to the drivers' training program.
 - g. Develop culturally appropriate messages and expand minority outreach efforts.
 - h. Implement young driver/GDL enforcement in and around high schools.
 - i. Develop distracted driving awareness programs in high schools.
 - j. Collect and analyze age-related data on highway safety.
 - k. Conduct program management and oversight for all activities within this priority area.

Project Descriptions

The FFY 2017 HSP project list to address other road user fatalities and serious injuries includes the project number, title, description, budget, and evidence of effectiveness.

Project Number:	402 SA 17-02	Young Voices led by program facilitator Karen Feldman, have created comprehensive safety-driven distracted driving curriculum. It will be offered to 2,000 young drivers in order to reduce their texting while driving behavior. Monthly trainings will take place from October through September 2017. Through the training youth gain skills in creating communications and networking abilities that serve to support their safe behavior and begin a peer to peer change model. A pre- and post-test will be administered and returned data will be analyzed in order to promote ongoing strategies that support decreased distracted driving behavior by youth. Outreach efforts will include college campuses such as CCRI, URI, RIC, and Bryant University. Local high schools will also be included in the outreach efforts.
Project Title:	Young Voice Keeping Young Drivers Safe	
Project Budget/ Source:	\$16,200 of Section 402SA	
Evidence of Effectiveness:	CTW, Chapter 4, Section 2.2	
Project Number:	164AL 17-04 M2PE 17-10	MADD RI aims to engage two key demographics in the community through these two innovative programs. Youth in Action helps young people focus on law enforcement, educational, and policy-level changes, which affect underage drinking. Power of Parents is an interactive training session for parents who are looking for guidance when dealing with youth and destructive decisions. Team Spirit is a successful program that offers students in grades 9-12 with the opportunity to experience a three and one half day leadership training seminar followed by a school year implementing action plans developed at the seminar. The seminar highlights prevention, education, community and school alcohol and drug prevention strategies, team building, traffic safety education and substance free alternative activities.
Project Title:	Youth Educator and Influencer Program (MADD)	
Project Budget/ Source:	\$44,174.50 of Section 164AL \$44,174.50 of Section 405B	
Evidence of Effectiveness:	CTW, Chapter 1, Section 6.5	

Project Number: 402PM 17-04	This project will provide for placement of media associated with young driver programs in local, school-specific media. We will specifically target Young Driver audiences with our Occupant Protection, Distracted Driving, and Underage Drinking media buys. This task will meet the requirements within the Grand Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition this project will be evaluated based on the criteria set out in the section 402 Advertising Space Guidance.
Project Title: Occupant Protection, Distracted Driving, and Underage Drinking Paid and Earned Media	
Project Budget/Source: \$100,000 of Section 402PM	
Evidence of Effectiveness: CTW, Chapter 4, Section 2.2	

4.11 Planning and Administration

The OHS serves as the primary agency responsible for insuring that highway safety concerns for the State of Rhode Island are identified and addressed through the development, implementation, and support of appropriate countermeasures.

Strategic Partners

OHS will continue to work with the State traffic safety stakeholders, including state and local law enforcement agencies and all grant recipients.

Performance Targets

- › To administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders, and addresses the State's specific safety characteristics.

List of Countermeasures (Strategies)

1. Administer the statewide traffic safety program:
 - a. Implement the FFY 2017 HSP;
 - b. Develop projects to support the current programs goals;
 - c. Provide sound fiscal management on all the traffic safety programs;
 - d. Coordinate state plans with other Federal, state, and local agencies;
 - e. Assess program and projects outcomes;
 - f. Share this vital information and relevant data with the public.
2. Provide data required for Federal and state reports.
3. Provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs.

4. Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.
5. Identify and prioritize highway safety problems for future OHS attention, programming, and activities.
6. Implement program management, oversight, and monitoring for activities within this priority area.

Project Descriptions

The FFY 2017 HSP project list to address planning and administration items includes the project number, title, description, and budget.

Project Number: 402PA-17-03	This project will allow OHS the purchase of office supplies and equipment necessary to support programming of all NHTSA projects, including phone, postage, computer equipment, and miscellaneous.
Project Title: Office Supplies	
Project Budget/ Source: \$20,000 of Section 402PA	
Evidence of Effectiveness:	
Project Number: 402PA-17-01	This project will allow OHS cover the payment of the GHSA Membership as well as other dues to professional organizations related to our highway safety programs, like National Association of State Motorcycle Safety Administrators dues, Child Passenger Safety Technicians Licenses.
Project Title: Memberships and Dues	
Project Budget/ Source: \$8,000 of Section 402PA	
Evidence of Effectiveness:	
Project Number: 402PA-17-06	Funding to support in-state and out-of-state travel for OHS employees to attend highway safety conferences and training sessions.
Project Title: Travel and Training	
Project Budget/ Source: \$30,000 of Section 402PA	
Evidence of Effectiveness:	
Project Number: 402PA-17-05	OHS will contract for the development and production of the HSP and the AR required by NHTSA.
Project Title: Preparation of Highway Safety Plan and Annual Report	
Project Budget/ Source: \$60,000 of Section 402PA	
Evidence of Effectiveness:	

<p>Project Number: 402TR-17-01 M5IDC-17-01 402MC-17-01 M2X-17-01 402PS-17-01 402PT-17-01 M3DA-17-01 402OP-17-01 164PA 17-01</p>	<p>Fees charged to NHTSA accounts for FARS Analyst, four Program Coordinators, Administrative Assistant, and Financial Accounting and Reporting, as well as, interns/co-op students. The Rhode Island Department of Transportation also receives 403 program funds to cover a portion of the FARS Analyst salary. We do not track these funds in GTS, which is why we do not have a project number for it.</p>
<p>Project Title: Salaries (Impaired Driving, Motorcycle, Occupant Protection, Speed, Traffic Records, Pedestrian/Bicycle)</p>	
<p>Project Budget/ Source: \$230,000 of Section 405D; \$50,000 of Section 402MC; \$100,000 of Section 405B; \$45,000 of Section 402PS; \$100,000 of Section 402PT; \$100,000 of Section 402TR; \$105,000 of Section 405C \$23,000 of Section 402OP \$165,000.00 of Section 164AL</p>	
<p>Evidence of Effectiveness:</p>	
<p>Project Number: 164PA-17-00 402PA-17-00 M2X-17-00 M3DA-17-00 M5X-17-00 M8X 17 00 M9X-17-00</p>	<p>Fees charged by the State of Rhode Island based on cash receipts from NHTSA.</p>
<p>Project Title: Audit Fees</p>	
<p>Project Budget/ Source: \$750 of Section 164PA; \$1,400 of Section 402PA; \$350 of Section 405B; \$600 of Section 405C; \$900 of Section 405D; \$80 of Section 405E; \$75 of Section 405F</p>	
<p>Evidence of Effectiveness:</p>	
<p>Project Number: 402PA-17-02</p>	<p>This project will fund OHS office copier/fax machine lease and maintenance.</p>
<p>Project Title: Office Equipment</p>	

Project Budget/ Source:	\$8,000 of Section 402PA
Evidence of Effectiveness:	

4.12 NHTSA Equipment Approval

Rhode Island's 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.

4.13 Paid Advertising

The OHS will follow all Federal and state guidelines for purchasing media/advertising with Federal highway safety funds.

To support alcohol-impaired driving and occupant protection, high-visibility enforcement efforts in the diverse communities of Rhode Island, OHS will place culturally relevant and linguistically appropriate advertising in a variety of multicultural/multiethnic media outlets, including sports venues. OHS will use paid, earned, and owned media, including social media, to address the program areas in the HSP. Outdoor advertising (e.g., billboards, outdoor message boards) also will be included in the plan, if appropriate. OHS incorporates NHTSA's Communications Calendar into its media plan activities; the 2017 media plan will be finalized once NHTSA releases the 2017 calendar.

The following page identifies the schedule of Variable Message System (VMS) messages displayed on Rhode Island highways. The calendar details RIDOT's messaging plan through calendar year 2015. The schedule will be updated once NHTSA releases the CY 2017 Communications Calendar.

OHS' paid media buys will cover all media and statewide campaigns, including television, radio, and billboards. The creative and media buys will be targeted to reach key demographic groups (e.g., males between 21 and 50 years of age) with critical safety messages (e.g., Click It or Ticket, Drive/Ride Sober or Get Pulled Over) at key times of the year (e.g., late/spring and summer for teen drivers, in conjunction with national mobilizations).

All media will be evaluated to assess its effectiveness in reaching the target audience. Particular measures will include:

- › Paid media tactics employed, along with channel, duration and impressions generated;
- › Type and amount of collateral material (e.g., brochure, poster, safety aid) distributed to whom and for what;

- › Media coverage generated by OHS and/or partner-related public outreach tactics (e.g., press releases/conference, safety fairs, campaigns), including channel, estimated audience reach/impressions, tone (e.g., neutral, positive, negative), and value/advertising equivalency; and
- › On-line engagement, including unique visits to the OHS web site, page clicks, and social media activities.
- › As Internet-based communication continues to be a growing means for the dissemination of information, RIDOT will continue to develop and employ web sites accessible to the public. RIDOT's web site houses data, publications, event/campaign information, etc. A new connected OHS site will be developed for impaired driving, occupant protection, speeding, and other road users (including motorcycles). This connected site will be appealing to younger audiences and will give greater flexibility towards social marketing.

In FFY 2017, the OHS will conduct a Driver Attitude Survey using intercept surveys administered at RIDMV offices throughout the State. As part of the survey, participants can respond to their awareness/knowledge of various highway safety campaigns.

This page intentionally left blank.

5

Cost Summary

The following table includes a summary of the proposed projects per program fund. It indicates the estimated state match, estimated carry forward, new funds, and share to local for the NHTSA Federal funds.

Table 5.1 Cost Summary

Program	Award Number	Funding Source	Award Full Name	State Funds	Budget Amount	Share to Local	Page #
Impaired Driving	NHTSA164AL1701	164 AL	Nobidade TV Alcohol Education		\$40,000.00	\$16,000.00	72
Impaired Driving	NHTSA164AL1702	164 AL	Creative Media (AL)		\$250,000.00	\$100,000.00	68
Impaired Driving	NHTSA164AL1704	164 AL	Youth Educator and Influencer Program (MADD) DD		\$44,174.50	\$17,669.80	134
Impaired Driving	NHTSA164AL1706	164 AL	Salaries		\$165,000.00		72
Impaired Driving	NHTSA164AL1707	164 AL	State Agencies (RISP) RI Impaired Driving Task Force		384,000.00	\$157,000.00	72
Impaired Driving	NHTSA164AL1708	164 AL	Alcohol Survey		\$11,550.00	\$4,620.00	69
Impaired Driving	NHTSA164AL1709	164 AL	Alcohol Program Resources		\$50,000.00	\$20,000.00	69
Impaired Driving	NHTSA164AL1710	164 AL	Incentive Rewards Program (Chiefs Challenge)		\$3,400.00	\$1,360.00	71
Impaired Driving	NHTSA164AL1712	164 AL	RI Police Chiefs Association - Safety Partnership Program		\$17,933.00	\$7,173.20	74
Planning and Administration	NHTSA164PA1700	164 PA	Audit Fees		\$750.00		137
Impaired Driving	NHTSA164PM1701	164 PM	Paid Media (AL)		\$300,000.00	\$120,000.00	68
TOTAL 164 FUNDS					\$1,266,807.50	\$443,823.00	-
Planning and Administration	NHTSA402MC1701	402 MC	Salaries (Motorcycle)	\$12,500.00	\$50,000.00		137
Motorcycle	NHTSA402MC1702	402 MC	Creative Media (MC) Awareness Personal Protective Gear	\$12,500.00	\$50,000.00	\$20,000.00	89
Motorcycle	NHTSA402MC1703	402 MC	Motorcycle Public Education Awareness and Outreach Campaign	\$7,500.00	\$30,000.00	\$12,000.00	88
Motorcycle	NHTSA402MC1704	402 MC	Paid Media (MC) Awareness Campaign (May)	\$8,750.00	\$35,000.00	\$14,000.00	88
Motorcycle	NHTSA402OP1701	402 OP	Salaries (OP)	\$5,750.00	\$23,000.00		137

Program	Award Number	Funding Source	Award Full Name	State Funds	Budget Amount	Share to Local	Page #
Occupant Protection	NHTSA402OP1702	402 OP	Creative Media OP	\$25,000.00	\$100,000.00	\$50,000.00	98
Occupant Protection	NHTSA402OP1703	402 OP	Municipalities Seat Belt Law Enforcement Patrols	\$72,333.47	\$289,333.86	\$175,000.00	96
Occupant Protection	NHTSA402OP1704	402 OP	Buckle Up Saves Lives and Seat Belt Challenge	\$6,250.00	\$25,000.00	\$10,000.00	103
Occupant Protection	NHTSA402OP1705	402 OP	Municipalities Child Passenger Safety (CPS)	\$48,735.90	\$194,943.58	\$85,000.00	97
Occupant Protection	NHTSA402OP1706	402 OP	Connecting for Children and Families Primary Seatbelt Education and Public Outreach	\$15,000.00	\$60,000.00	\$24,000.00	102
Occupant Protection	NHTSA402OP1707	402 OP	State Agencies (RISP) Rollover Simulator Demonstrations	\$4,100.00	\$16,400.00	\$6,560.00	99
Occupant Protection	NHTSA402OP1708	402 OP	Genesis Center - Student Leadership Team Seat Belt Outreach	\$4,711.00	\$18,844.00	\$7,537.60	103
Occupant Protection	NHTSA402OP1709	402 OP	State Agencies (RISP) Child Passenger Safety (CPS)	\$1,000.00	\$4,000.00	\$1,600.00	97
Occupant Protection	NHTSA402OP1710	402 OP	State Agencies (RISP) Seat Belt Law Enforcement Patrols	\$2,750.00	\$11,000.00	\$4,400.00	97
Planning and Administration	NHTSA402PA1700	402 PA	Audit Fees	\$350.00	\$1,400.00		137
Planning and Administration	NHTSA402PA1701	402 PA	Memberships and Dues	\$2,000.00	\$8,000.00		136
Planning and Administration	NHTSA402PA1702	402 PA	Office Equipment	\$2,000.00	\$8,000.00		138
Planning and Administration	NHTSA402PA1703	402 PA	Office Supplies	\$5,000.00	\$20,000.00		136
Planning and Administration	NHTSA402PA1705	402 PA	Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report (VHB)	\$15,000.00	\$60,000.00		136

Program	Award Number	Funding Source	Award Full Name	State Funds	Budget Amount	Share to Local	Page #
Planning and Administration	NHTSA402PA1706	402 PA	Travel and Training	\$15,000.00	\$30,000.00		136
Occupant Protection	NHTSA402PM1702	402 PM	Paid Media (OP)	\$50,312.50	\$201,250.00	\$100,000.00	98
Speed	NHTSA402PM1703	402 PM	Paid Media (PT)	\$25,000.00	\$100,000.00	\$40,000.00	123
Young Driver	NHTSA402PM1704	402 PM	Paid Media (YD) Occupant Protection, Distracted Driving, and Underage Drinking	\$25,000.00	\$100,000.00	\$40,000.00	135
Pedestrian/Bicycle	NHTSA402PM1705	402 PM	Paid Media (PS) Pedestrian/Bicycle Safety	\$25,000.00	\$100,000.00	\$40,000.00	116
Planning and Administration	NHTSA402PS1701	402 PS	Salaries (Pedestrian/Bicycle)	\$11,250.00	\$45,000.00		137
Pedestrian/Bicycle	NHTSA402PS1702	402 PS	AAA Northeast Pedestrian Safety & Occupant Protection	\$5,531.25	\$22,125.00	\$8,850.00	116
Pedestrian/Bicycle	NHTSA402PS1703	402 PS	Bike Newport Road Share Education	\$10,076.25	\$40,305.00	\$16,122.00	115
Pedestrian/Bicycle	NHTSA402PS1704	402 PS	Pedestrian/Bicycle Enforcement Patrols	\$11,930.190	\$47,720.76	\$19,088.30	116
Pedestrian/Bicycle	NHTSA402PS1705	402 PS	RI Bike Coalition - Statewide Smart Cycling Education	\$4,975.00	\$19,900.00	\$7,960.00	116
Pedestrian/Bicycle	NHTSA402PS1708	402 PS	Creative Media Pedestrian/Bicycle Safety Education	\$12,500.00	\$50,000.00	\$20,000.00	117
Pedestrian/Bicycle	NHTSA402PS1709	401 PS	RI Police Chiefs Association – Safety Partnership Program	\$4,483.25	\$17,933.00	\$7,173.20	
Speed	NHTSA402PT1701	402 PT	Salaries (Speed)	\$25,000.00	\$100,000.00		137
Speed	NHTSA402PT1702	402 PT	Creative Media (PT)	\$36,250.00	\$145,000.00	\$58,000.00	124
Speed	NHTSA402PT1703	402 PT	Municipalities Speed Enforcement	\$87,269.550	\$349,078.20	\$139,631.28	123
Speed	NHTSA402PT1705	402 PT	State Agencies (RISP) Speed Enforcement	\$26,400.00	\$105,600.00	\$42,240.00	123

Program	Award Number	Funding Source	Award Full Name	State Funds	Budget Amount	Share to Local	Page #
Speed	NHTSA402PT1706	402 PT	State Agencies (URI) Speed Enforcement	\$500.00	\$2,000.00	\$800.00	123
Speed	NHTSA402PT1707	402 PT	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program	\$24,987.50	\$99,950.00	\$39,980.00	70
Other Road Users	NHTSA402SA1701	402 SA	Cranston Child Opportunity Zone (COZ) Passport to Safety	\$7,846.75	\$31,387.00	\$12,554.80	115
Other Road Users	NHTSA402SA1702	402 SA	Young Voices Keeping Young Drivers Safe	\$4,050.00	\$16,200.00	\$6,480.00	134
Planning and Administration	NHTSA402TR1701	402 TR	Salaries (Traffic Records Research)	\$50,000.00	\$100,000.00		137
Traffic Records	NHTSA402TR1702	402 TR	RI Police Chiefs Association - Safety Partnership Program	\$4,483.25	\$17,933.00	\$7,173.20	74
Traffic Records	NHTSA402TR1703	402 TR	CCPRA Data Collection	\$62,500.00	\$250,000.00	\$100,000.00	129
TOTAL 402 FUNDS				\$884,075.60	\$2,996,303.40	\$1,306,149.98	-
Occupant Protection	NHTSAM2CPS1701	M2 (405B)	RI Hospital Child Passenger Safety in Rhode Island	\$27,429.75	\$109,719.00		97
Occupant Protection	NHTSAM2HVE1701	M2 (405B)	Incentive Rewards Program (Chiefs Challenge)	\$850.00	\$3,400.00		71
Occupant Protection	NHTSAM2HVE1702	M2 (405B)	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program	\$24,987.50	\$99,950.00		70
Occupant Protection	NHTSAM2HVE1703	M2 (405B)	State Agencies (URI) Seat Belt Law Enforcement Patrols	\$500.00	\$2,000.00		103

Program	Award Number	Funding Source	Award Full Name	State Funds	Budget Amount	Share to Local	Page #
Occupant Protection	NHTSAM2PE1701	M2 (405B)	ThinkFast Interactive High School Education Program	\$8,125.00	\$32,500.00		59
Occupant Protection	NHTSAM2PE1702	M2 (405B)	Creative Media (OP)	\$5,000.00	\$20,000.00		98
Occupant Protection	NHTSAM2PE1703	M2 (405B)	Paid Media (OP)	\$6,562.50	\$26,250.00		98
Occupant Protection	NHTSAM2PE1704	M2 (405B)	Paid Media(CPS)	\$6,250.00	\$25,000.00		100
Occupant Protection	NHTSAM2PE1705	M2 (405B)	African Alliance (AARI) Seat Belt Education on Reduction of Fatalities on our Roads	\$3,224.00	\$12,896.00		101
Occupant Protection	NHTSAM2PE1706	M2 (405B)	Oasis International Buckle Up Before You Start Up	\$7,500.00	\$30,000.00		101
Occupant Protection	NHTSAM2PE1707	M2 (405B)	Providence Community Opp. - Protect Prov with One Click	\$8,225.75	\$32,903.00		101
Occupant Protection	NHTSAM2PE1708	M2 (405B)	CIOT DMV Intercept Survey	\$2,887.50	\$11,550.00		99
Occupant Protection	NHTSAM2PE1709	M2 (405B)	CIOT Observational Surveys	\$15,750.00	\$63,000.00		98
Occupant Protection	NHTSAM2PE1710	M2 (405B)	Youth Educator and Influencer Program (MADD) OP	\$11,043.63	\$44,174.50		134
Occupant Protection	NHTSAM2PE1711	M2 (405B)	Student Safety Education	\$6,250.00	\$25,000.00		100
Planning and Administration	NHTSAM2X1700	M2 (405B)	Audit Fees	\$87.50	\$350.00		137
Planning and Administration	NHTSAM2X1701	M2 (405B)	Salaries (Occupant Protection)	\$25,000.00	\$100,000.00		137
TOTAL 405 B FUNDS				\$159,673.13	\$638,692.50		-
Planning and Administration	NHTSAM3DA1700	M3 (405C)	Audit Fees	\$150.00	\$600.00		137

Program	Award Number	Funding Source	Award Full Name	State Funds	Budget Amount	Share to Local	Page #
Planning and Administration	NHTSAM3DA1701	M3 (405C)	Salaries (Traffic Records)	\$26,250.00	\$105,000.00		137
Traffic Records	NHTSAM3DA1702	M3 (405C)	TRCC Consultant Services	\$9,250.00	\$37,000.00		127
Traffic Records	NHTSAM3DA1703	M3 (405C)	Crash MMUCC Revision	\$16,250.00	\$65,000.00		129
Traffic Records	NHTSAM3DA1704	M3 (405C)	RI Police Chiefs Assoc. Statewide RMS Traffic Records System	\$50,000.00	\$200,000.00		128
Traffic Records	NHTSAM3DA1705	M3 (405C)	Enhancement to LE Data Modules	\$31,250.00	\$125,000.00		
Traffic Records	NHTSAM3DA1706	M3 (405C)	Traffic Records Data Warehouse	\$25,693.25	\$102,773.00		129
Traffic Records	NHTSAM3DA1707	M3 (405C)	Trauma Registry	\$64,100.00	\$256,400.00		127
Traffic Records	NHTSAM3DA1708	M3 (405C)	State Agencies (HEALTH) Integration System	\$11,400.00	\$45,600.00		127
TOTAL 405 C FUNDS				\$234,343.25	\$937,373.00		-
Impaired Driving	NHTSAM5BAC1701	M5 (405D)	Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile Providence	\$19,694.75	\$78,779.00		68
Impaired Driving	NHTSAM5CS1701	M5 (405D)	State Agencies (AG) Traffic Safety Resource Prosecutor (TSRP)	\$34,680.75	\$138,723.00		69
Impaired Driving	NHTSAM5CS1702	M5 (405D)	State Agencies (HEALTH) Forensic Toxicologist (TSRFT) and Preliminary Breath Testing and Intoxilyzer 9000s Implementation Program	\$68,585.75	\$274,343.00		70
Impaired Driving	NHTSAM5HVE1701	M5 (405D)	Municipalities Impaired Driving Law Enforcement Patrols (Including DRE)	\$90,465.93	\$361,863.72		67
Impaired Driving	NHTSAM5HVE1702	M5 (405D)	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program	\$39,238.07	\$99,952.26		67

Program	Award Number	Funding Source	Award Full Name	State Funds	Budget Amount	Share to Local	Page #
Impaired Driving	NHTSAM5HVE1703	M5 (405D)	State Agencies (RISP) Impaired Driving Law Enforcement Patrols (Including DRE)	\$44,625.00	\$171,000.00		
Impaired Driving	NHTSAM5HVE1704	M5 (405D)	State Agencies (URI) Impaired Driving Law Enforcement Patrols (Including DRE)	\$500.00	\$2,000.00		71
Planning and Administration	NHTSAM5IDC1701	M5 (405D)	Salaries (Impaired Driving)	\$57,500.00	\$230,000.00		137
Impaired Driving	NHTSAM5OT1701	M5 (405D)	SIDNE High School Education Program	\$6,000.00	\$24,000.00		75
Impaired Driving	NHTSAM5OT1702	M5 (405D)	ThinkFast Interactive High School Education Program	\$8,125.00	\$32,500.00		59
Impaired Driving	NHTSAM5PEM1702	M5 (405D)	Paid Media (MC/AL) Impaired Riding Motorcycle	\$60,500.00	\$242,000.00		89
Planning and Administration	NHTSAM5X1700	M5 (405D)	Audit Fees	\$225.00	\$900.00		137
TOTAL 405 D FUNDS				\$430,140.25	\$1,656,060.982		-
Distracted Driving	NHTSAM8DDLE1701	M8 (405E)	Municipalities Distracted Driving	\$12,138.50	\$48,553.96		58
Distracted Driving	NHTSAM8DDLE1702	M8 (405E)	State Agencies (RISP) Distracted Driving	\$7,500.00	\$30,000.00		58
Planning and Administration	NHTSAM8X1700	M8 (405E)	Audit Fees	\$20.00	\$80.00		137
TOTAL 405 E FUNDS				\$19,658.49	\$78,633.96		-
Motorcycle	NHTSAM9MA1702	M9 (405F)	Motorcycle Public Education Awareness and Outreach Campaign	\$6,875.00	\$27,500.00		88
Motorcycle	NHTSAM9MA1703	M9 (405F)	Paid Media (MC) Awareness Campaign (May)	\$16,000.00	\$64,000.00		88
Planning and Administration	NHTSAM9X1700	M9 (405F)	Audit Fees	\$18.75	\$75.00		137

Program	Award Number	Funding Source	Award Full Name	State Funds	Budget Amount	Share to Local	Page #
			TOTAL 405 F FUNDS	\$22,893.75	\$91,575.00		-
			GRAND TOTAL	\$1,750,784.46	\$7,665,446.34	\$1,749,972.98	-

Table 5.2 Cost Summary by Department

DEPARTMENT	ALCOHOL	CIOT	CPS/SEATS/ TRAINING	SPEED	DISTRACTED DRIVING	PED/BIKE SAFETY	TOTAL
	NHTSA M5 HVE 17 01 (405D)		NHTSA 402 OP 17 05		NHTSA 402 PT 17 03		
Barrington	\$7,000.00	\$9,000.00	\$5,724.80	\$6,000.00			\$27,724.80
Bristol	\$9,800.00	\$4,900.00	\$4,770.00	\$4,900.00			\$24,370.00
Burrillville	\$9,000.00	\$10,000.00	\$4,664.80	\$14,800.00			\$38,464.80
Central Falls	\$26,660.00	\$16,000.00	\$7,000.00	\$27,495.00	\$6,880.00	\$6,880.00	\$90,915.00
Charlestown	\$3,000.00	\$3,000.00	\$3,150.00	\$5,000.00			\$14,150.00
Coventry	\$12,000.00	\$10,000.00	\$20,704.80	\$4,600.00			\$47,304.80
Cranston	\$24,853.32	\$20,015.46	\$20,745.46	\$35,098.20	\$10,055.16	\$10,055.16	\$120,822.76
Cumberland	\$5,000.00	\$8,000.00	\$7,745.00	\$4,000.00	\$4,000.00		\$28,745.00
East Greenwich	\$5,000.00	\$3,000.00	\$1,000.00	\$3,000.00			\$12,000.00
East Providence	\$1,000.00	\$8,000.00	\$1,745.00	\$10,000.00			\$20,745.00
Foster	\$5,940.00	\$3,960.00	\$2,464.80	\$4,860.00			\$17,224.80
Glocester	\$1,500.00	\$5,500.00	\$-	\$2,500.00			\$9,500.00
Hopkinton	\$3,500.00	\$6,000.00	\$-	\$5,000.00			\$14,500.00
Jamestown	\$7,018.00	\$5,033.60	\$3,000.00	\$1,576.00			\$16,627.60
Johnston	\$2,000.00	\$3,000.00	\$10,000.00	\$8,000.00			\$23,000.00
Lincoln	\$5,000.00	\$6,000.00	\$2,704.80	\$6,000.00		\$3,000.00	\$22,704.80
Little Compton	\$1,000.00	\$1,500.00	\$1,564.80	\$2,000.00			\$6,064.80
Middletown	\$3,000.00	\$5,000.00	\$1,744.80	\$4,500.00		\$1,000.00	\$15,244.80
Narragansett	\$8,000.00	\$6,000.00	\$1,730.00	\$8,000.00			\$23,730.00
Newport	\$2,000.00	\$2,000.00	\$2,704.80	\$1,000.00			\$7,704.80
North Kingstown	\$13,500.00	\$2,000.00	\$2,785.00	\$1,000.00			\$19,285.00
North Providence	\$7,000.00	\$8,000.00	\$3,120.00	\$7,421.00			\$25,541.00
North Smithfield	\$9,000.00	\$5,000.00	\$1,664.80	\$1,000.00			\$16,664.80
Pawtucket	\$20,000.00	\$10,000.00	\$5,704.80	\$17,500.00			\$53,204.80

DEPARTMENT	ALCOHOL	CIOT	CPS/SEATS/ TRAINING	SPEED	DISTRACTED DRIVING	PED/BIKE SAFETY	TOTAL
	NHTSA M5 HVE 17 01 (405D)		NHTSA 402 OP 17 05		NHTSA 402 PT 17 03		
Portsmouth	\$10,000.00	\$10,000.00	\$2,704.80	\$7,000.00			\$29,704.80
Providence	\$20,000.00	\$20,000.00	\$5,440.00	\$31,000.00			\$76,440.00
Richmond	\$9,000.00	\$5,000.00	\$1,000.00	\$3,000.00			\$18,000.00
Scituate	\$7,000.00	\$4,550.00	\$-	\$4,000.00			\$15,550.00
Smithfield	\$8,000.00	\$4,500.00	\$15,745.00	\$6,000.00			\$34,245.00
South Kingstown	\$18,000.00	\$7,500.00	\$9,105.00	\$12,750.00	\$3,500.00		\$50,855.00
Tiverton	\$7,000.00	\$5,000.00	\$3,810.00	\$7,000.00			\$22,810.00
Warren	\$2,000.00	\$2,000.00	\$1,704.80	\$3,000.00		\$1,000.00	\$9,704.80
Warwick	\$30,000.00	\$16,000.00	\$25,750.00	\$30,000.00	\$20,000.00	\$20,000.00	\$141,750.00
West Greenwich	\$8,000.00	\$3,000.00	\$1,688.52	\$10,000.00			\$22,688.52
West Warwick	\$21,945.40	\$17,838.40	\$4,095.60	\$19,910.00	\$1,642.80	\$3,285.60	\$68,717.80
Westerly	\$9,285.00	\$6,190.00	\$3,286.00	\$8,895.00	\$2,476.00		\$30,132.00
Woonsocket	\$16,682.50	\$23,682.50	\$2,664.80	\$16,682.50		\$2,500.00	\$62,212.30
TOTALS	\$358,684.22	\$286,169.96	\$193,432.98	\$344,487.70	\$48,553.96	\$47,720.76	\$1,279,049.58

This page intentionally left blank.

6

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: 2017

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

06/23/2016

Signature Governor's Representative for Highway Safety

Date

Peter Alviti, Jr.

Printed name of Governor's Representative for Highway Safety

7

Section 405 Grant Program

For FFY 2017, Rhode Island is applying for the following 405 incentive grants programs:

- › Occupant Protection (23 U.S.C. 405(b)) (23 CFR 23CFR 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)
- › Ignition Interlock (23 U.S.C. 405(d)(6)(A) (23CFR 1300.23(G))
- › Distracted Driving (23 U.S.C. 405(e) (23CFR 1300.24)
- › Motorcyclist Safety (23 U.S.C. 405(f)) (23 CFR 1200.25).
- › Graduated Driver Licensing (23 U.S.C. 405 (g)) (23CFR 1300.26)
- › Non-Motorized Safety (23U.S.C. 405(h)) (23CFR 1300.27)

The 405 application, which is signed by Rhode Island's Governor's Representative for Highway Safety and 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

This page intentionally left blank.