

DANIEL MCKEE  
Governor

PETER ALVITI, JR, PE  
Director

State of Rhode Island



# Highway Safety Plan

## Federal Fiscal Year 2022



PREPARED FOR

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

PREPARED BY

Rhode Island Department of Transportation  
Office on Highway Safety  
Two Capitol Hill  
Providence, RI 02903

# Table of Contents

<b>1</b>	<b>Introduction: Rhode Island Highway Safety Planning Process .....</b>	<b>1</b>
1.1	Mission Statement.....	3
1.2	Organization and Staffing .....	5
1.3	Timeline and Planning Purpose.....	5
	Data Sources and Processes.....	6
	Processes Participants.....	7
	Methods for Project Selection .....	8
1.4	Description of Highway Safety Problems.....	11
	List of Information and Data Sources .....	14
1.5	Coordination with Strategic Highway Safety Plan .....	14
<b>2</b>	<b>FFY 2021 Performance Report .....</b>	<b>16</b>
<b>3</b>	<b>Highway Safety Performance Plan.....</b>	<b>21</b>
3.1	Performance Trends and Goals .....	21
3.2	Core Performance Measures .....	24
	C-1 Fatalities.....	25
	C-2 Serious Injuries .....	26
	C-3 Fatality Rate .....	27
	C-4 Unrestrained Motor Vehicle Occupant Fatalities.....	28
	C-5 Fatalities Involving Driver or Motorcycle Operator with $\geq 0.08$ BAC.....	29
	C-6 Speed.....	30
	C-7 Motorcycle Fatalities .....	31
	C-8 Unhelmeted Motorcycle Fatalities.....	32
	C-9 Young Drivers.....	33
	C-10 Pedestrian .....	34
	C-11 Bicycle.....	35
	B-1 Observed Belt Use.....	36
3.3	Additional Performance Measures.....	37
	Occupant Protection.....	37
	Pedestrians .....	38
	Traffic Records.....	38
	Distracted Driving .....	38
<b>4</b>	<b>Highway Safety Countermeasures and Projects for FFY 2022 (by Program Area)...</b>	<b>40</b>
4.1	Occupant Protection.....	40
	Problem Identification and Analysis.....	40
	Child Passenger Safety.....	43
	Associated Performance Measures.....	45

	Countermeasure Strategies in Program Area .....	46
4.2	Impaired Driving.....	51
	Problem Identification and Analysis.....	51
	Associated Performance Measures.....	54
	Countermeasure Strategies in Program Area .....	54
4.3	Speed.....	66
	Problem Identification and Analysis.....	66
	Associated Performance Measures.....	67
	Countermeasure Strategies in Program Area .....	67
4.4	Motorcycles.....	70
	Problem Identification and Analysis.....	70
	Associated Performance Measures.....	74
	Countermeasure Strategies in Program Area .....	75
4.5	Young Driver .....	77
	Problem Identification and Analysis.....	77
	Associated Performance Measures.....	78
	Countermeasure Strategies in Program Area .....	79
4.6	Pedestrians and Bicyclists .....	85
	Problem Identification and Analysis.....	85
	Associated Performance Measures.....	90
	Countermeasure Strategies in Program Area .....	91
4.7	Traffic Records.....	95
	Problem Identification and Analysis.....	95
	Performance Targets.....	95
	Countermeasure Strategies in Program Area .....	95
4.8	Distracted Driving .....	104
	Problem Identification and Analysis.....	104
	Associated Performance Measures.....	104
	Countermeasure Strategies in Program Area .....	105
4.9	Police Traffic Services .....	108
	Problem Identification and Analysis.....	108
	Associated Performance Measures.....	108
	Countermeasure Strategies in Program Area .....	108
4.10	Media Campaigns .....	120
	Problem Identification and Analysis.....	120
	Associated Performance Measures.....	120
	Countermeasure Strategies in Program Area .....	121
4.11	Planning and Administration.....	128
	Associated Performance Measures.....	128
	Countermeasure Strategies in Program Area .....	128
4.12	Traffic Safety Enforcement Plan (TSEP).....	133
4.13	NHTSA Equipment Approval .....	141
4.14	Paid Advertising.....	141
<b>5</b>	<b>Cost Summary.....</b>	<b>142</b>

<b>6</b>	<b>Certifications and Assurances .....</b>	<b>151</b>
<b>7</b>	<b>Section 405 Grant Program.....</b>	<b>163</b>

## List of Tables

Table No.	Description	Page
Table 1.1	Rhode Island Office on Highway Safety Annual Safety Planning Calendar .....	6
Table 2.1	Progress in Meeting FFY 2020 Performance Targets.....	16
Table 4.1	Motor Vehicle Fatalities by Restraint System – Use and Nonuse (2020) .....	41
Table 4.2	Top Six Cities/Towns for Unrestrained Motor Vehicle Occupant Fatalities (2016-2020) .....	43
Table 4.3	CPST Certification Events .....	43
Table 4.4	Active Network of Child Restraint Inspection Stations FFY 2022 .....	44
Table 4.5	Top Five Cities/Towns by Fatal Impaired Driving Crashes.....	53
Table 4.6	BAC Test Results and Gender for Drivers or Motorcycle Operators Involved in Fatal Crashes (2019) .....	53
Table 4.7	Top Five Cities/Towns by Fatal Speeding Crashes.....	67
Table 4.8	Top Three Cities/Towns by Fatal Motorcycle Crashes.....	74
Table 4.9	Motorcycle Models (2016-2020).....	74
Table 4.10	Top Cities/Towns by Fatal Younger Driver Crashes.....	78
Table 4.11	Top Four Cities/Towns by Fatal Pedestrian Crashes.....	88
Table 4.12	Top Cities/Towns by Fatal Bicycle Crashes.....	89
Table 4.13	BAC Test Results for Pedestrians Involved in Fatal Crashes .....	90
Table 4.14	Distraction-affected Fatal Crashes (2015-2019).....	104
Table 5.1	Cost Summary.....	143
Table 5.2	Cost Summary by Department.....	149



## List of Figures

Figure No.	Description	Page
Figure 1.1	RIDOT Highway Safety Program Relationship System .....	4
Figure 1.2	RIDOT OHS Organizational Chart .....	5
Figure 1.6	OHS Application Process .....	10
Figure 1.3	Fatality Trends and Projections .....	11
Figure 1.4	Fatality Trends and Projections .....	12
Figure 1.5	Serious Injury Trends and Projections .....	13
Figure 3.1	C-1 Fatalities .....	25
Figure 3.2	C-2 Serious Injuries .....	26
Figure 3.3	C-3 Fatality Rate per 100 Million VMT .....	27
Figure 3.4	C-4 Unrestrained Motor Vehicle Occupant Fatalities.....	28
Figure 3.5	C-5 Fatalities Involving Driver or Motorcycle Operator with $\geq 0.08$ BAC.....	29
Figure 3.6	C-6 Speed-Related Fatalities.....	30
Figure 3.7	C-7 Number of Motorcyclist Fatalities .....	31
Figure 3.8	C-8 Unhelmeted Motorcycle Fatalities.....	32
Figure 3.9	Drivers Age 20 or Younger Involved in Fatal Crashes.....	33
Figure 3.10	C-10 Pedestrian Fatalities .....	34
Figure 3.11	C-11 Bicyclist Fatalities .....	35
Figure 3.12	Percent Observed Belt Use for Passenger Vehicles (Front Seat Outboard Occupants (2013-2020)).....	36
Figure 4.1	Observed Safety Belt Use Rate.....	41
Figure 4.2	Restraint Nonuse for Rhode Island Motor Vehicle Fatalities .....	41
Figure 4.3	Number of Unrestrained Fatalities by Age Group (2016 to 2020) .....	42
Figure 4.4	Unrestrained Fatalities by Race (2016 to 2020) .....	42
Figure 4.5	Alcohol-Related Fatalities.....	52
Figure 4.6	Drivers and Motorcycle Operators in Fatal Crashes with BAC $\geq 0.08$ by age (2016 to 2020) .....	52
Figure 4.7	Alcohol Involved Drivers in Fatal Crashes by Race 2016 to 2020 .....	53
Figure 4.8	Age of Drivers in Fatal Speeding Crashes (2016 to 2020) .....	66
Figure 4.9	Motorcyclist Fatalities and Serious Injuries .....	71
Figure 4.10	BAC Involved in Motorcycle Fatalities (2016 to 2020) .....	71
Figure 4.11	Motorcycle Fatalities by Age (2016 to 2020).....	72

Figure 4.12	Motorcycle Fatalities by Race (2016 to 2020).....	72
Figure 4.13	Fatal Motorcycle Crashes by Month (2016 to 2020).....	73
Figure 4.14	Fatal Motorcycle Crashes by Day of Week (2016 to 2020) .....	73
Figure 4.15	Total Young Driver Involved in Fatal and Serious Injury Crashes.....	78
Figure 4.16	Total Fatalities and Serious Injuries Involving Pedestrians.....	86
Figure 4.17	Total Bicyclist Fatalities and Serious Injuries.....	86
Figure 4.18	Pedestrian Fatalities by Age Group (2016 to 2020) .....	87
Figure 4.19	Pedestrian Fatalities by Race (2016 to 2020).....	87
Figure 4.20	Bicyclist Fatalities by Age Group (2016 to 2020) .....	88
Figure 4.21	Bicyclist Fatalities by Race (2016 to 2020) .....	89

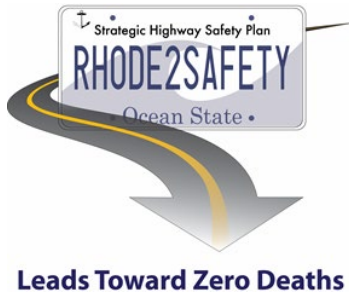
## Acronym Guide

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

MAP-21	Moving Ahead of for Progress in the 21st Century	RIPCA	Rhode Island Police Chiefs Association
MOU	Memorandum of Understanding	RIPTIDE	Rhode Island Police Teaming for Impaired Driving Enforcement
NHTSA	National Highway Traffic Safety Administration	RISP	Rhode Island State Police
NOPUS	National Occupant Protection Use Survey	SADD	Students Against Destructive Decisions
OHS	Office on Highway Safety	SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
OSCAR	On-Line System Crash Analysis and Reporting	SFST	Standardized Field Sobriety Testing
PCL	Providence Community Library	SHSP	Strategic Highway Safety Plan
PEP	Performance Enhancement Plan	SIDNE	Simulated Impaired Driving Experience
RFP	Request for Proposal	TOPS	Traffic Occupant Protection Strategies
RIBHDDH	Rhode Island Department of Behavioral Healthcare, Developmental Disabilities, and Hospitals	TRCC	Traffic Records Coordinating Committee
RIDOC	Rhode Island Department of Corrections	TSRFT	Traffic Safety Resource Forensic Toxicologist
RIDOT	Rhode Island Department of Transportation	TSRP	Traffic Safety Resource Prosecutor
RIDMV	Rhode Island Division of Motor Vehicles	URI	University of Rhode Island
RIIL	Rhode Island Interscholastic League	VMS	Variable Message Sign
RIMPA	Rhode Island Municipal Police Academy	VMT	Vehicle Miles Traveled

# 1

## Introduction: Rhode Island Highway Safety Planning Process



On behalf of the Rhode Island Department of Transportation (RIDOT) and the Office on Highway Safety we are pleased to present the Federal Fiscal Year (FFY) 2022 Highway Safety Plan (HSP) for the State of Rhode Island.

Many of the planning steps of our plan began early in FFY 2021 at which time the COVID-19 pandemic continued to challenge many of our efforts, as well as those of our multiple sub-recipients. State, federal and community projects we support are continuing to change as state health mandates are reviewed weekly and adjusted according to trusted COVID data. The term “pivot” continues to be an important skill as we stay the course to our goal of TOWARDS ZERO DEATHS. Our Office on Highway Safety has been productive throughout the entire pandemic and our commitment to traffic safety has not waned. Although we assume that the pandemic will still be a threat as we begin our FFY 2022 we have shifted some of our projects to reflect that fact. Those shifted projects will afford us the ability to create layers of protection and safety within our traffic safety work. Our goal of ZERO Fatalities remains staunchly in place.

During FFY 2022 we will continue to employ our ability to create and facilitate virtual traffic safety trainings and meetings. We concluded FFY 2020 with a positive National Highway Traffic Safety Administration (NHTSA) management review. We hosted our first ever Occupant Protection Assessment using a virtual TEAMS approach. It was efficient and effective. That assessment has created a compass for our newly created OP task force to plan for the assessment’s multiple recommendations.

We believe that the programs outlined in our plan, which are based on solid problem identification, detailed program value and resources available, will help us reach our goal. This program of activities continues to expand the equitable distribution of state NHTSA funds. We will continue to enhance our 6<sup>th</sup> version of our Ripple effect campaign in 2022. In 2020 the campaign was awarded its third New England Emmy for its strong messaging and community awareness success. We will also continue to develop another leg to our successful Distracted Driving campaign. Our new Speeding and Pedestrian Safety media pieces will continue to be highlighted in FFY 2022. Our social media footprint will also be enhanced. Our FFY 2022 plan includes continued media efforts which have been successful awareness tools which highlight problem areas and offer action steps that will support our work. One of our basic media goals is to advocate that highway safety is everyone’s business and everyone’s responsibility.

As we plan for FFY 2022 we continue to grow our advocacy efforts by increasing our community outreach efforts. As evidenced by our strong partnerships, such as the Traffic Safety Coalition, the Office on Highway Safety is consistently striving to engage diverse communities and the organizations that represent them, giving them a voice in the HSP

planning process. These partnerships remain the strongest asset for outreach to the community.

Through funded and unfunded efforts, OHS will continue to work with partners on community programs that foster a more equitable Rhode Island community. Key partnerships and activities include AAA older driver summits, AAA youth programs that reach all Providence schools, Child Opportunities Zones (COZs) in Cranston and Woonsocket, media buys on Latino radio stations, youth bicycle education programs, and Child Passenger Safety (CPS) programs at Rhode Island Hospital.

The programs and projects outlined in this report are aligned with the strategies included in the state Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Plan (HSIP). The Rhode Island SHSP is coordinated and facilitated through the OHS. This ensures alignment of the HSP with the SHSP and emphasizes coordinated performance measures throughout all safety issue areas. The SHSP is being reviewed, reinforced, and extended within FFY 2022. Our OHS staff each lead an emphasis area contained within our SHSP. They have created dedicated emphasis area task forces which will assist our efforts in dedicating specific NHTSA funds and community-based efforts areas most in need. It is our goal to create a distinct and workable linear correlation between this FFY 2022 HSP and our 2017-2022 SHSP. We also will adapt programs as we begin to plan our state's next SHSP which will begin FFY 2023. Our office's Program Coordinators will continue to take lead roles in bringing our state's Strategic Highway Safety Plan to fruition. We will continue to offer our efforts to mirror our yearly HSPs to the goals and direct actions steps in the SHSP.

We're excited to note our FFY 2022 goal to increase safety programs which will incorporate new projects focused on senior driving behavior. During 2021 we created partnerships with senior groups across the state who offer a new voice and a new population to direct our education towards. Rhode Island has experienced several senior fatalities and we also recognize seniors as active influencers on the driving behavior of younger generations.

During 2022 we will continue to implement a comprehensive prevention approach which includes media components, additional attention to dangerous driver behaviors and law enforcement strategies. We will continue to use our statewide safety message boards which run unique, yet direct, safety messages throughout the year. We will also layer our media programs and high visibility enforcement campaigns with our ongoing business education efforts. Although the general public's attention to traffic safety may be continued to be distracted by COVID, we will find creative, yet impactful ways, to remind everyone of the inherent dangers on our roadways and the positive actions they can take to make the roads safer. It's a team effort, internally and externally, and we are proud that it is RIDOT's Office on Highway Safety who leads the way. The entire staff of the OHS, the leadership of the RIDOT and our safety partners remain committed to building the most comprehensive and effective traffic safety program in the country. We will stay the course to ZERO Fatalities.



## 1.1 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:

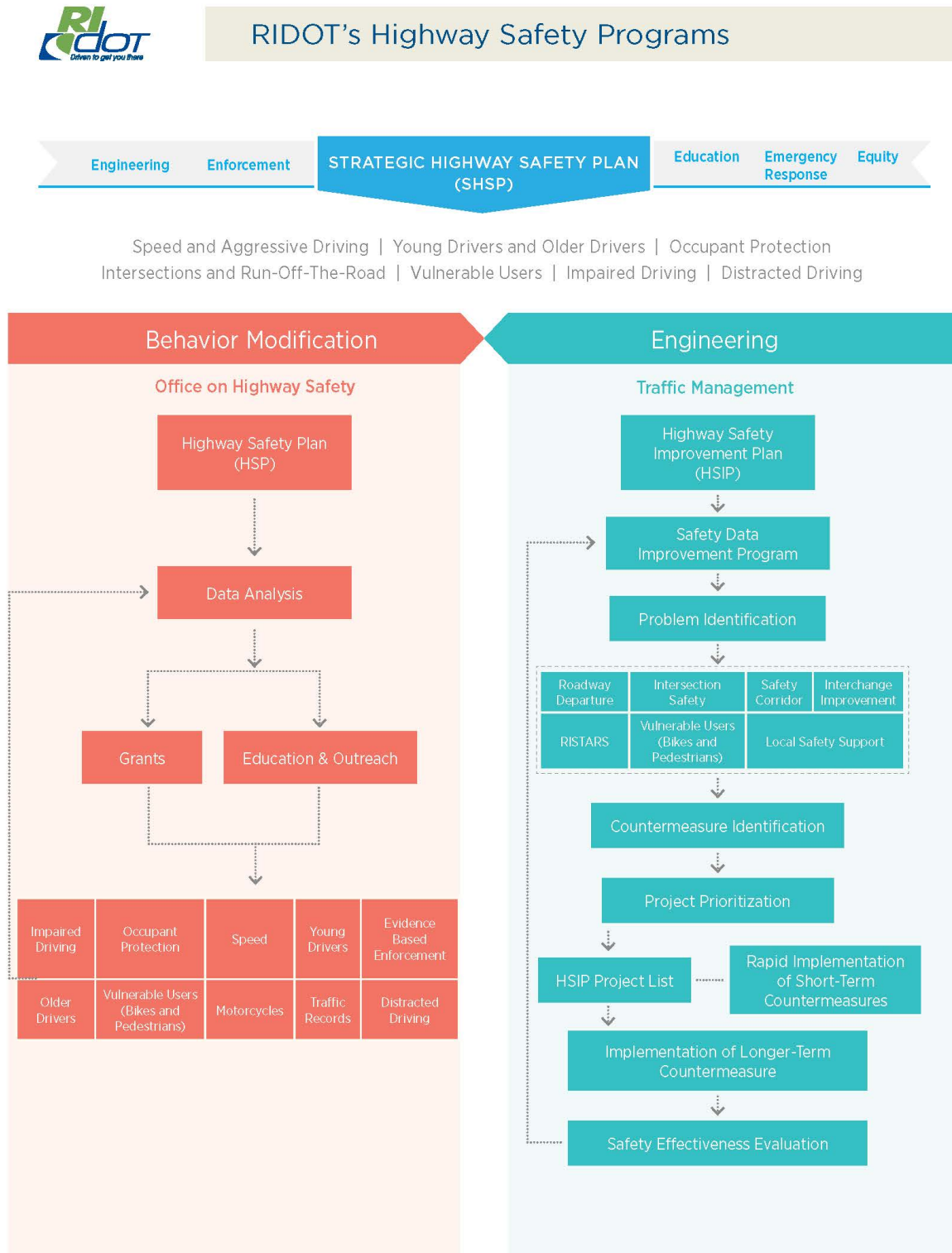
1. *Reduce the number of fatalities and serious injuries on Rhode Island roadways.*
2. *Reduce the number of traffic crashes and the severity of their consequences.*

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 2021 the OHS continues to lead in the 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 1.1** illustrates the relationship between the SHSP and the engineering counterpart to the HSP, the HSIP. The current SHSP is for the five-year period between 2017 and 2022. This FFY 2022 HSP is intended to continue to align with the goals, strategies, and emphasis areas to be adopted by the 2017-2022 SHSP.

The OHS establishes and implements a comprehensive program to accomplish its goals effectively. The FFY 2022 HSP 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. 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.

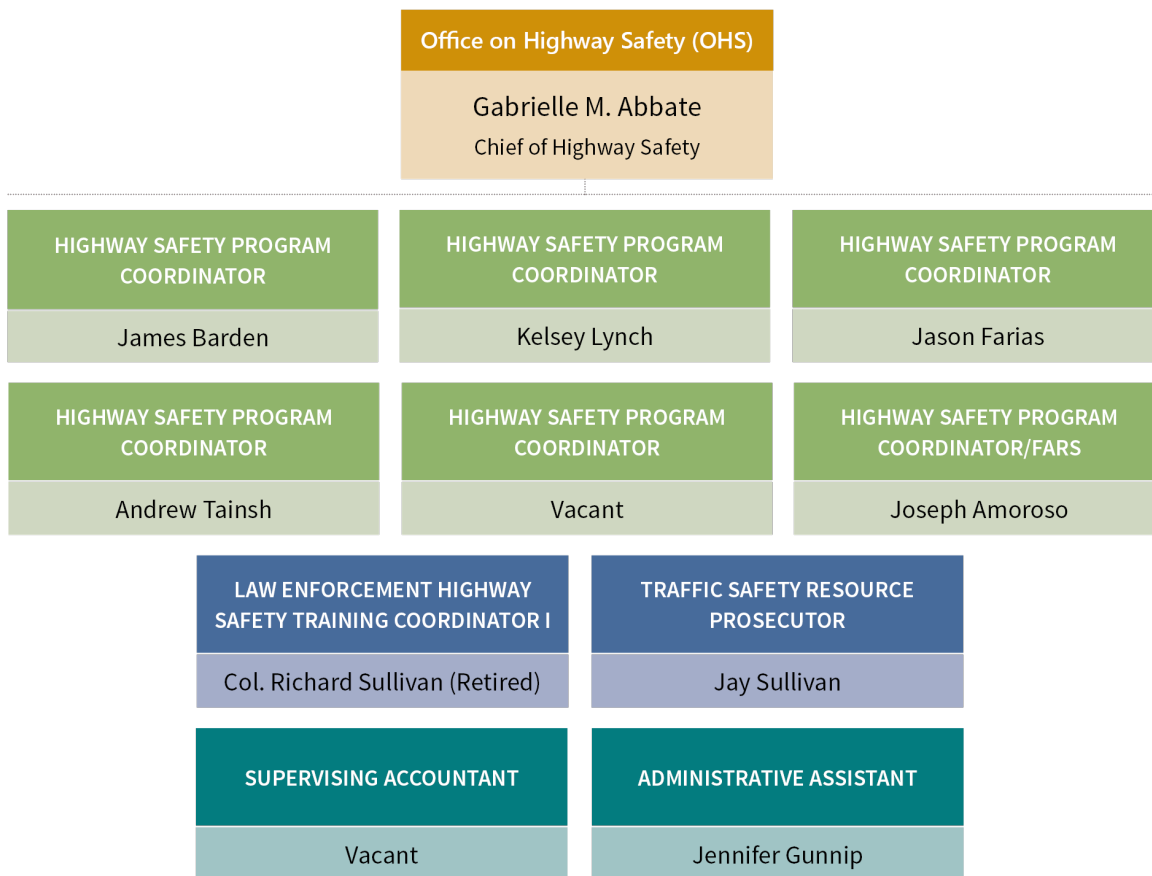
**Figure 1.1 RIDOT Highway Safety Program Relationship System**



## 1.2 Organization and Staffing

**Figure 1.2** 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. We are also working to create a working system based on CORE training (educational, law enforcement, policy, etc.) that would allow us to cross train staff.

**Figure 1.2 RIDOT OHS Organizational Chart**



## 1.3 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"> <li>■ Section 405 grant application preparation.</li> <li>■ Plan spring and summer safety campaigns to include outreach that complements the work in all Rhode Island municipalities.</li> </ul>
February-April	<ul style="list-style-type: none"> <li>■ Staff conducts data collection, grant oversight and monitoring.</li> <li>■ Develop all the activities to support the national Click It or Ticket (CIOT) campaign in May.</li> <li>■ 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.</li> <li>■ 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.</li> </ul>
May-June	<ul style="list-style-type: none"> <li>■ Submitted grant applications are reviewed by the OHS team. Applications which support targets and performance measures are approved as submitted or returned for modifications.</li> <li>■ A draft of the HSP is prepared for review and approval by OHS staff.</li> <li>■ Staff prepares Sections 405 grant applications.</li> <li>■ Staff supports all activities to support the national "Drive Sober or Get Pulled Over" (DSOGPO) and Border to Border Campaigns.</li> </ul>
July	<ul style="list-style-type: none"> <li>■ The final HSP is submitted to NHTSA. Meetings are held with potential grantees.</li> </ul>
August-October	<ul style="list-style-type: none"> <li>■ Request for Proposals (RFP) are issued or received based on availability of Federal funding. FFY 2022 grants and contracts are finalized.</li> <li>■ Staff conducts activities to support the "Drive Sober or Get Pulled Over" campaign (conducted in late August through Labor Day).</li> </ul>
October-November	<ul style="list-style-type: none"> <li>■ Begin work on the FFY 2021 Annual Report.</li> </ul>
November-December	<ul style="list-style-type: none"> <li>■ The FFY 2021 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.</li> </ul>

### Data Sources and Processes

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
- Reviewing highway safety data and researching best practices including the following:

- Fatality Analysis Reporting System (FARS)
- NHTSA
- National Occupant Protection Use Survey (NOPUS)
- RIDOT OHS
- Rhode Island Division of Motor Vehicles
- 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
- › Key data sources include:
  - Rhode Island Department of Transportation, Office on Highway Safety
  - Fatality Analysis Reporting System (FARS)
  - United States Census Bureau
  - United States Federal Highway Administration
  - Rhode Island Department of Motor Vehicles
  - Rhode Island Observed Restraint Use Surveys
  - NHTSA
  - Rhode Island Department of Health, Forensic Sciences Unit
  - Online System for Crash Analysis and Reporting (OSCAR)

## Processes Participants

During the HSP planning cycle, the OHS contacts safety stakeholders to share information on safety problems and effective countermeasures being implemented by other agencies. The OHS staff also offer our partners updated data and grant application guidance. Opportunities to enhance partnerships and collaboration are also identified. The list of stakeholders, which grows yearly, is provided below:

- |   |  |
|---|--|
| › American Automobile Association, Southern New England (AAA) | › Mothers Against Drunk Driving (MADD)                                   |
| › Bike Newport  | › NEL/CPS Construction and Career Academy                                |
| › Brain Injury Association of Rhode Island (BIARI)            | › Driver's Education   |
| › Community College of Rhode Island (CCRI)                    | › Rhode Island Bike Coalition  |
| › Comprehensive Community Action Program (CCAP)               | › Rhode Island Department of Revenue, Division of Motor Vehicles (RIDMV) |
| › Cranston Child Opportunity Zone (COZ)                       | › 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 Interscholastic League
- › Rhode Island Motorcycle Association
- › Rhode Island Municipal Police Academy (RIMPA)
- › Rhode Island Office of the Attorney General
- › Rhode Island Police Chiefs Association (RIPCA)
- › Rhode Island State Police (RISP)
- › Rhode Island Student Assistance Services (RISAS)
- › Rhode Island Traffic Tribunal
- › The Genesis Center
- › Young Voices
- › Statewide Substance Abuse Task Forces

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

- › 39 local police departments
- › AMICA Insurance
- › Federal Highway Administration (FHWA)
- › Federal Motor Carrier Safety Administration (FMCSA)
- › Rhode Island Judiciary
- › Motorcycle retail and repair representatives
- › NHTSA
- › 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)

## **Methods for Project Selection**

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 an RFP.

The OHS invites all stakeholders to an introductory meeting in early spring. (Our FFY 2022 planning meeting was held virtually due to the pandemic.) During the two-hour meeting OHS explains 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. Assistance for grant preparation is always available from all the OHS Program Coordinators.

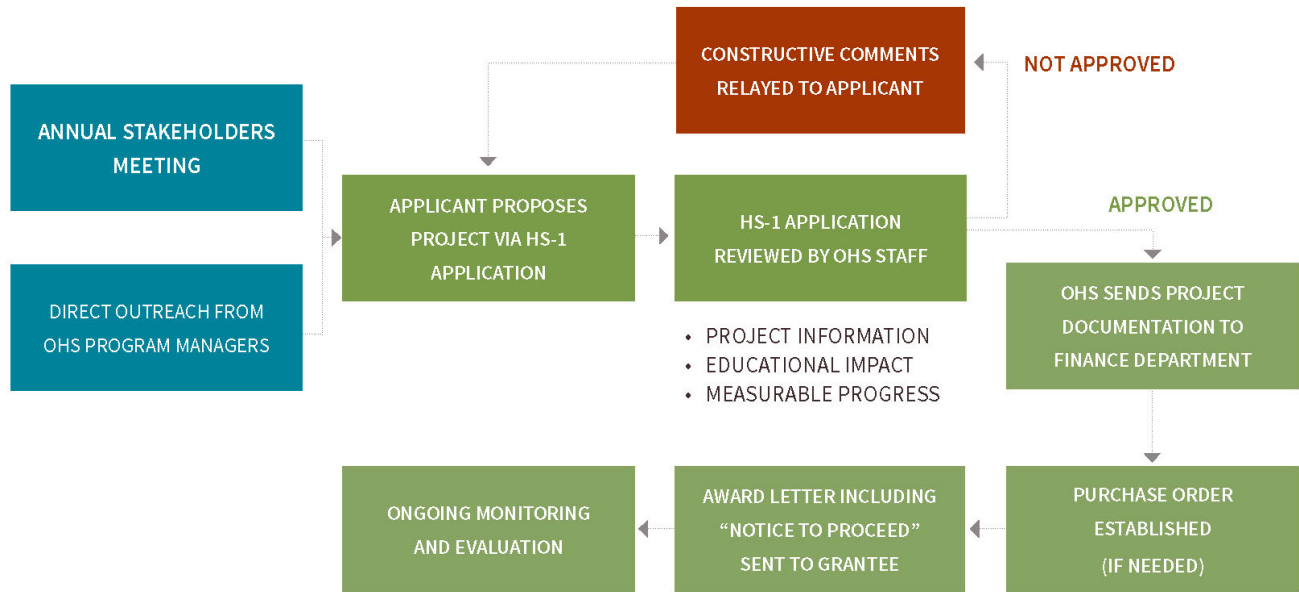
The OHS received multiple grant applications from new and past grant sub-recipients. Some of the applicants include law enforcement agencies, community advocates, state agency representatives, minority community advocates, and substance abuse prevention specialists. Each stakeholder received attachments 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's latest version of Countermeasures That Work and the 2021 Rhode Island HSP. This was the fifth 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 stakeholders 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, our financial accountant, and the Rhode Island Law Enforcement Liaison (LEL). The OHS staff applies the guidelines within a listed criteria sheet to score each application. Every applicant is required to provide a data-driven 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. 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 and offered a signed copy of our risk assessment form before any award is considered or made. 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. Monitoring visits are required for evaluation of the effectiveness of the program and to ensure that appropriate State and Federal procedures are being followed. Since FFY 2020 we have been holding monitoring visits virtually. 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 1.6**.

**Figure 1.6 OHS Application Process**



During the grant planning and review process the OHS staff conducts individual 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. We also discuss the capacity reality of potential sub-recipients. 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 the transportation industry, RISP, municipal law enforcement officers, pedestrian and bicycling advocates, representatives from FHWA, substance abuse prevention and treatment specialists, hospital personnel, NHTSA, the Attorney General’s Office, The Rhode Island Police Chiefs’ Association, Insurance Company Executives, Members of the Rhode Island Hospitality Association, and members of the Rhode Island Motorcycle Association. In addition, the Program Coordinators of the OHS serve as team leaders for the SHSP emphasis areas where they are focused on addressing the most significant traffic safety issues highlighted in the SHSP. 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. Both plans mirror best traffic safety practices and our state’s goal towards ZERO FATALITIES.

Section 4.0 shows what activities will take place in FFY 2022 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

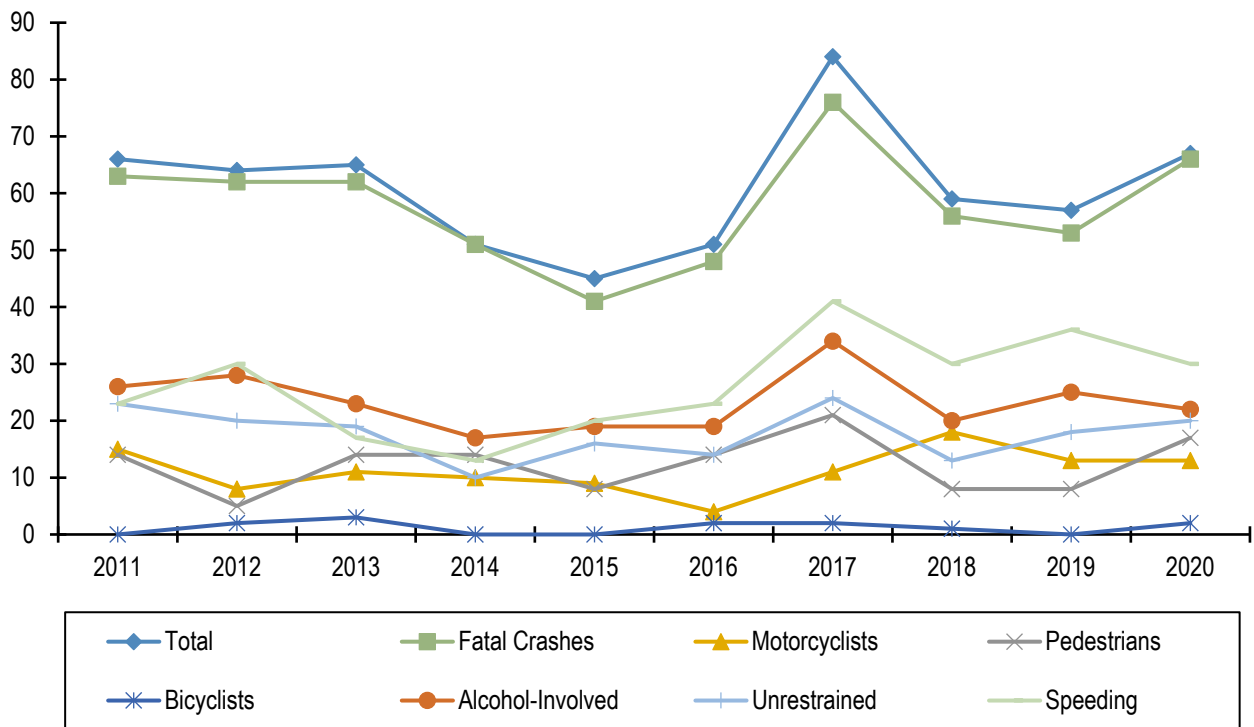
nationally, have been successful in Rhode Island, and are appropriate given the data in the problem identification and the resources available. The OHS used the *Countermeasures that Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices*, 9<sup>th</sup> Edition, 2017 as a reference in the selection of effective, evidence-based countermeasure strategies. The 2017 edition of *Countermeasures That Work* can be viewed in its entirety on the NHTSA web site at: [https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/812478\\_countermeasures-that-work-a-highway-safety-countermeasures-guide-.pdf](https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/812478_countermeasures-that-work-a-highway-safety-countermeasures-guide-.pdf).

## 1.4 Description of Highway Safety Problems

**Figure 1.3** 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 2022 HSP and described in detail in Section 4.0. Not shown in Figure 1.3, but also priority program areas for FFY 2022 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 405c traffic records grant process. The HSP also addresses agency planning and administration functions.

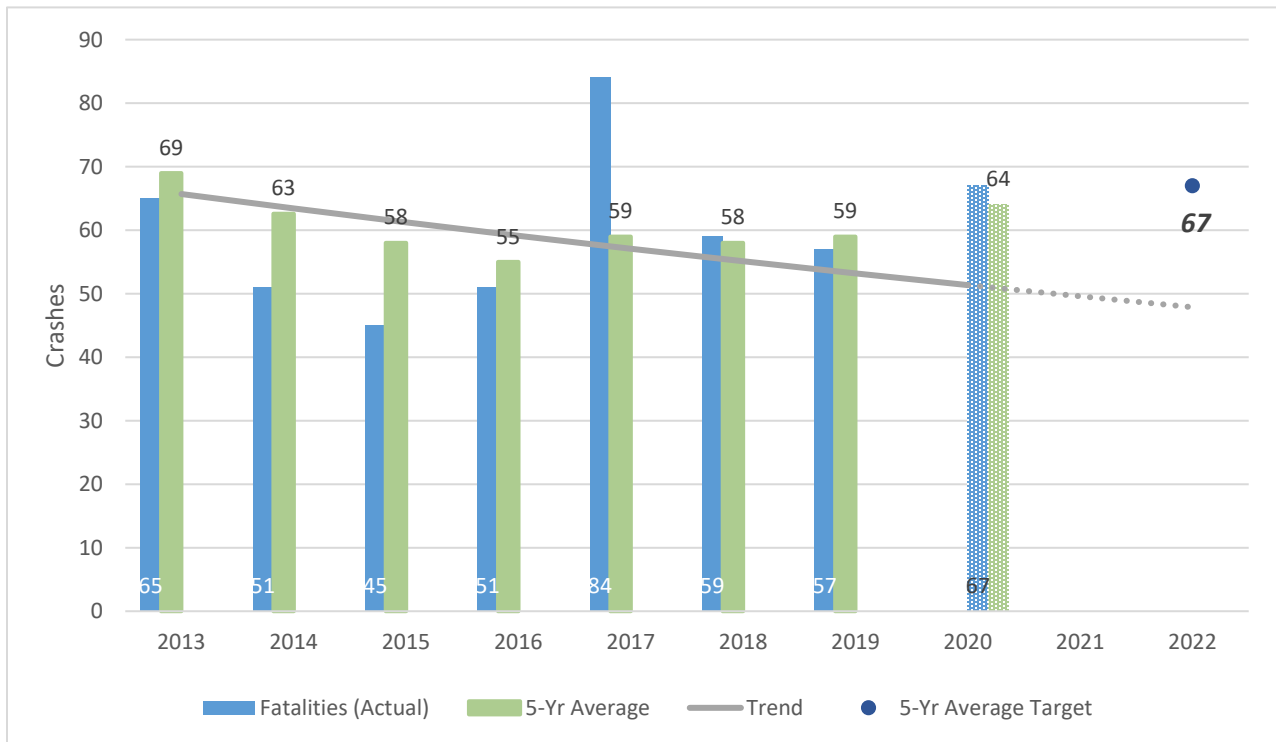
**Figure 1.3 Fatality Trends and Projections**

Source: RIDOT/OHS (2021) and FARS (2021).  
 Note: 2020 values are preliminary



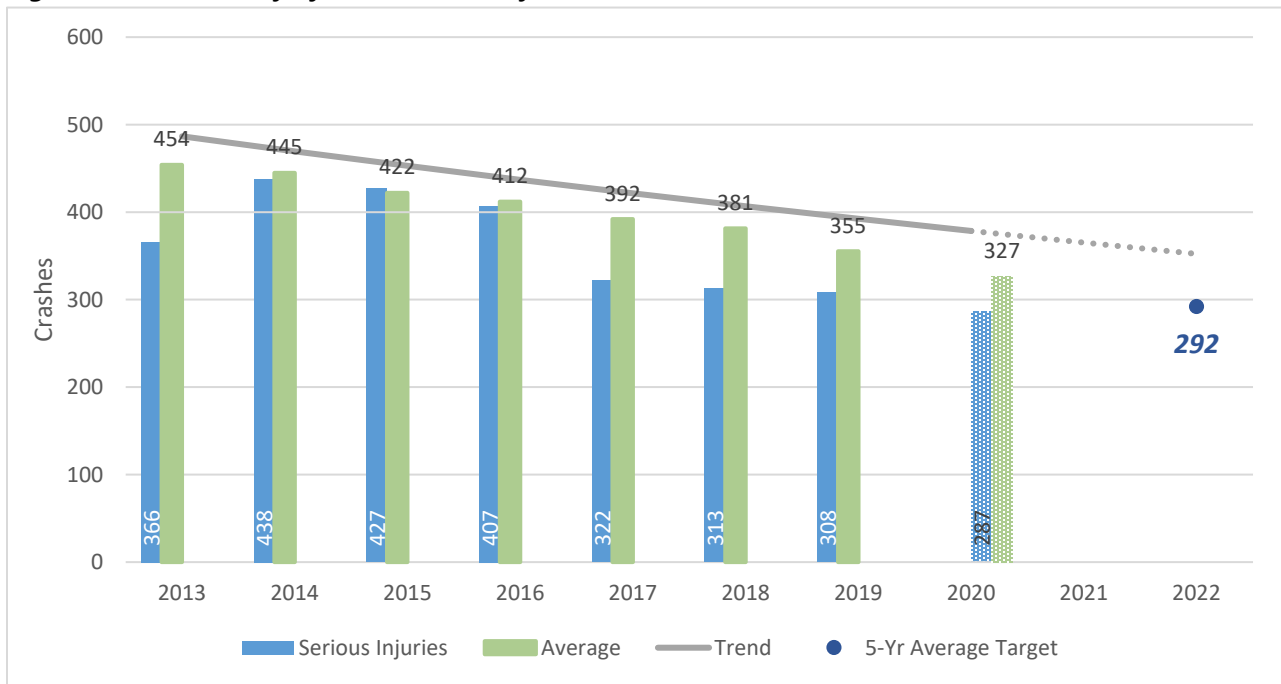
**Figures 1.4 and 1.5** show recent fatality and serious injury trends which have shown a general decline, however, there have been deviations to the decline, such as the spike in fatalities in 2017. Preliminary data from 2020 also show a spike in the number of fatalities, which is consistent with national trends largely due to behavioral trends during the COVID-19 pandemic. For 2021, preliminarily, fatalities are continuing the same trend as in 2020. It is therefore more realistic to set a higher five-year fatality target in 2022 that accounts for these spikes. It is still Rhode Island’s long-term goal to move toward zero deaths and to support this with programs and activities to help perform better than set targets.

**Figure 1.4 Fatality Trends and Projections**



Source: RIDOT/OHS (2021) and FARS (2021).  
 Note: 2020 values are preliminary

**Figure 1.5 Serious Injury Trends and Projections**



Source: RIDOT/OHS, 2021.  
 Note: 2020 values are preliminary

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), and all operators under 21 years 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 Blood Alcohol Concentration (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’s OHS plans increasing our efforts to change the law to include all impaired drivers with less exemptions for driving with any conditional license offered via the courts.
- › No requirement for behind-the-wheel training for novice drivers; only classroom instruction is required. Recently a 50-hour parent/guardian practice requirement was added. We do not require that a young driver is accompanied and supervised between 10:00 p.m. to 5:00 a.m. and we allow for broader exceptions for young drivers during the first 6 months. Rhode Island needs to prohibit more than 1 nonfamilial passenger younger than 21 years of age for the entirety of their provisional license stage. We also do not require the extension of the first stage of driving if the young driver is convicted of a driving related offense.

## List of Information and Data Sources

The Rhode Island HSP accounts for crash data from FARS, RIDOT data for serious injuries, US Census Bureau for demographic information, FHWA for vehicle miles traveled information. Other sources include: RI DMV, RI EMS, RI DOH, RI Courts, RI Police Chiefs' Association, OSCAR (Crash reports), RISP, Alcohol Survey, Seatbelt Survey, RI Attorney General's Office, NHTSA, RI Hospital Trauma Data, YRBS (Youth Risk Behavior Survey), individual community profiles, media campaign beta testing and pre and post surveys, and social media measurements. As more training and opportunities become available to analyze nontraditional data sets, RI OHS and DOT are committed to doing so.

## 1.5 Coordination with Strategic Highway Safety Plan

The OHS has been an active partner in the SHSP process since the development of the first plan in 2006. The 2017-2022 SHSP focuses on the following ten emphasis areas:

- › Impaired Driving
- › Occupant Protection
- › Older Drivers
- › Vulnerable Road Users (pedestrians, bicyclists, motorcyclists, work zones)
- › Younger Drivers
- › Distracted Driving
- › Speed
- › Traffic Incident Management
- › Data
- › Infrastructure (Intersections and Run Off the Road)

This list of emphasis areas includes three new emphasis areas not formally considered as part of the prior amended SHSP in October 2014: Distracted Driving, Traffic Incident Management, and Data. Additionally, the scope of the Vulnerable User emphasis area has been expanded to include motorcycles and work zones.

OHS staff are members of the SHSP Steering Committee and in many cases serve as team leaders for the Impaired Driving, Occupant Protection, Older Driver, Vulnerable Road User, Younger Driver, Distracted Driving, Speed, Traffic Incident Management, and Data emphasis areas. The OHS will continue to adopt Toward Zero Deaths (TZD) as a goal for the plan.

Data availability, access points, and integration continue to challenge the state. Through the SHSP update process interest addressing the following data gaps and deficiencies were apparent:

- › In Rhode Island fatality numbers are relatively low and do not necessarily show the complete picture.
- › No way of integrating all 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 (RIDOT now has a process to manually review all serious injury crashes to fill this data need).
- › Lack of roadway/roadside inventory data for selecting and implementing infrastructure type improvements (RIDOT now has a process to manually review 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 (RIDOT now has a process to manually review 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 Rhode Island's Traffic Records Coordinating Committee (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, team leader for the Data emphasis area, and attends all meetings.

The behavioral goals, strategies, and action steps in the Rhode Island SHSP reflect the activities and programs in the HSP and the HSIP. The goal for the Rhode Island SHSP is Toward Zero Deaths. Several the strategies and action steps in the SHSP reflect OHS programs and activities. During FFY 2017 OHS assumed the lead in developing and implementing this extension of the SHSP.

OHS aligns its behavioral goals, strategies, and action steps with the 2017-2022 Rhode Island SHSP. The goal for the Rhode Island SHSP continues to be Toward Zero Deaths. Section 4.0 of this document highlights strategies that align the FFY21 HSP with the 2017-2022 SHSP.

## 2

## FFY 2021 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 2021 HSP. Targets for FFY 2020 core performance measures are set for five-year average fatalities over the period 2017 to 2021.

**Table 2.1 Progress in Meeting FFY 2021 Performance Targets**

Program Area	Performance Measure	Performance Target	Realized <sup>a</sup>
OHS Program Goals	<b>C-1 Reduce traffic fatalities</b>	Maintain the five-year average traffic fatalities below 69. Baseline: 59 fatalities (2015-2019) Target: 69 fatalities (2017-2021)	Preliminary data indications 2020: 67 fatalities 2021 YTD <sup>d</sup> : 33 fatalities 2016-2020 average: 64 fatalities Average trending upward
		As of June 30, 2021, the fatality count was 33 fatalities which suggests, 73 for 2021 and a 5-year average of 68 for 2017-2021. In recent years, fatalities have fluctuated, with a spike in 2017 at 84 fatalities, and in 2020 during the COVID-19 pandemic with 67. The increase in 2020 was like that in 2017, with a rise in speeding, pedestrian, and young driver crashes. Preliminarily, trends in 2021 appear to be following 2020 with higher than historic fatality trends which results in a higher five-year average number of fatalities.	
	<b>C-2 Reduce serious injuries (SI)<sup>b</sup></b>	Reduce the five-year average serious injuries by 17 percent Baseline: 355 SI (2015-2019) Target: 309 SI (2017-2021)	Preliminary data indications 2020: 287 SI 2021 YTD <sup>d</sup> : 284 SI 2016-2020 average: 327 SI Average trending downward
		As of June 30, 2021, the serious injury count was 119 which suggests, 284 for 2021 and a 5-year average of 300 for 2017-2021. The five-year rolling average for Rhode Island's serious injuries have steadily decreased for the last five years, including during the COVID-19 pandemic. Serious injuries are projected to be lower than average, with 287 in 2020 and 284 in 2021. Rhode Island will continue to work toward the SHSP goal of TZD with a baseline of 2011.	
	<b>C-3 Reduce the rate of traffic fatalities per 100 million vehicle miles traveled (VMT)</b>	Maintain the five-year average traffic fatalities per 100 million VMT lower than 0.89 Baseline: 0.74 (2015-2019) Target: 0.89 (2017-2021)	Preliminary data indications 2020: 1.02 fatalities per 100M VMT 2021 YTD <sup>d</sup> : 0.94 fatalities per 100M VMT 2016-2020 average: 0.83 fatalities per 100M VMT Average trending upward

Program Area	Performance Measure	Performance Target	Realized <sup>a</sup>
		<p>As of June 30, 2021, the estimated fatality rate was 0.94 fatalities per 100M VMT and a 5-year average of 0.89 for 2017-2021. While the fatality rate has declined slightly in recent years, the COVID-19 pandemic with a higher number of fatalities despite the lower vehicle miles traveled resulted in a fatality rate for 2021 that is, just like in 2020, higher than in prior years. This significant spike will require several years of rate reductions before Rhode Island moves back on track toward its zero deaths goal.</p>	
<p><b>Occupant Protection</b></p>	<p><b>C-4</b> <b>Reduce unrestrained occupant fatalities</b></p>	<p>Maintain the five-year average unrestrained occupant fatalities lower than 16                      Baseline: 17 fatalities (2015-2019)                      Target: 16 fatalities (2017-2021)</p>	<p>Preliminary data indications                      2020: 20 fatalities                      2021 YTD<sup>d</sup>: 9 fatalities                      2016-2020 average: 18 fatalities                      Average trending upward</p> <p>As of June 30, 2021, the unrestrained fatality count was 9 fatalities which suggests 20 for 2021 and a 5-year average of 19 for 2017-2021. Unrestrained fatalities have fluctuated over the last five years. While a spike in such fatalities in 2020 affects the five-year average in 2021, planned efforts to address unrestrained occupants will try to replicate successes in 2018 and maintain a downward trajectory in the average number of fatalities. During the COVID-19 pandemic, this is a behavioral trend that has been observed throughout the country.</p> <p>Many of our community partners were not prepared to sustain their original staff and projects at historic levels which generated positive results. OHS will prioritize the creation of an Occupant Protection (OP) task force in 2022 and we will implement suggestions and strategies from the FFY21 OP assessment into the FFY22 HSP.</p>
	<p><b>B-1</b> <b>Increase observed seat belt use</b></p>	<p>Increase observed seat belt use                      Baseline: 88.6 percent (2019)                      Target: 90 percent (2021)</p>	<p>2019: 88.6 percent                      2020 and 2021 data not available.                      Survey indicates flat trend.</p> <p>Average several years of small incremental increases in the observed seat belt percentage, 2019 showed a slight decrease. This might indicate a flattening of a curve. OHS applied for a waiver in 2020 due to the COVID-19 pandemic and is not reporting more updated data.</p> <p>Many of our community partners were not prepared to sustain their original staff and projects at historic levels which generated positive results. OHS will prioritize the creation of an OP task force in 2022 and we will implement suggestions and strategies from the FFY21 OP assessment into the FFY22 HSP.</p>
	<p>Increase safety belt use among pickup truck drivers</p>	<p>Increase pickup truck driver safety belt usage                      Baseline: 79.1 percent (2019)                      Target: 80 percent (2021)</p>	<p>Observed pickup truck driver safety belt use                      2019: 79.1 percent                      2020 and 2021 data not available.                      Survey indicates upward trend</p> <p>The percentage of observed pickup truck drivers wearing safety belts has been increasing and moving toward to the 80 percent goal. OHS applied for a survey waiver in 2020 due to the COVID-19 pandemic and is not reporting more updated data.</p>

Program Area	Performance Measure	Performance Target	Realized <sup>a</sup>
Impaired Driving	<b>C-5 Reduce alcohol-impaired driving fatalities involving driver or motorcycle operator with a blood alcohol content (BAC) of 0.08 or greater <sup>c</sup></b>	Maintain the five-year average impaired driving fatalities below 25 Baseline: 22 fatalities (2014-2018) Target: 25 fatalities (2017-2021)	Preliminary data indications 2020: 22 fatalities 2021 YTD: N/A <sup>e</sup> 2016-2020 average: 24 fatalities Average trending flat
		After a spike in 2017, the number of impaired driving fatalities dropped as low as 20, consistent with observations with prior years. Despite local and national trends toward notable increases in many behavioral types of fatalities, there were fewer impaired fatalities in 2020 compared to 2019 and the average grew by one fatality. The five-year average will continue to increase if impaired fatalities in 2021 exceed the number in 2016, the year that is replaced in calculations.	
Speed	<b>C-6 Reduce speed-related fatalities</b>	Maintain the five-year average speed-related fatalities below 29 Baseline: 30 fatalities (2015-2019) Target: 29 fatalities (2017-2021)	Preliminary data indications 2020: 31 fatalities 2021 YTD: N/A <sup>e</sup> 2016-2020 average: 32 fatalities Average trending upward
		As years with significant lower numbers of speed-related fatalities such as 2014 are dropped from the five-year average calculations, the average will rise. The spike in 2017 and in 2019 with an increase in fatalities will result in requiring several years of sustained decline to help to lower the average.	
Motorcycles	<b>C-7 Reduce motorcycle fatalities</b>	Maintain the five-year average motorcyclist fatalities at 15 or below Baseline: 11 fatalities (2015-2019) Target: 15 fatalities (2017-2021)	Preliminary data indications 2020: 13 fatalities 2021 YTD <sup>d</sup> : 9 fatalities 2016-2020 average: 12 fatalities Average trending upward
		As of June 30, 2021, the motorcycle fatality count was 9 fatalities which suggests 20 for 2021 and a 5-year average of 15 for 2017-2021. A higher number of fatalities in 2018 and sustained higher than historic crashes in 2019 and 2020 are contributing to a steady rise in the number of motorcycle fatalities. When the low number in 2016 is removed from the five-year average calculation in future years, the average number will also rise in 2021 and beyond. Despite our continued motorcycle safety educational and media campaigns in FFY20, messaging reached fewer riders due to cancellation of events because of the COVID-19 pandemic. New approaches will be taken in FFY 2022.	
	<b>C-8 Reduce unhelmeted motorcyclist fatalities</b>	Maintain the five-year average unhelmeted motorcyclist fatalities at 8 or below Baseline: 6 fatalities (2015-2019) Target: 8 fatalities (2017-2021)	Preliminary data indications 2020: 5 fatalities 2021 YTD <sup>d</sup> : 6 fatalities 2016-2020 average: 6 fatalities Average trending upward
		As of June 30, 2021, the unhelmeted fatality count was 6 fatalities which suggests 13 for 2021 and a 5-year average of 8 fatalities for 2017-2021. The number of unhelmeted fatalities in 2019, just like 2018, was above the running average. 2020 returned to historic trends for this measure. 2021 has already exceeded that of 2016, meaning the five-year average will rise. More than half of motorcycle fatalities in 2021 have been unhelmeted.	

Program Area	Performance Measure	Performance Target	Realized <sup>a</sup>
Young Drivers	<b>C-9 Reduce or maintain the number of drivers age 20 or younger involved in fatal crashes</b>	Maintain the average number of drivers age 20 or younger involved in fatal crashes at 9 or below Baseline: 7 fatalities (2015-2019) Target: 9 fatalities (2017-2021)	Preliminary data indications 2020: 11 fatalities 2021 YTD: N/A <sup>e</sup> 2016-2020 average: 8 fatalities Average trending remains flat
		Preliminarily the number of 2020 fatalities is 11, much higher than the low of 3 achieved in 2019, but lower than the previous peak of 13 in 2017. As with other performance measure, challenges due to the pandemic are anticipated to be felt in 2021 which may impact the five-year average.	
Pedestrians	<b>C-10 Reduce or maintain number of crash fatalities among pedestrians</b>	Maintain the five-year average number of pedestrians in fatal crashes below 14 Baseline: 12 fatalities (2015-2019) Target: 14 fatalities (2017-2021)	Preliminary data indications 2020: 17 fatalities 2021 YTD <sup>d</sup> : 3 fatalities 2016-2020 average: 14 fatalities Average trending remains flat
		As of June 30, 2021, the pedestrian fatality count was 3 fatalities which suggests 7 for 2021 and a 5-year average of 12 fatalities for 2017-2021. Preliminary data indicate there were 17 pedestrian fatalities in 2020, a significant increase from the 8 fatalities from each of 2018 and 2019, but lower than a peak of 21 in 2017. Preliminary 2021 data shows only 3 pedestrian fatalities to date, a notable drop compared to recent years. There is a need to continually focus on statewide vulnerable road user programs targeting Providence and other municipalities with high pedestrian crashes to help the State continue moving back toward the TZD trend.	
	Reduce the number of pedestrian fatalities with a BAC of 0.08 or greater <sup>a</sup>	Reduce by 15 percent Baseline: 1.8 fatalities (2014-2018) Target: 1.7 fatalities (2017-2021)	Preliminary data indications 2020: 6 fatalities 2021 YTD: N/A <sup>e</sup> 2016-2020 average: 2.8 fatalities Average trending upwards
		Greater than one-third of pedestrian fatalities in 2020 were impaired, however, with a high number of total pedestrian fatalities that results in 6 pedestrian fatalities with a BAC 0.08 or greater and making it difficult to reach the 2021 target.	
Bicyclists	<b>C-11 Maintain zero crash fatalities among bicyclists</b>	Maintain the five-year average number of bicyclist fatalities at or below 1.5. Baseline: 1 fatality (2015-2019) Target: 1.5 fatalities (2017-2021)	Preliminary data indications 2020: 2 fatalities 2021 YTD <sup>d</sup> : 0 fatalities 2016-2020 average: 1 fatality Average trending remains flat
		As of June 30, 2021, the bicyclist fatality count was 0 fatalities. Historically, Rhode Island has averaged one cyclist fatality per year and a projected 5-year average of 1 fatality for 2017-2021. There were 2 bicycle fatalities in 2020 which is on the higher side of the typical trend and affects the five-year average. OHS is committed to continued outreach efforts and messaging regarding bicycle safety.	
Seat Belt Citations	A-1	In 2020, there were 2,408 seat belt citations issued during grant-funded enforcement activities.	

Program Area	Performance Measure	Performance Target	Realized <sup>a</sup>
Impaired Driving Arrests	A-2	In 2020, there were 484 impaired driving arrests made during grant-funded enforcement activities.	
Speeding Citations	A-3	In 2020, there were 7,146 speeding citations issued during grant-funded enforcement activities.	
Traffic Records	Increase the percentage of crash records linked to a location with the roadway system.	Progress for this performance measure is deferred due to resource limitations in 2020 and will be revised in FFY22 after the strategic planning effort later in calendar year 2020. OHS plans to implement suggestions and strategies from the FFY20 TRCC assessment into the FFY22 HSP	
Distracted Driving	Increase the number of DMV survey respondents who never talk on a handheld cellular phone	Baseline: 45 percent (2019) Target: 50 percent (2021)	2019: 46 percent 2020 and 2021 data not available.
		The 2019 annual attitudinal survey showed a slight increase in the percentage of respondents who indicated they never use a cellular phone while driving. Due to the COVID-19 pandemic, efforts to get more law enforcement trained on identifying distracted driving were not able to be carried out.	
Planning and Administration	Administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders, and addresses State safety characteristics		Conducted stakeholder meeting to receive input for development of the FFY 2022 HSP
			FFY 2020 Annual Report delivered by December 31, 2020
			Deliver FFY 2022 HSP by July 1, 2021

Note: Performance measures based on five-year averages show measurement period in parenthesis.

a 2020 crash data is preliminary.

b Serious injury crashes 2011-2020 have been reviewed and validated resulting in slight changes to previously reported values.

c Measure based on NHTSA imputed values.

d 2021 YTD values reflect crash statistics January 1, 2021 – June 30, 2021.

e 2021 data is not available for the impaired-related, speed-related, and younger driver measures. Additionally, survey results are not currently available for 2021.



# 3

## Highway Safety Performance Plan

### 3.1 Performance Trends and Goals

NHTSA identified 11 core performance measures and one behavioral measure for states to use to judge the effectiveness of their programs. The measures are total fatalities, total serious injuries, fatality rate, total fatalities according to common crash factors, and seat belt usage. **Table 3.1** presents Rhode Island FFY 2022 program areas and targets for the core performance measures. These goals are consistent with the latest revision of the 2017-2022 SHSP and its TZD target of halving fatalities and serious injuries by 2030 using 2011 as the base-year (2011 – 2015 five-year averages). OHS worked with RIDOT engineering safety division to align fatality targets with those within the Rhode Island FFY 2022 HSIP.

**Table 3.1 Performance Trends and Targets**

Performance Measures		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 <sup>b</sup>	2022 Target
C-1	Traffic Fatalities (Actual)	67	66	64	65	51	45	51	84	59	57	67	
	Five-Year Moving Average	73	70	69	69	63	58	55	59	58	59	64	67
C-2	Serious Injuries (Actual)	542	455	422	366	438	427	407	322	313	308	287	
	Five-Year Moving Average	–	494	473	454	445	422	412	392	381	355	327	292
C-3	Traffic Fatalities per 100M VMT	0.81	0.84	0.82	0.84	0.66	0.57	0.64	1.05	0.74	0.71	1.02	
	Five-Year Moving Average	0.88	0.85	0.85	0.86	0.79	0.75	0.71	0.75	0.73	0.74	0.83	0.88
C-4	Unrestrained Occupant Fatalities	26	23	20	19	10	16	15	24	13	18	20	
	Five-Year Moving Average	28	26	26	24	20	18	16	17	16	17	18	19
C-5	Fatalities Involving Driver or Motorcycle Operator $\geq 0.08$ BAC <sup>a</sup>	27	26	28	23	17	19	19	34	20	25	22	
	Five-Year Moving Average	27	26	28	28	24	23	21	22	22	23	24	25
C-6	Speed-Related Fatalities	33	23	30	17	13	20	23	41	30	36	31	
	Five-Year Moving Average	31	27	29	28	23	21	21	23	25	30	32	34
C-7	Motorcyclist Fatalities	15	15	8	11	10	9	4	11	18	13	13	
	Five -Year Moving Average	14	14	13	14	12	11	8	9	10	11	12	13
C-8	Unhelmeted Motorcyclist Fatalities	11	8	5	6	7	4	4	5	9	10	5	
	Five-Year Moving Average	9	8	8	8	7	6	5	5	6	6	6	7
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	7	4	4	7	4	6	9	13	7	3	11	
	Five-Year Moving Average	11	9	7	7	5	5	6	8	7	7	8	8
C-10	Pedestrian Fatalities	9	14	5	14	14	8	14	21	7	8	17	

Performance Measures		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 <sup>b</sup>	2022 Target
	Five-Year Moving Average	13	13	11	12	11	11	11	14	13	12	14	14
C-11	Bicyclist Fatalities	2	0	2	3	0	0	2	2	1	0	2	
	Five-Year Moving Average	1	1	1	1	1	1	1	1	1	1	1	1
B-1	Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	78%	80%	78%	86%	87%	87%	88%	88%	89%	89%	89% <sup>c</sup>	90%
	Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	5,802	6,446	7,317	8,446	9,607	6,200	8,092	10,798	9,836	9,732	7,146	-
	Number of Safety belt Citations Issued During Grant-Funded Enforcement Activities	2,181	2,172	5,958	5,346	2,825	7,099	5,562	5,272	4,444	5,335	2,408	-
	Number of Impaired Driving Arrests Made during Grant-Funded Enforcement Activities	288	253	417	438	507	404	363	306	257	272	484	-

Source: RIDOT/OHS (June 2021), FARS (2021).

Note: Prior to 2013, Serious Injury averages were calculated using 3 years of data, not 5 years due to data limitations.

a NHTSA imputed number.

b Preliminary.

c Due to the COVID-19 pandemic, no data was collected during 2020, the 2019 rates are assumed to represent 2020.

## 3.2 Core Performance Measures

**Figures 3.2 through 3.13** provide greater detail on the 11 national core and one behavioral performance measures and include data points and an associated trend line. OHS and RIDOT conducted a target setting workshop in Spring 2021 to finalize performance targets that are consistent between the SHSP, HSP, and HSIP for Fiscal Year 2022 (Fatality, Fatality Rate, Serious Injuries) as required by the FAST Act. As part of the target setting exercise, data was projected using the FORCAST function in Excel using 2016-2020 averages as the baseline. Staff then compared the projected crashes based on the historical trendline and discussed if and how Rhode Island could maintain this trendline. Factors such as current year fatality and serious injury projections, recently implemented and proposed programs and projects, and funding were considered when determining targets for Fiscal Year 2022.

To reach Rhode Island's longer-term goals of toward zero deaths and halving the number of serious injuries based on a baseline average between 2011-2015, an annual reduction in average annual fatalities and serious injuries of 5.3 percent would be required starting in 2020.

The 2017-2022 Rhode Island SHSP adopted a 3 percent reduction in average annual fatalities and serious injuries to account for the recent increases for both numbers. The 2022 fatality and fatality rate targets for the HSP and HSIP are estimated to trend higher as the five-year average from 2018-2022 reflects a sustained trend of slightly higher fatalities than observed in the few years prior. The HSP from the previous fiscal year included years (2014, 2015, 2016) with a lower number of fatalities and helped to lower the five-year average. Preliminary fatality numbers in 2021 are trending higher than average for recent years, consistent with the increasing rate of fatalities observed in the second half of 2020. In addition, this higher number of fatalities combined with lower VMT due to the COVID-19 pandemic also results in higher fatality rates.

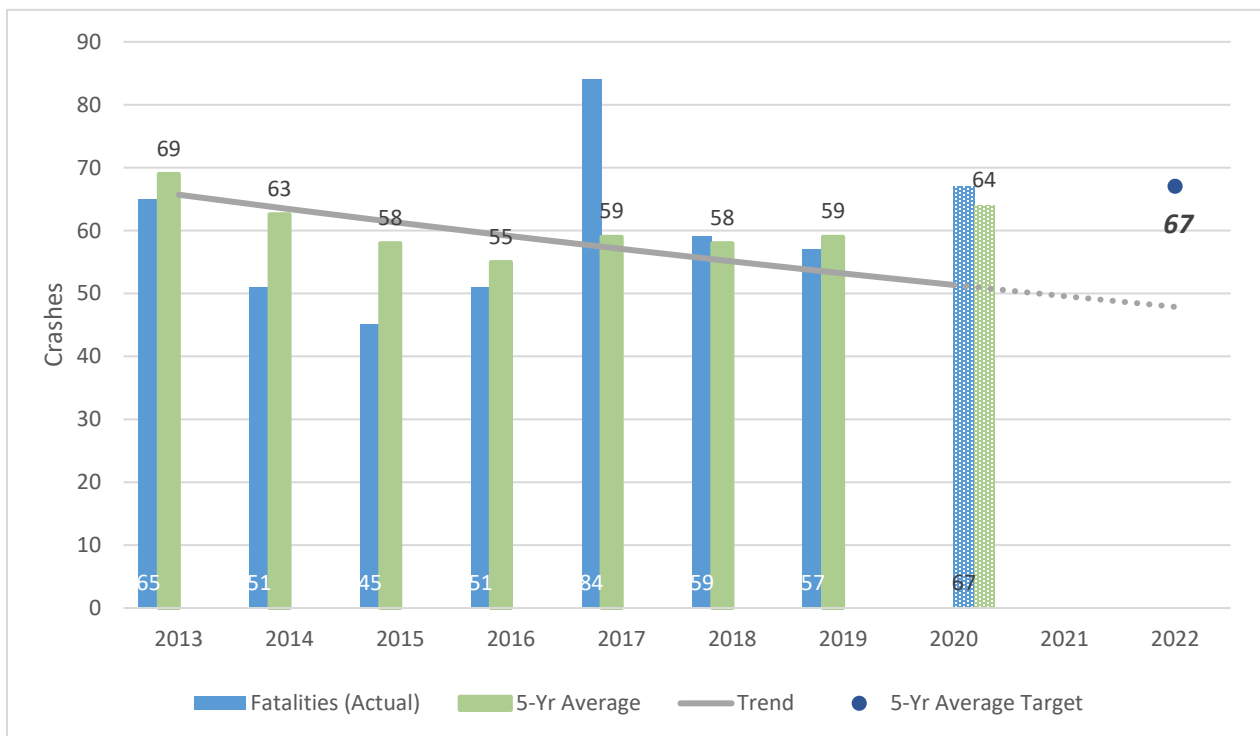
The 2022 serious injuries target for the HSP and HSIP exceeds the SHSP 3 percent reduction approach as serious injuries have trended downward prior to and during COVID-19. This will help this target maintain the SHSP approach and at least help Rhode Island reach its serious injury targets stated in the 2017-2022 SHSP. The core measures described in the subsequent sections show FFY 2022 fatality targets that are slightly higher than those of FFY 2020 and 2021 to account for steady growth in fatalities. The 2020 values shown in the subsequent figures are preliminary and are provided by RIDOT/OHS.

### C-1 Fatalities

› **Goal.** Maintain the five-year average traffic fatalities below 67 (2018 to 2022 average) by December 31, 2022.

- **Justification.** In recent years, fatalities have fluctuated, with a spike in 2017 at 84 fatalities, and in 2020 during the COVID-19 pandemic with 67. The increase in 2020 was like that in 2017, with a rise in speeding, pedestrian, and young driver crashes. With additional effort placed in highway safety programs, reductions were achieved in 2018, and it is hoped this will be replicated in 2022. The safety target setting exercise for the 2022 HSP resulted in a conservative target that increases the average to reflect an expected higher number of fatalities in 2021.

**Figure 3.1 C-1 Fatalities**



Source: RIDOT/OHS (2021) and FARS (2021).

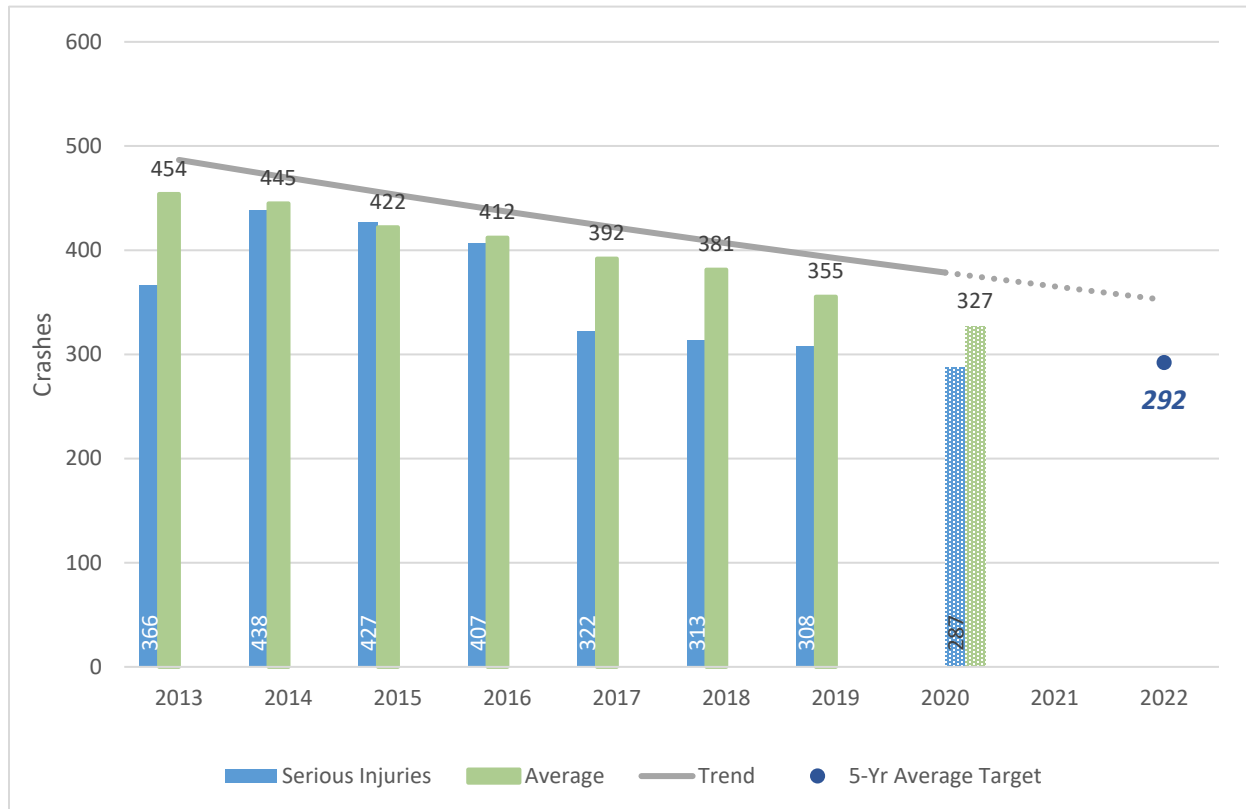
Note: 2020 crash values are preliminary

Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022 SHSP.

### C-2 Serious Injuries

- › **Goal.** Reduce the five-year average serious injuries by 10 percent from 327 (2016 to 2020 average) to 292 (2018 to 2022 average) by December 31, 2022.
  - **Justification.** The five-year rolling average for Rhode Island’s serious injuries have steadily decreased for the last five years, including during the COVID-19 pandemic. Serious injuries are projected to be lower than average, with 287 in 2020. Rhode Island will continue to work toward the SHSP goal of TZD with a baseline of 2011.

**Figure 3.2 C-2 Serious Injuries**



Source: RIDOT/OHS (2021).

Note: 2020 crash values are preliminary

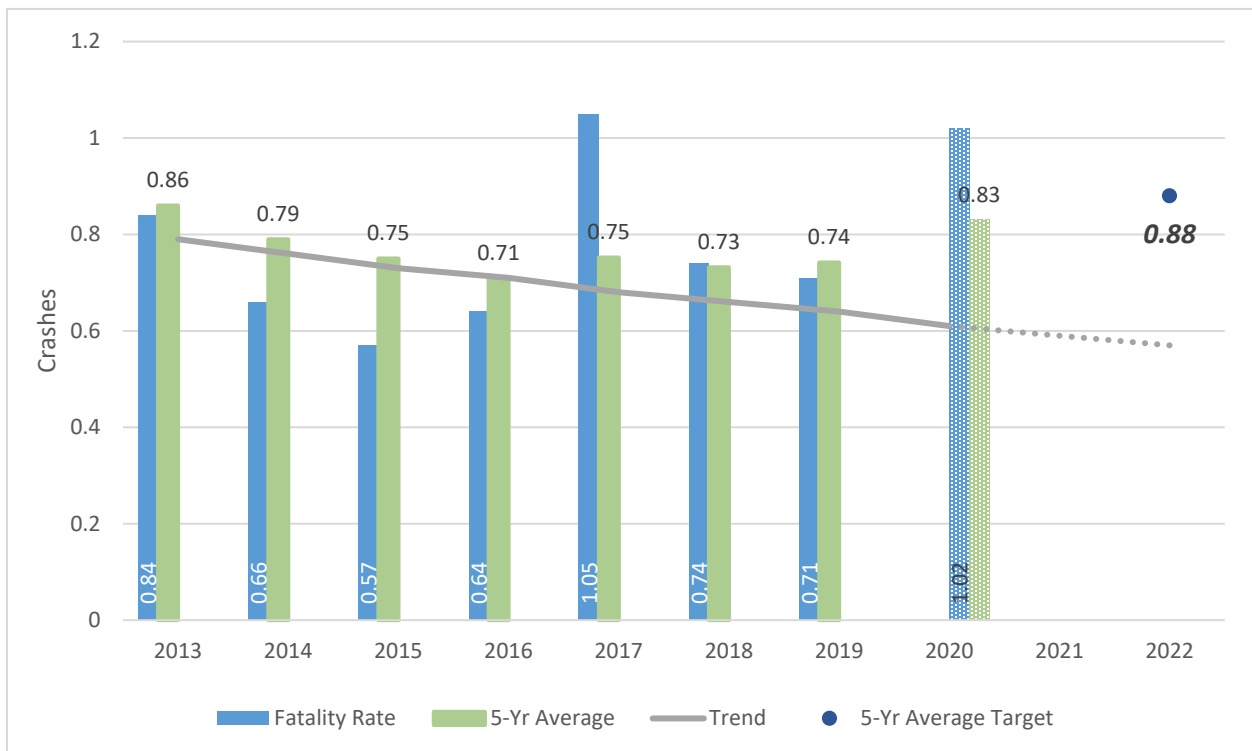
Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022 SHSP.

Beginning in 2013, RIDOT transitioned to reporting a 5-year moving average from a 3-year moving average.

### C-3 Fatality Rate

- › **Goal.** Maintain the five-year average traffic fatalities per 100 million VMT lower than 0.88 (2018 to 2022 average) by December 31, 2022.
  - **Justification.** While the fatality rate has declined slightly in recent years, the COVID-19 pandemic with a higher number of fatalities despite the lower vehicle miles traveled resulted in a spike in the fatality rate. This significant spike will require several years of rate reductions before Rhode Island moves back on track toward its zero deaths goal. The conservative target of shown in the C-1 performance measure is also reflected here.

**Figure 3.3 C-3 Fatality Rate per 100 Million VMT**



Source: RIDOT/OHS (2021) and FARS (2021).

Note: 2020 crash values, and therefore rates, are preliminary

Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022 SHSP.

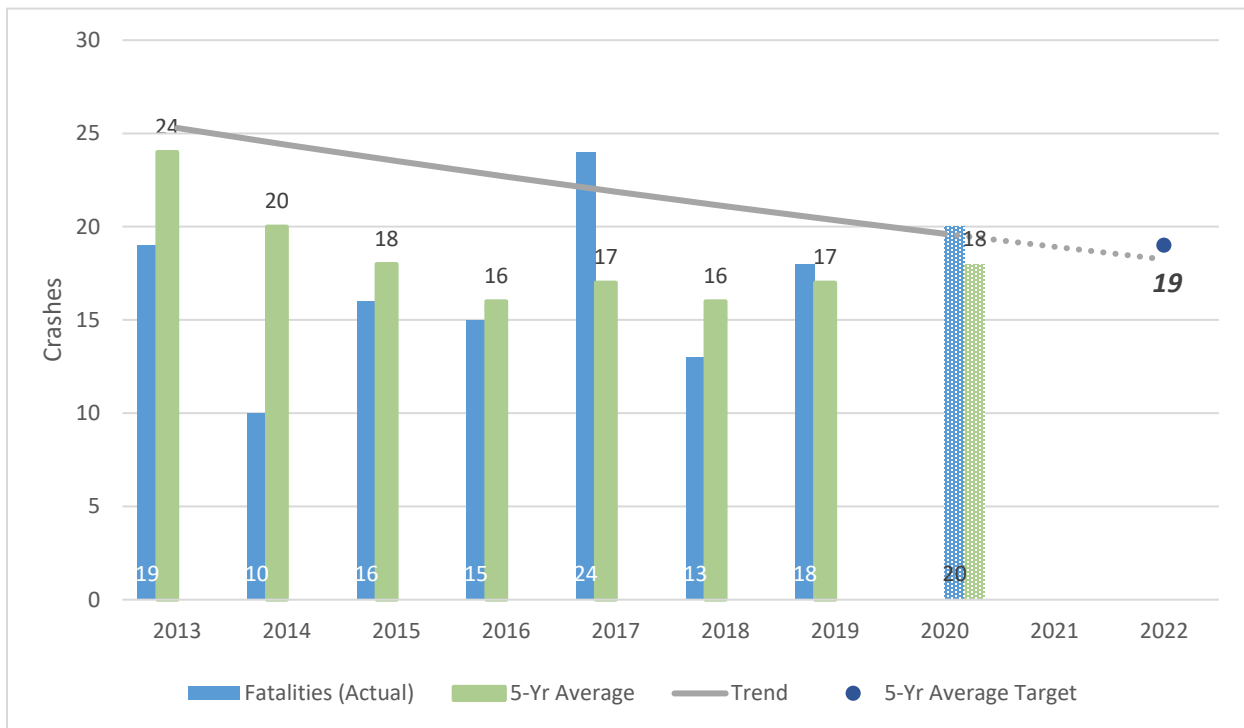
### C-4 Unrestrained Motor Vehicle Occupant Fatalities

› **Goal.** Maintain the five-year average unrestrained occupant fatalities below 19 (2018 to 2022 average) by December 31, 2022.

- **Justification.** Unrestrained fatalities have fluctuated over the last five years. While a spike in such fatalities in 2020 affects the five-year average, planned efforts to address unrestrained occupants will try to replicate successes in 2018 and maintain a downward trajectory in the average number of fatalities. A goal of 19 fatalities (5-year average) in 2022 was chosen to reflect the average proportion of overall fatalities that involved an unrestrained occupant (28 percent).

Although Rhode Island passed a primary law in 2011 and strengthened it in 2013, we have not been able to sustain the momentum to target OP programs as much as we had hoped. Many of our community partners were not about to sustain their original staff and projects at that level. We will prioritize the creation of an OP task force in 2022 and we will implement suggestions and strategies from the FFY21 OP assessment into the FFY22 HSP.

**Figure 3.4 C-4 Unrestrained Motor Vehicle Occupant Fatalities**



Source: RIDOT/OHS (2021) and FARS (2021).

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

2020 crash values are preliminary.



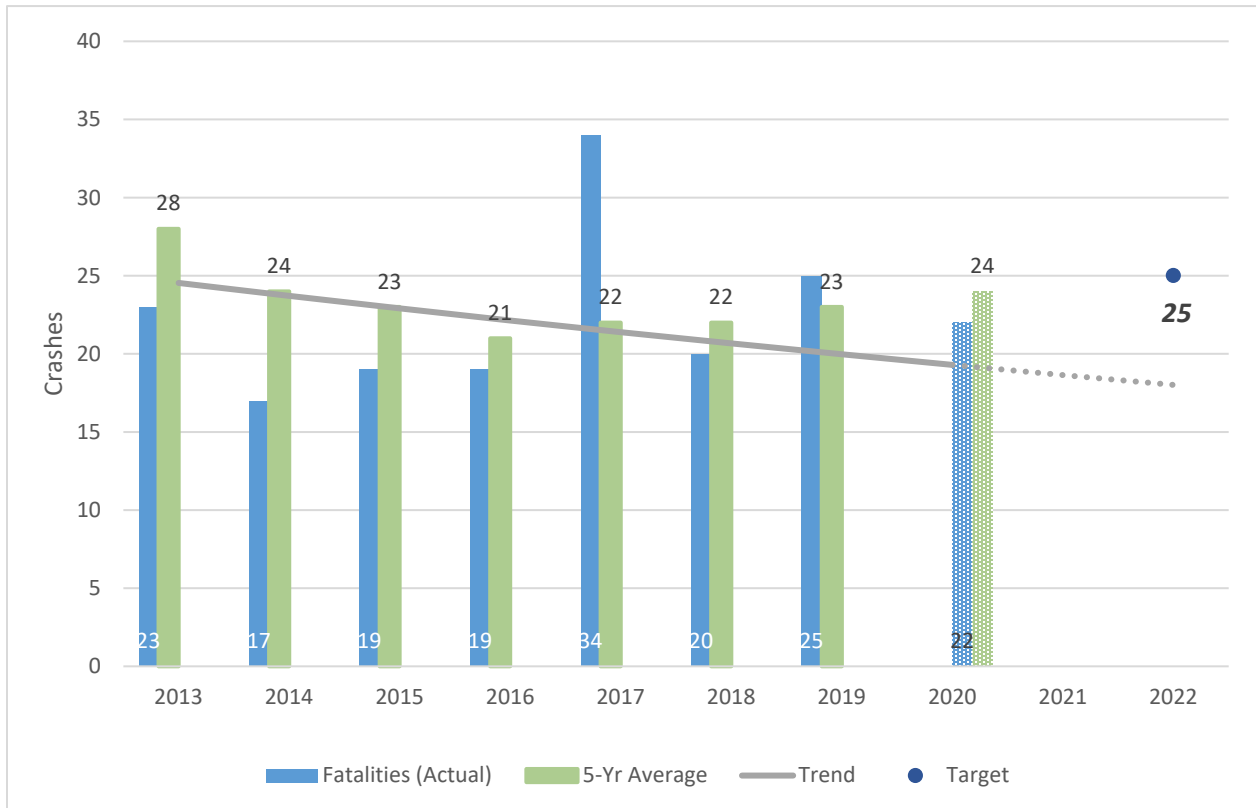
### C-5 Fatalities Involving Driver or Motorcycle Operator with $\geq 0.08$ BAC

› **Goal.** Maintain the five-year average impaired driving fatalities below 25 (2018 to 2022 average) by December 31, 2022.

- **Justification.** Between 2016 and 2020, the five-year average impaired fatalities have remained between a low of 19 and a high of 34. A target of 25 was chosen for 2022 that reflects the average percentage of overall fatalities that involve an impaired driver (38 percent). Redoubled efforts to address impaired driving are anticipated to meet the target.

OHS will implement new programming, implement new media, designate a Traffic Safety Coalition meeting to brain-storming suggestions for expanding partnerships. We will also continue to work with our TSRP and their guidance in securing research-based policies at the state level. Our new SHSP in 2023 will also have dedicated programs which include partner assistance and leadership in supporting our impaired driving efforts.

**Figure 3.5 C-5 Fatalities Involving Driver or Motorcycle Operator with  $\geq 0.08$  BAC**



Source: NHTSA Imputed data (2020).

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

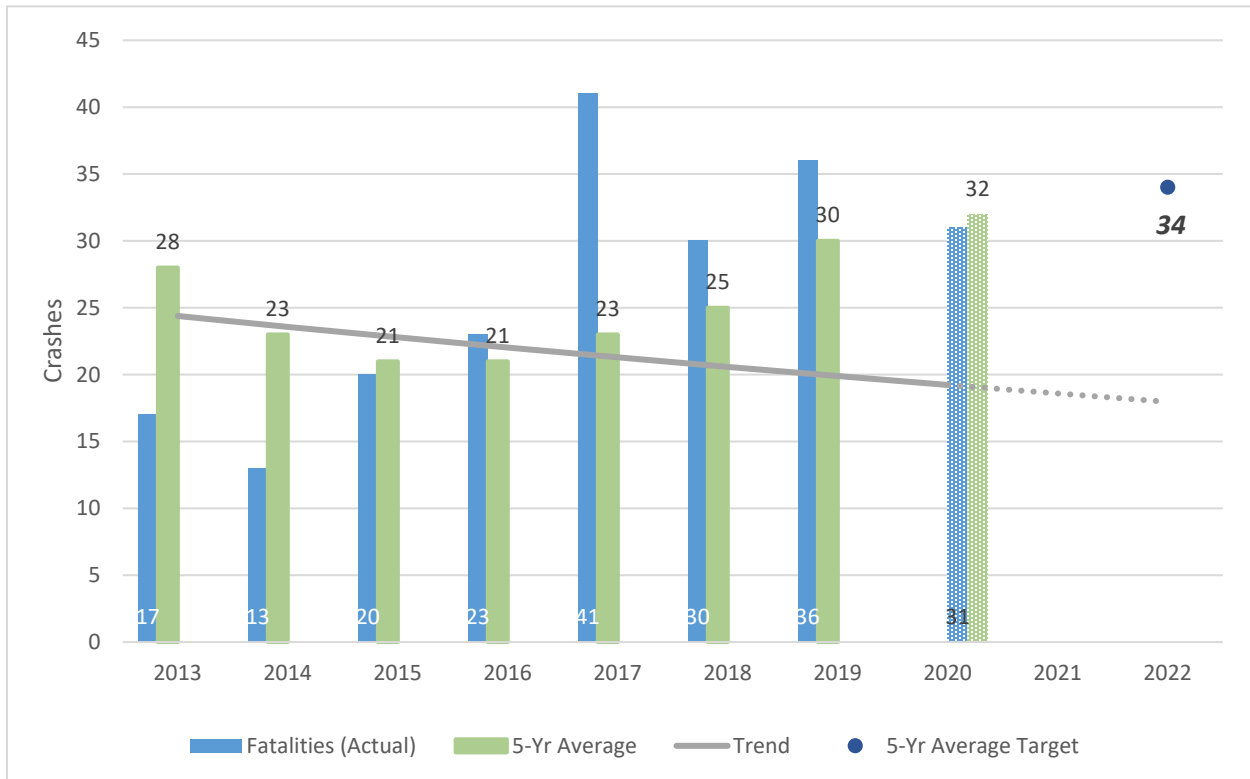
2020 crash values are preliminary.

Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022 SHSP.

### C-6 Speed

- **Goal.** Maintain the five-year average speed-related fatalities below 34 (2018 to 2022 average) by December 31, 2022.
  - **Justification.** Speed-related fatalities have fluctuated over the last few years, with as few as 13 in 2014 and a spike in 2017 at 41 fatalities. The spike in 2019 (36 fatalities) will require significant decreases in future years to achieve averages that move toward the zero deaths goal. A goal of 34 fatalities in 2022 provides a realistic target as speed-related fatalities are typically half of all fatalities.

**Figure 3.6 C-6 Speed-Related Fatalities**



Source: RIDOT/OHS (2021) and FARS (2021).

Note: 2020 crash values are preliminary.

Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022 SHSP.

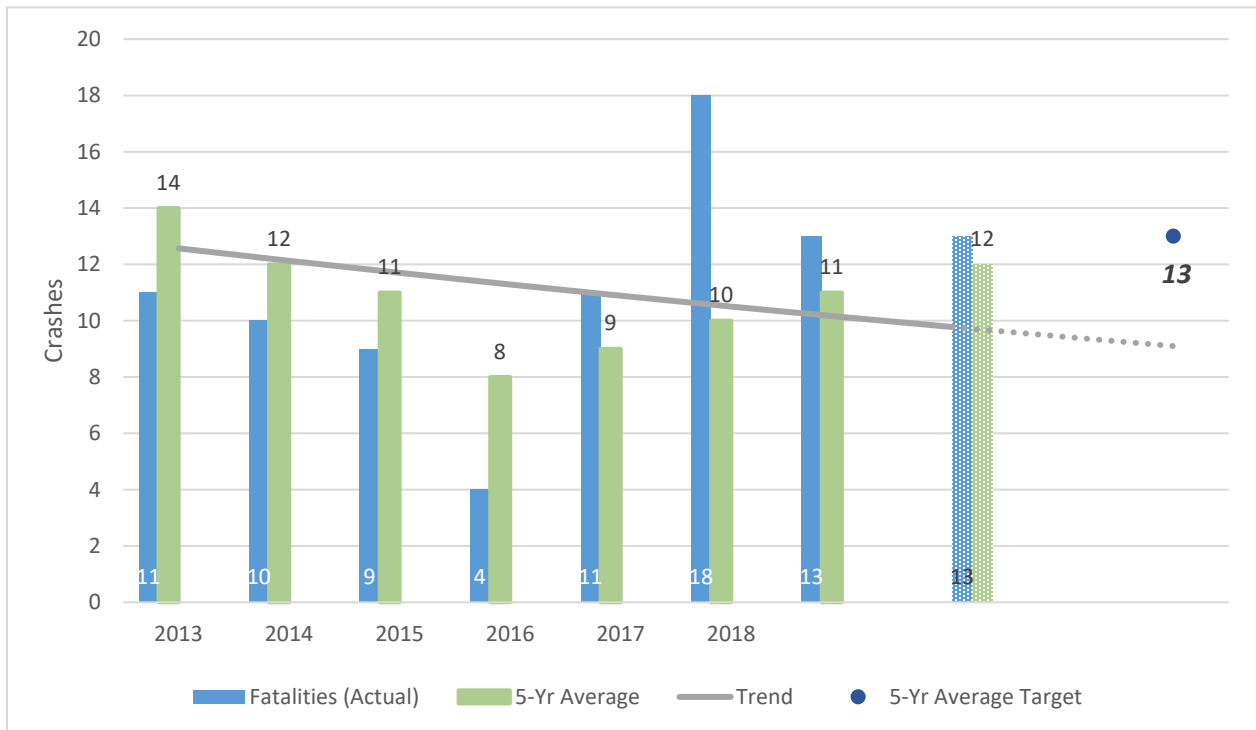
### C-7 Motorcycle Fatalities

› **Goal.** Maintain the five-year average motorcyclist fatalities at 13 or below by December 31, 2022.

- **Justification.** Motorcycle fatalities have averaged over 10 for many years. A spike in 2018 of 18 affects future average motorcycle fatality statistics. Based on the average proportion of overall fatalities that involve motorcyclists, which is 19 percent, a target of 13 fatalities (2018 to 2022) average has been chosen. By instituting an aggressive program of motorcycle safety activities, Rhode Island will move toward a lower number of fatalities and move back to the path toward zero fatalities.

In 2020, reasons or causations on crash reports indicate inexperience, speed, recklessness, failure to maintain lane, and failure to navigate turns. Despite our continued motorcycle safety educational and media campaigns in FFY20, we reached fewer riders due to cancellation of events because of COVID-19. For our FFY 2022 HSP, we added a new educational project that will highlight the safety benefits of riders wearing proper safety gear. We will work with our partners at the Bureau of Motor Vehicles to continue to investigate opportunities to strengthen the number of riders taking professional rider education, and we will again increase our media presence on radio, television, and digital/social specifically around rider conspicuity, training, and safety gear. OHS will continue partnering with rider organizations dedicated to safety of all riders.

**Figure 3.7 C-7 Number of Motorcyclist Fatalities**



Source: RIDOT/OHS (2021) and FARS (2021).

Note: 2020 crash values are preliminary

Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022 SHSP.

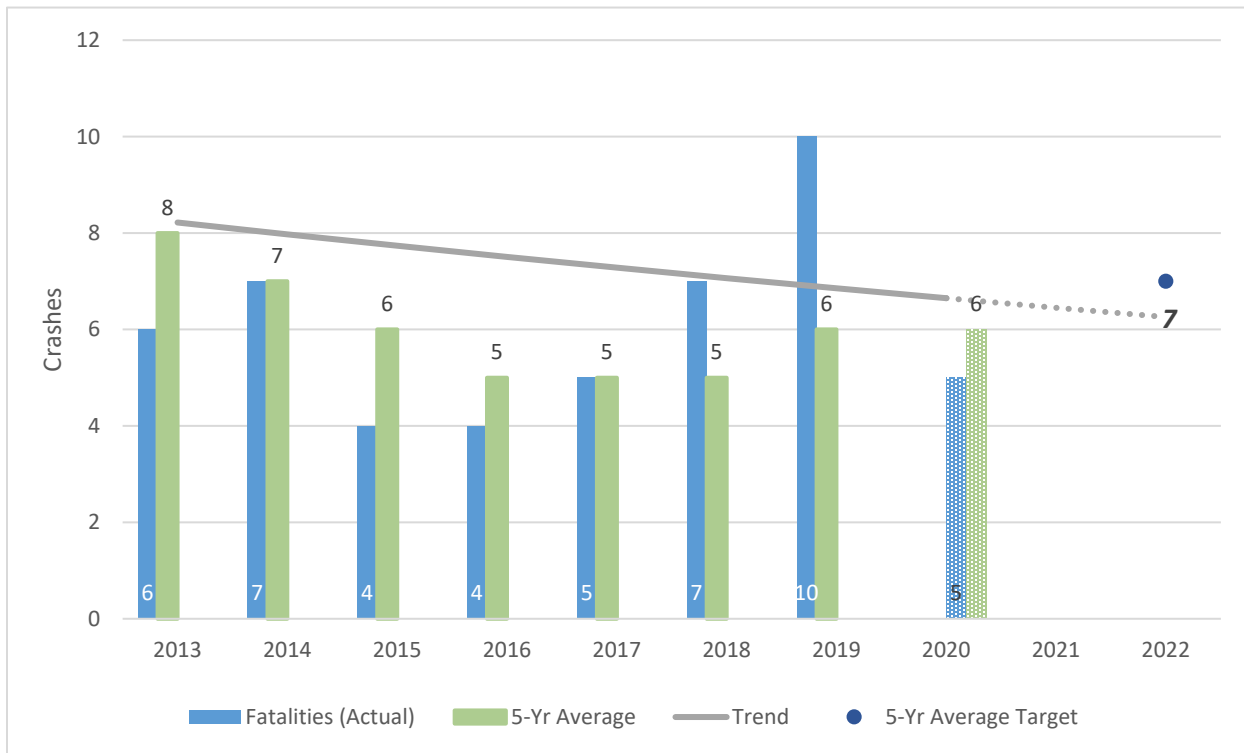
### C-8 Unhelmeted Motorcycle Fatalities

› **Goal.** Maintain the five-year average unhelmeted motorcyclist fatalities at 7 or below by December 31, 2022.

- **Justification.** Similar to the overall motorcycle performance measure, the spike in 2018, and an additional spike specifically for unhelmeted fatalities in 2019 will affect future averages. A goal of 7 fatalities (2018 to 2022 average) is chosen to reflect the average proportion of overall fatalities that involve an unhelmeted motorcyclist, 10 percent. By instituting an aggressive program of motorcycle safety activities, Rhode Island will move toward a lower number of unhelmeted fatalities and move back to the path toward zero fatalities. The 2016 NHTSA motorcycle assessment recommendations will help OHS reach this goal.

Additionally, Rhode Island does not have an all-rider helmet law. We will look to our safety stakeholder partners to introduce and support such a policy. We will also make sure that this policy is included in our 2023 SHSP as we develop it during 2022.

**Figure 3.8 C-8 Unhelmeted Motorcycle Fatalities**



Source: RIDOT/OHS (2021) and FARS (2021).

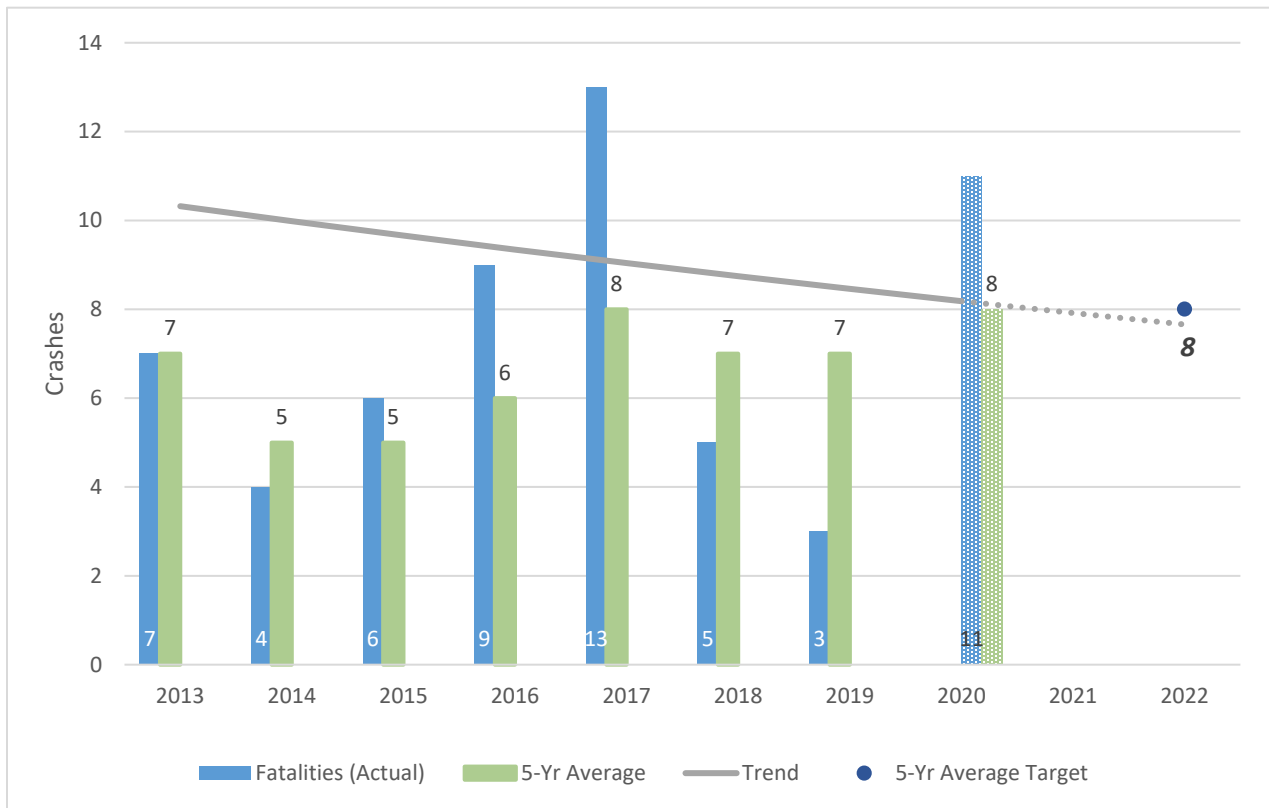
Note: 2020 crash values are preliminary

Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022 SHSP.

### C-9 Young Drivers

- > **Goal.** Maintain the five-year average number of drivers age 20 or younger involved in fatal crashes below 8 (2016 to 2022 average) by December 31, 2022.
  - **Justification.** Preliminarily the number of 2020 fatalities is 11 which is much higher than the low of 3 achieved in 2019, but lower than the previous peak of 13 in 2017. A goal of 8 fatalities (2018 to 2022 average) has been chosen to both move toward TZD but also to reflect the average proportion of overall fatalities that involve younger drivers, which is approximately 13 percent. As with other performance measure, challenges due to the pandemic are anticipated to be felt in 2021 as well.

**Figure 3.9 Drivers Age 20 or Younger Involved in Fatal Crashes**



Source: RIDOT/OHS (2021) and FARS (2021).

Note: 2020 crash values are preliminary

Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022 SHSP.

### C-10 Pedestrian

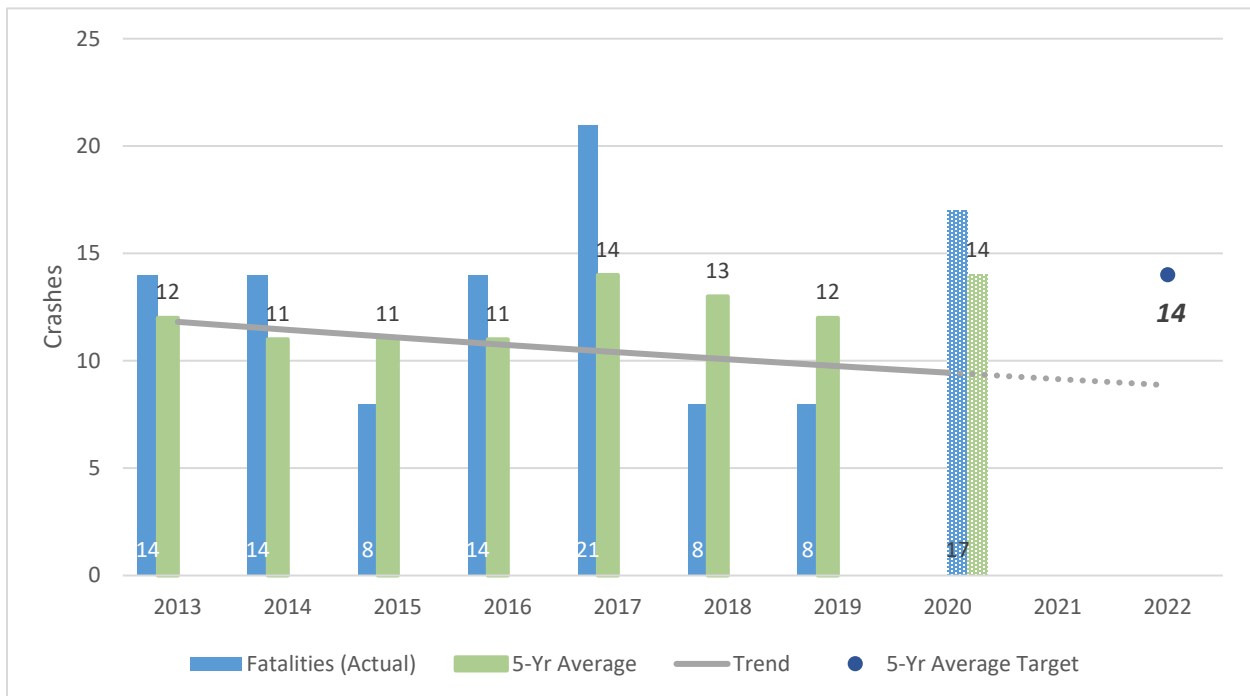
› **Goal.** Maintain the five-year average number of pedestrians in fatal crashes below 14 (2018 to 2022) by December 31, 2022.

- **Justification.** Preliminary data indicate there were 17 pedestrian fatalities in 2020, a significant increase from the 8 fatalities from each of 2018 and 2019, but lower than a peak of 21 in 2017. The increase in 2021 also corresponds to the increase in the overall fatalities during the COVID-19 pandemic. There is a need to refocus on statewide vulnerable road user programs targeting Providence and other municipalities with high pedestrian crashes to help the State move back toward the TZD trend.

Aiming for improved outcomes, we will review past efforts and create momentum to support countermeasures that support strong ped programs. We will increase our media and messaging strategies, law enforcement details and training and review possible legislation to support lowering these numbers. We will also include many projects listed in our SHSP in our 2022 HSP. We will increase our community outreach efforts as well.

Furthermore, to handle this challenge and to remain true to our target we will increase our media efforts, work to create new media pieces, increase our presence on social media, and increase the number of officers we train and deploy for pedestrian patrols. We will also partner with our bike partners to create awareness messaging that reach a larger audience than in the past.

**Figure 3.10 C-10 Pedestrian Fatalities**



Source: RIDOT/OHS (2021) and FARS (2021).

Note: 2020 crash values are preliminary

Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -3% annually for vulnerable road users, consistent with the 2017-2022 SHSP.

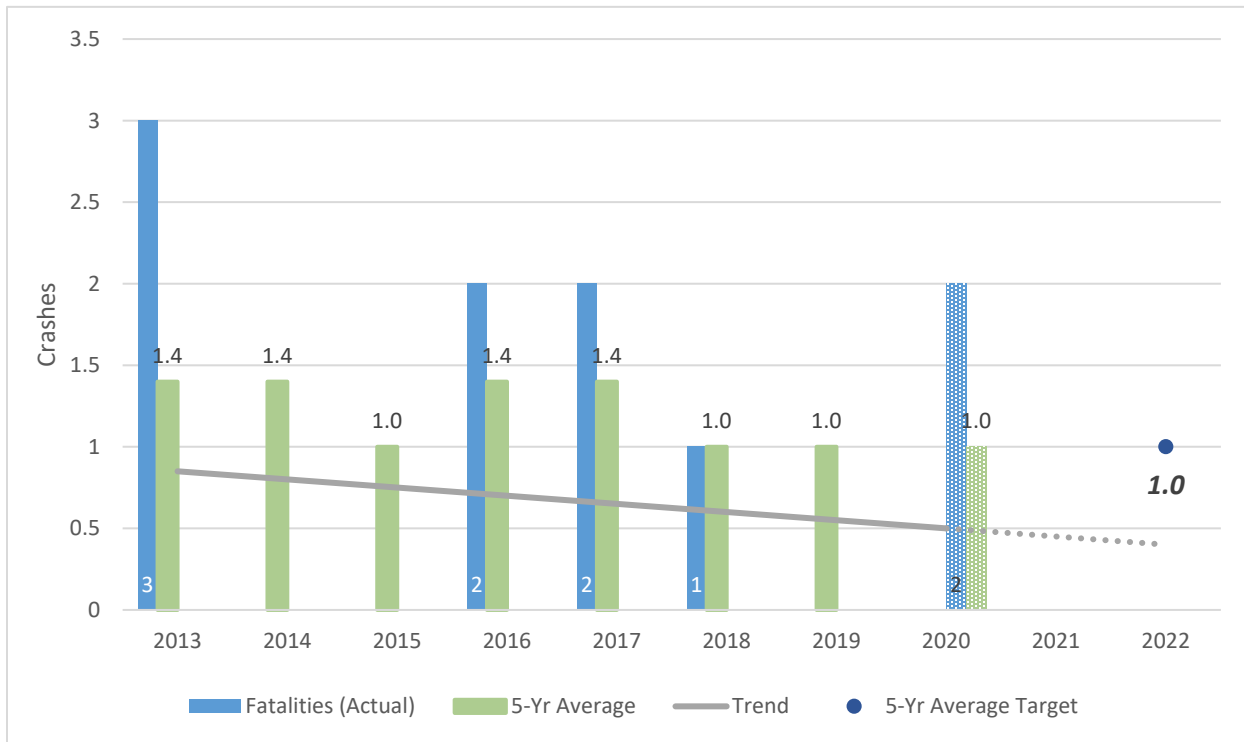
### C-11 Bicycle

› **Goal.** Maintain the five-year average number of bicyclist fatalities at or below 1 by December 31, 2022.

- **Justification.** Bicyclist fatalities have been very low in Rhode Island over the past five years. Preliminary 2020 values show two fatalities. On average, between 2012 and 2020, fatalities have been consistently between 1 and 2 and it is highly likely this trend will continue through the continuation of bicycle events and programs. Through the planned activities presented the State hopes to bring this number to zero deaths.

Focusing on successful past efforts, we will continue to facilitate our elementary school bike safety. We will increase the number of schools who receive this curriculum. We will host the curriculum as well as the bike safety videos which mirror the curriculum on the DOT website.

**Figure 3.11 C-11 Bicyclist Fatalities**



Source: RIDOT/OHS (2021) and FARS (2021).

Note: 2020 crash values are preliminary

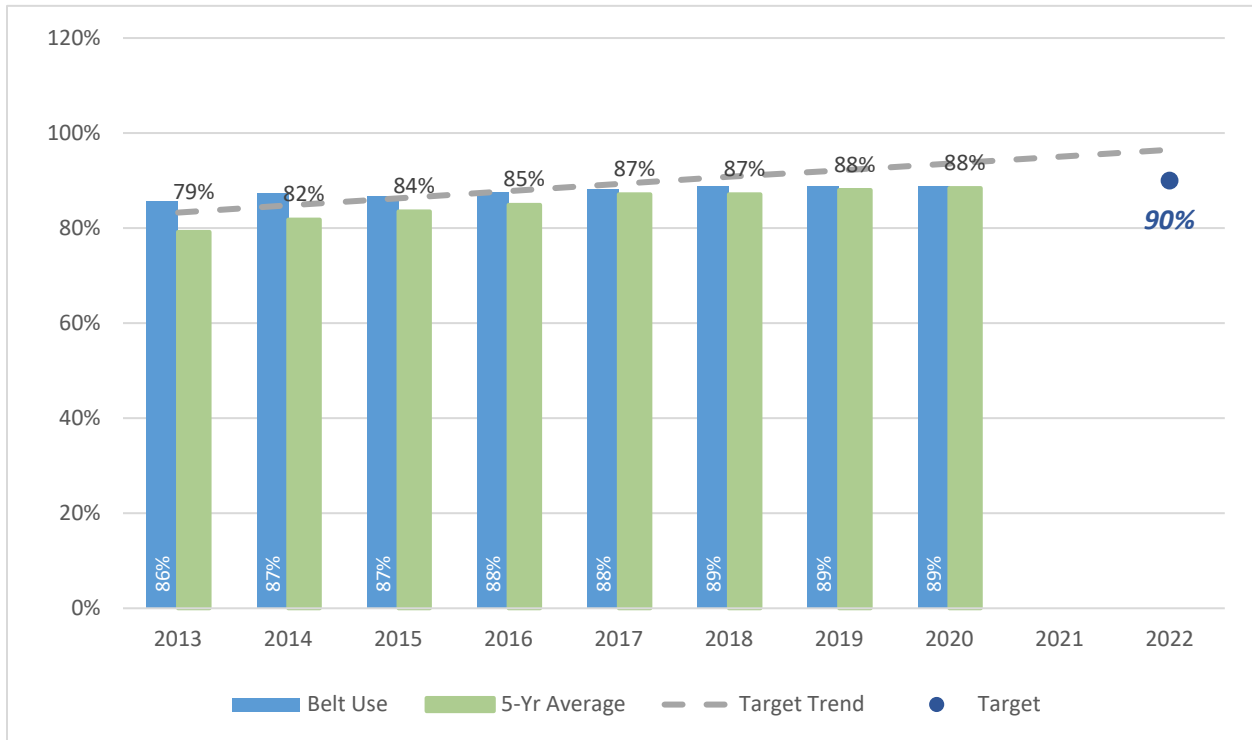
Zero bicycle fatalities occurred in 2011, 2014, 2015, and 2019.

Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -3% annually for vulnerable road users, consistent with the 2017-2022 SHSP.

### B-1 Observed Belt Use

- › **Goal.** Increase observed seat belt use from 88.6 percent in 2019 to 90 percent by 2022.
  - **Justification.** Since the 2013 removal of the sunset on the primary seat belt law seat belt usage has made very minor but steady improvements. The intent is for the rate to continue to rise to 90 percent which is achievable with the continuation of the primary seat belt law, fines, enforcement, and education programs.

**Figure 3.12 Percent Observed Belt Use for Passenger Vehicles (Front Seat Outboard Occupants (2013-2020))**



Source: RIDOT/OHS (2021) and FARS (2021).

Note: Due to the COVID-19 pandemic, no new survey data were collected in 2020. 2019 rates are assumed to represent 2020.



### 3.3 Additional Performance Measures

The Office of Highway Safety elected to adopt additional performance measures in areas of concern to improve their ability to track trends and better respond to changing needs.

#### Occupant Protection

- › **Goal.** Increase safety belt use among pickup truck drivers, as measured by observations, from 79.1 percent in 2019 to 80 percent in 2022.
  - **Justification.** The 2019 value was 2.4 percent higher than in 2017, which is significant. A one percent increase to reach 80 percent appears a reasonable goal. Pickup drivers exhibit the lowest safety belt use rate among the vehicle types tracked in the annual Rhode Island seat belt use survey, ten percent less than passenger cars. Changing the safety behavior of these users is a key component of the initiatives in the HSP. A dedicated enforcement and education focus on these users will help move percentage use upwards. We will implement suggestions and strategies from the FFY21 OP assessment into the FFY22 HSP and it is our goal to coordinate our annual seat belt use survey.
- › **Goal.** Increase perception of being ticketed for failure to wear safety belts “always” or “nearly always” from 44 percent in 2019 to 47 percent in 2022.
  - **Justification.** The percentage of responses to this survey question that are “always” or “nearly always” has been trending upward. Moving past the pandemic, OHS plans to reengage with the public through survey efforts and gain improved perspective on belt use.
- › **Goal.** Increase awareness of “Click It or Ticket” slogan from 50 percent in 2019 to 92 percent in 2022.
  - **Justification.** Rhode Island survey respondents in prior years exhibited an awareness of the CIOT slogan above 90 percent. Moving past the pandemic, OHS plans to reengage with the public through survey efforts and gain improved perspective on belt use. With dedicated efforts between CIOT partners, Rhode Island can move toward this target.

#### Impaired Driving

- › **Goal.** Increase perception of being arrested by law enforcement after drinking and driving “always” or “nearly always” from 50 percent in 2019 to 60 percent in 2022.
  - **Justification.** The percentage of responses to this survey question that are “always” or “nearly always” has been slow to improve. Moving past the pandemic, OHS plans to recalibrate public engagement and will use survey efforts and gain improved perspective on impaired driving perspectives.
- › **Goal.** Increase recognition of DSoGPO impaired driving enforcement slogan from 52 percent in 2019 to 65 percent in 2022.
  - **Justification.** Awareness of this slogan has been trending upward. Continued enforcement and education efforts that build on prior successes will move this percentage upward.

## Pedestrians

- › **Goal.** Lower the five-year average number of impaired pedestrian fatalities to 2 or below (2018 to 2022 five-year average) by December 31, 2022.
  - **Justification.** The average annual number of impaired pedestrian fatalities is 2.8 from 2016–2020, which is a notable increase from previous years. Continued enforcement and education efforts will help drive the number down, however, Rhode Island recognizes increased pedestrian volumes and the COVID-19 pandemic may negate some successes.

## Traffic Records

- › **Goal.** The percentage of all State-owned signals with no missing data elements.
  - **Justification.** Based on R-C-01 – Completeness: The percentage of all State-owned signals with no missing data elements. Project RI-TR-0006 uses NHTSA funds to support the partial collection of timings information for a portion of the State-owned intersection signals. The data collection reduced the percentage of State-owned intersection signals with missing data in the roadway system.
  - **Current Condition.** 89.3%, **Target Condition.** 100%
  - **Supporting Project.** NHTSA M3DA 22 04 - MIRE Pedestrian Project
- › **Goal.** Number of systems that access State EMS data.
  - **Justification.** The State EMS system now integrates with 8 systems, one more than last year. Although not tracked for this measure, as it is unknown how many providers had access through one of the other integrated systems, this new integration allows for all care providers to access EMS data, improving data accessibility.
  - **Current Condition.** 8, **Target Condition.** Trend upward, integrating with more systems.
  - **Supporting Project.** NHTSA 164AL 22 10/NHTSA M8TR 22 01 – RMS Statewide

## Distracted Driving

- › **Goal.** Increase the number of DMV survey respondents who never talk on a hand-held cellular phone while driving from 55 percent to at least 75 percent.
  - **Justification.** The target is to increase the number of DMV survey respondents who never talk on a hand-held cellular phone while driving from 55 percent to at least 75 percent. Ideally this target should be set at 100 percent, however, as an interim target, reaching 75 percent can be attainable. The 2019 DMV survey results showed that 46 percent of respondents had a “never” answer. With a cell phone ban starting in 2018, Rhode Island is encouraged more drivers will stop using their mobile devices while driving. The new Work Zone School Safety Awareness Campaign along with reinforced efforts on current distracted driving education and enforcement projects can help to move the respondent percentage to 50 percent.

Unfortunately, OHS had high hopes in 2020 of training and deploying more law enforcement officers to create a wave-like deterrence on the roads. COVID-19

made that impossible but for the 2022 HSP increasing training and patrols, as well as, increasing media outreach should reach more drivers. 2021 is also the first year we are supporting three very significant youth distracted driver programs. Once the results of those arrive, we will continue to place those in our plan as well.

## Media

- › **Goal.** Increase perception of being ticketed for failure to wear safety belts “always” or “nearly always” from 44 percent in 2019 to 47 percent in 2022.
  - **Justification.** The percentage of responses to this survey question that are “always” or “nearly always” has been trending upward. Moving past the pandemic, OHS plans to reengage with the public through survey efforts and gain improved perspective on belt use.
- › **Goal.** Increase awareness of “Click It or Ticket” slogan from 50 percent in 2019 to 92 percent in 2022.
  - **Justification.** Rhode Island survey respondents in prior years exhibited an awareness of the CIOT slogan above 90 percent. Moving past the pandemic, OHS plans to reengage with the public through survey efforts and gain improved perspective on belt use. With dedicated efforts between CIOT partners, Rhode Island can move toward this target.
- › **Goal.** Increase perception of being arrested by law enforcement after drinking and driving “always” or “nearly always” from 50 percent in 2019 to 60 percent in 2022.
  - **Justification.** The percentage of responses to this survey question that are “always” or “nearly always” has been slow to improve. Moving past the pandemic, OHS plans to recalibrate public engagement and will use survey efforts and gain improved perspective on impaired driving perspectives.
- › **Goal.** Increase recognition of DSoGPO impaired driving enforcement slogan from 52 percent in 2019 to 65 percent in 2022.
  - **Justification.** Awareness of this slogan has been trending upward. Continued enforcement and education efforts that build on prior successes will move this percentage upward.

# 4

## Highway Safety Countermeasures and Projects for FFY 2022 (by Program Area)

This section provides details on the program areas, performance targets and measures, project descriptions, and funding levels and sources. The program areas in the Rhode Island FFY 2022 HSP include occupant protection, impaired driving, speed, motorcycles, younger drivers, vulnerable road users (pedestrians, bicyclists), traffic records, evidence-based enforcement, distracted driving, and planning and administration.

### 4.1 Occupant Protection

#### Problem Identification and Analysis

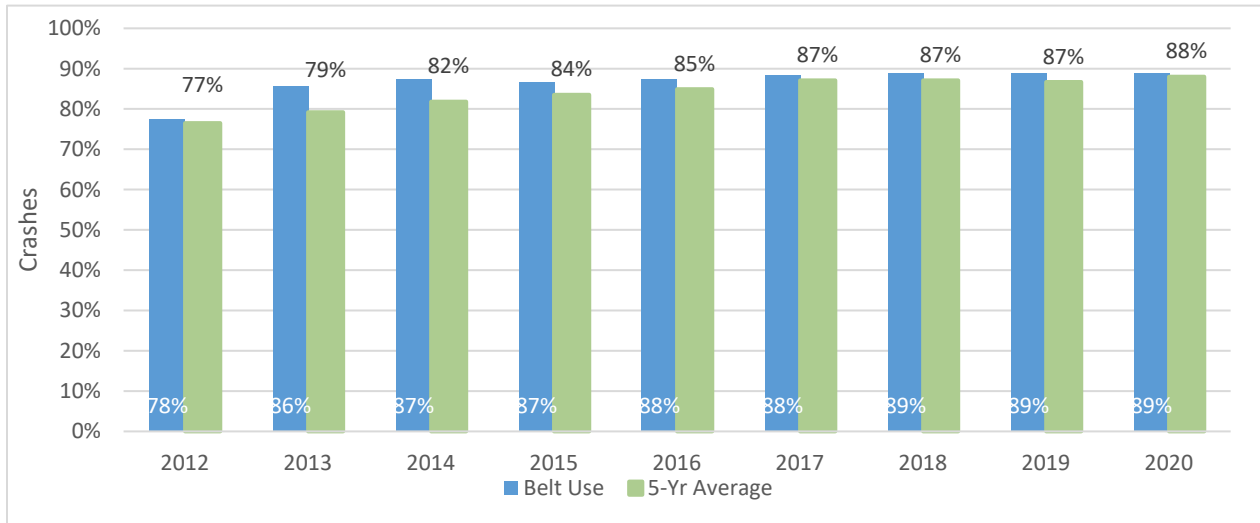
Lack of restraint use continues to be a significant contributing factor in Rhode Island's crash fatalities and serious injuries. Fatalities resulting from crashes where restraints were not used accounted for approximately 30 percent of the total fatalities in 2020. The safety belt use rate for Rhode Island, while steadily rising, has been well below the national rate over the last decade. The Rhode Island seat belt in 2019 was 88.6 percent, lower than the national rate of 90.7 percent. However, the increase in safety belt use also appears to be associated with the continued decline of unrestrained fatalities. Due to the COVID-19 pandemic, OHS applied for the waiver to defer survey efforts. 2019 rates are assumed to reflect 2020.

Additional analysis of available five-year average data show that most unrestrained drivers in fatal crashes are white (73%). 38 percent of occupants are under age 25. Providence has the highest numbers of unrestrained motor vehicle occupant fatalities.

All this information, as well as the key recommendations from the Rhode Island Occupant Protection Assessment in April 2016 will continue to be used to develop appropriate educational and marketing materials and target enforcement activities to reduce restraint nonuse. In 2022, the NHTSA FFY21 OP assessment recommendations will guide this Program's efforts.

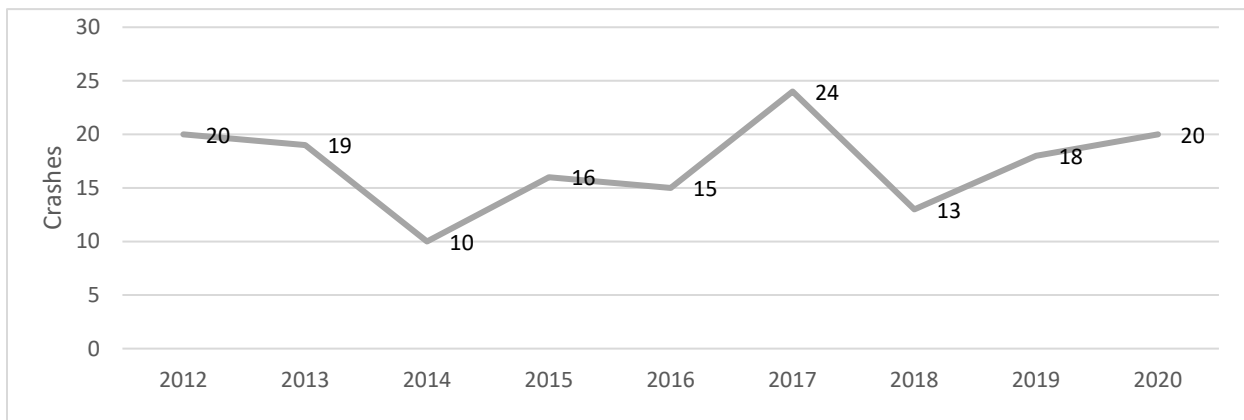
OHS continues to staff a Program Coordinator for the Occupant Protection program, as well as other program areas. This has enabled OHS to enhance occupant protection programs and outreach. This includes introducing an initiative to enhance child passenger safety technician training program for fire services, rescue, and ambulance personnel.

**Figure 4.1 Observed Safety Belt Use Rate**



Source: RIDOT/OHS (2020).

**Figure 4.2 Restraint Nonuse for Rhode Island Motor Vehicle Fatalities**



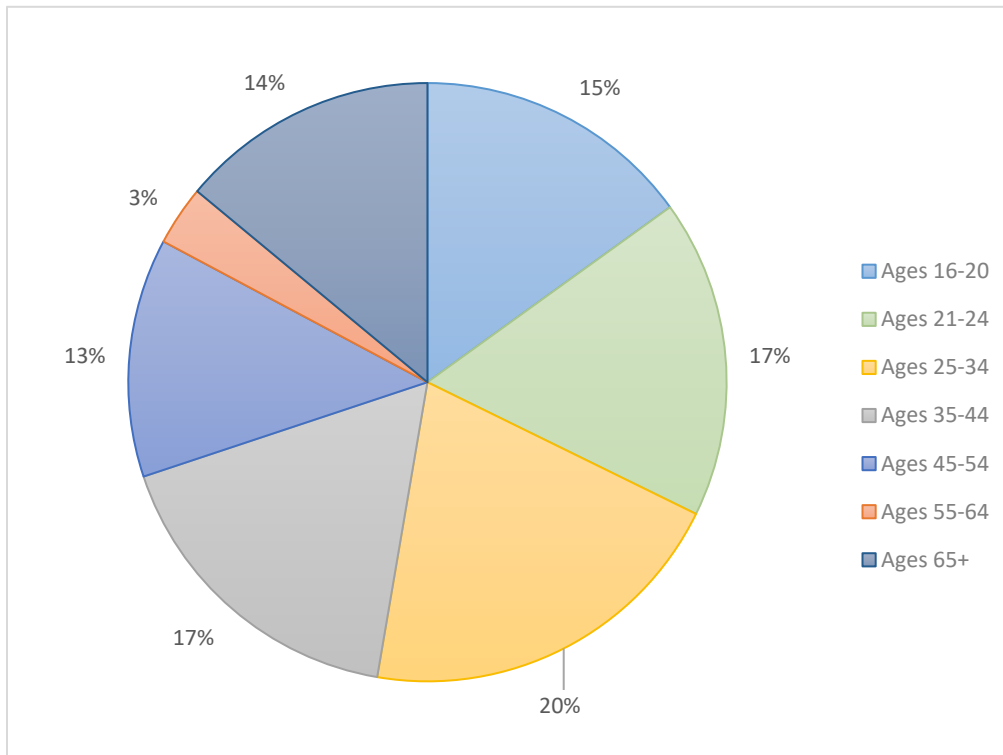
Source: RIDOT/OHS (2021).

**Table 4.1 Motor Vehicle Fatalities by Restraint System – Use and Nonuse (2020)**

	Driver	Passenger	Total
None Used/Not Applicable	16	5	21
Lap Belt Only Used	0	0	0
Shoulder and Lap Belt	13	0	13
Child Restraints	0	0	0
Unknown	4	0	4
<b>Total</b>	<b>33</b>	<b>5</b>	<b>38</b>

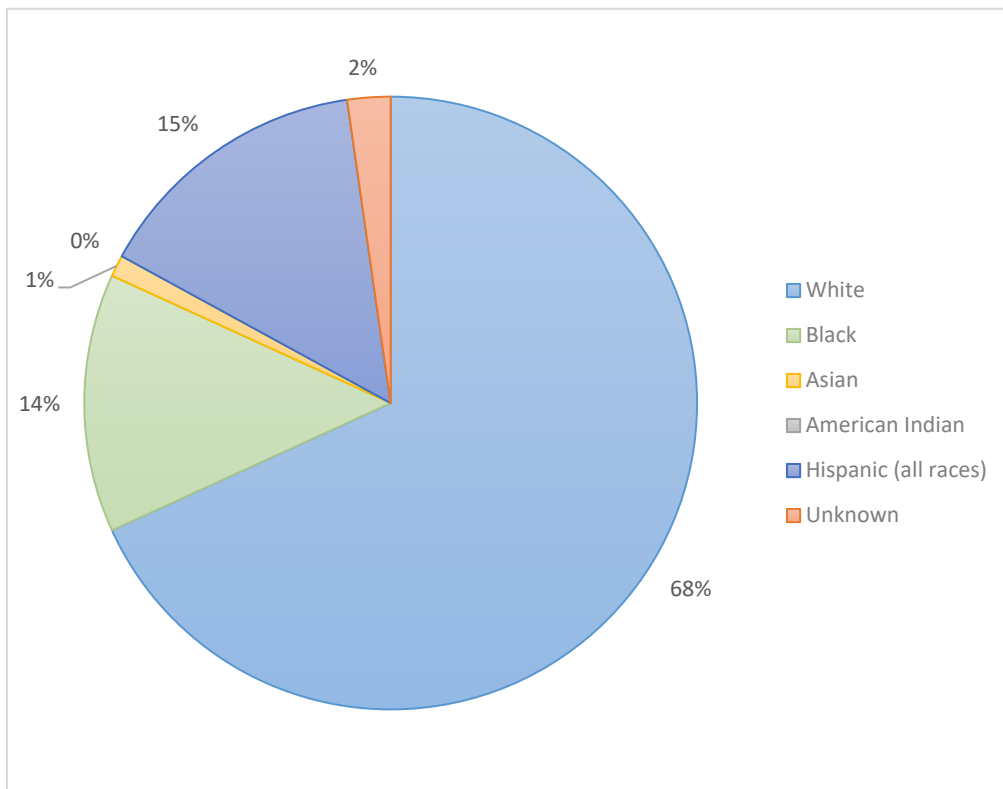
Source: FARS (2021).

**Figure 4.3 Number of Unrestrained Fatalities by Age Group (2016 to 2020)**



Source: RIDOT/OHS (2021).

**Figure 4.4 Unrestrained Fatalities by Race (2016 to 2020)**



Source: RIDOT/OHS (2021).

**Table 4.2 Top Six Cities/Towns for Unrestrained Motor Vehicle Occupant Fatalities (2016-2020)**

City/Town	2016	2017	2018	2019	2020	Total
Providence	1	2	1	3	4	11
Cranston	0	2	3	1	2	8
Johnston	4	1	2	0	0	7
Warwick	0	1	1	2	3	7
Pawtucket	1	2	0	1	2	6
Richmond	0	2	1	0	3	6

Source: RIDOT/OHS (2021)

### Child Passenger Safety

While unrestrained child fatalities have not been observed in the most recent five years, OHS places a high importance on providing the education and resources necessary for all families to provide appropriate child passenger safety (CPS) while riding in a vehicle.

**Table 4.3** lists planned Child Passenger Safety Technician (CPST) Events planned for FFY 2022. There will be a certified technician at each event. **Table 4.4** summarizes the active network of child restraint inspection stations proposed for FFY 2022.

**Table 4.3 CPST Certification Events**

Class	No. of Classes	No. of Students	Location
CPS Seat Check Events	Goal of 50 events		Throughout Rhode Island
CPST Certification Renewal Courses	2 certification classes, 1 renewal classes	Up to 20 students per class	Injury Prevention Center Rhode Island Hospital 55 Claverick Street Providence, RI 02903
Fitting Stations	25		Various locations throughout Rhode Island, mostly police departments

Source: RIDOT/OHS, (2021).

**Table 4.4 Active Network of Child Restraint Inspection Stations FFY 2022**

City/Town	Urban/Rural	Population	At Risk Area
<b>State Police</b>			
Hope Valley, Richmond	Statewide		
Lincoln Woods, Lincoln	Statewide		
Portsmouth, Portsmouth	Statewide		
Scituate, Scituate	Statewide		
Wickford, North Kingstown	Statewide		
AAA	Statewide		
<b>Local Police</b>			
Barrington	Urban	16,310	
Bristol	Urban	22,954	
Burrillville	Urban/Rural	15,955	
Central Falls	Urban	19,376	Yes
Coventry	Urban/Rural	35,014	
Cranston	Urban/Rural	80,387	
Cumberland	Urban	33,506	
East Greenwich	Urban/Rural	13,146	
East Providence	Urban	47,037	
Jamestown	Urban	5,405	
Johnston	Urban/Rural	28,769	
Lincoln	Urban	21,105	
Middletown	Urban	16,150	
North Providence	Urban	26,486	
Pawtucket	Urban	71,148	Yes
Portsmouth	Urban	17,389	
Providence	Urban	178,042	Yes
Richmond	Urban	7,708	Yes
Smithfield	Urban/Rural	21,430	
South Kingstown	Urban/Rural	30,369	
Tiverton	Urban/Rural	15,780	
Warren	Urban	10,611	



City/Town	Urban/Rural	Population	At Risk Area
Warwick	Urban	82,672	
West Warwick	Urban	29,191	
Westerly	Urban/Rural	17,936	
Woonsocket	Urban	41,186	Yes
<b>TOTAL POPULATION SERVED</b>		<b>905,000 (86%)</b>	
<b>Other</b>			
Women & Infants Hospital, Providence			
Department of Public Safety, Providence			
Injury Prevention Center, Rhode Island Hospital, Providence			
Charlestown Rescue			
Children's Friend			
East Bay Community Action Program			
Meeting Street School			
Hasbro Children's Hospital			
Rhode Island Doula Services			

Source: RIDOT/OHS, (2021).

## Associated Performance Measures

- › **Goal.** Maintain the five-year average unrestrained occupant fatalities lower than 19 (2018 to 2022 average) by December 31, 2022.
  - **Justification.** Unrestrained fatalities have fluctuated over the last five years. While a spike in such fatalities in 2020 affects the five-year average, planned efforts to address unrestrained occupants will try to replicate successes in 2018 and maintain a downward trajectory in the average number of fatalities. A goal of 19 fatalities (5-year average) in 2022 was chosen to reflect the average proportion of overall fatalities that involved an unrestrained occupant (28 percent).
- › **Goal.** Increase observed seat belt use from 88.6 percent in 2019 to 90 percent by 2022.
  - **Justification.** Since the 2013 removal of the sunset on the primary seat belt law seat belt usage has made very minor but steady improvements. The intent is for the rate to continue to rise to 90 percent which is achievable with the continuation of the primary seat belt law, fines, enforcement, and education programs.
- › **Goal.** Increase safety belt use among pickup truck drivers, as measured by observations, from 79.1 percent in 2019 to 80 percent in 2022.
  - **Justification.** The 2019 value was 2.4 percent higher than in 2017, which is significant. A one percent increase to reach 80 percent appears a reasonable goal. Pickup drivers exhibit the lowest safety belt use rate among the vehicle types tracked in the annual Rhode Island seat belt use survey, ten percent less than

passenger cars. Changing the safety behavior of these users is a key component of the initiatives in the HSP. A dedicated enforcement and education focus on these users will help move percentage use upwards. OHS applied for a waiver in 2020 due to the COVID-19 pandemic and is not reporting more updated data.

- › **Goal.** Increase perception of being ticketed for failure to wear safety belts “always” or “nearly always” from 44 percent in 2019 to 47 percent in 2022.
  - **Justification.** The percentage of responses to this survey question that are “always” or “nearly always” has been trending upward. Moving past the pandemic, OHS plans to reengage with the public through survey efforts and gain improved perspective on belt use.
- › **Goal.** Increase awareness of “Click It or Ticket” slogan from 50 percent in 2019 to 92 percent in 2022.
  - **Justification.** Rhode Island survey respondents in prior years exhibited an awareness of the CIOT slogan above 90 percent. Moving past the pandemic, OHS plans to reengage with the public through survey efforts and gain improved perspective on belt use. With dedicated efforts between CIOT partners, Rhode Island can move toward this target.

## Countermeasure Strategies in Program Area

### Communication Campaign

- › Project Safety Impacts
  - Communication and outreach campaigns can help promote increased proper use of restraints. Even with a high seat belt use rate, there are certain populations that have lower restraint use than others.
- › Linkage Between Program Area
  - There is still room for improvement in increasing seat belt use in pickup trucks as well as improving perceptions of a greater likelihood of being ticketed for failure to use a seat belt.
- › Rationale for Selection
  - Countermeasures That Work Chapter 2 shows communications and outreach strategies to reach low-belt-use groups and young persons.
  - CTW, Chapter 2, Section 3.1 – 3.2, 5.1, and 6.1 – 6.2
- › Planned Activities

### NHTSA 402 OP 22 02: Genesis OP for Diverse Families

#### Subrecipient: Genesis Center

Funding Source	Budget	Match	Local Benefit
Section 402	\$24,837.50	\$5,000.00	\$9,935.00

#### Description:

In the FFY22 fiscal year, the Genesis Center will continue to deliver occupant protection targeted education to communities in Providence. Genesis Center’s service community consists largely of low-belt-use groups, including ethnic and racial minorities. Through adult education and early childhood education, the Center

serves approximately 1,000 individuals per year. In the 2021-2022 program year, Genesis Center’s staff conduct outreach to inform their participants about RI’s seat belt and child restraint laws. They will also be educating parents on safe child restraint use and providing low- income parents with safe car seats and/or booster seats after education them on proper use of various child safety seats. Project success will be evaluated by reviewing results of a pre-test/post-test that measures adult and parent knowledge and behavior regarding seat belt/car seat laws, as well as habits regarding seat belt and child restraint use.

**Child Restraint System Inspection Stations**

- › Project Safety Impacts
  - While there have been few deaths involving child restraints in Rhode Island, national studies show there is a low awareness of child restraint laws and proper use of child restraints.
- › Linkage Between Program Area
  - While there have been few deaths involving child restraints in Rhode Island, national studies show there is a low awareness of child restraint laws and proper use of child restraints.
- › Rationale for Selection
  - In Countermeasures That Work, Chapter 2 Sections 5.1 and 6.2 discuss the enforcement and education of child restraint and booster seat use. The activities included in this countermeasure focus on educating the public on proper child passenger safety techniques using inspection stations operated by law enforcement.
- › Planned Activities

**NHTSA M2 PE 22 01: RI Hospital Child Passenger Safety in Rhode Island  
Subrecipient: Injury Prevention Center/RI Hospital**

Funding Source	Budget	Match	Local Benefit
Section 405B	\$136,592.11	\$34,148.03	\$-

**Description:**

The Injury Prevention Center (IPC) at Rhode Island Hospital has housed Safe Kids RI since 2008. Safe Kids RI is the agency that certifies Child Passenger Safety Technicians across the state of Rhode Island. In this role the IPC also assumed responsibility for all CPS training activities in the state of Rhode Island. They hold CPST certification classes, and renewal classes each year. They have certified over 400 individuals as CPSTs. The IPC has also served as the central resource for technicians to maintain their certification. They organize updates for technicians, so they can earn the continuing education credits (CEUs) needed for renewing their certifications. Representing children and young families across Rhode Island, Safe Kids RI helps represent, and educate families on the proper use of Child Passenger Seats to prevent injury and misuse across the state. In FFY22, Safe Kids RI will continue to assist the Office on Highway Safety at RIDOT with the mandatory switchover of CPST’s using NHTSA’s new Digital Checklist form. This will enable the state to have statewide data that can be available on misuse and installation rates in Rhode Island. Program Coordinator, Andrea Cheli will work closely with RIDOT’s CPS Program Coordinator to ensure that this switch is smooth and that the program at the IPC continues to grow in strength and in the number of new/returning CPST’s. With the support of the Office on Highway Safety at RIDOT, Safe Kids will ensure quality is the defining term for Child Passenger Safety in Rhode

Island. Safe Kids RI is funded under NHTSAM2HVE, which supports high visibility enforcement of child passenger safety, and as the states go-to resource for Child Passenger Safety Training, Safe Kids supports this funding source well. Andrea is also the Program Coordinator for the 4-Safety program at the IPC, and in this capacity will also receive funds to conduct helmet fittings at community events to children and families. This program has also been allocated funds for Premiere Software which they have been using and will continue to use to create video content for CPS and Ped/Bike Safety.

**Highway Safety Office Program Management**

- › Project Safety Impacts
  - The countermeasure strategy, with its focus on staff and office resources, is designed to maintain and implement the countermeasure strategies of the program area. The commitment of program management resources in this area will help to address identified issues.
- › Linkage Between Program Area
  - The countermeasure strategy, with its focus on staff and office resources, is designed to maintain and implement the countermeasure strategies of the program area.
- › Rationale for Selection
  - This countermeasure is used primarily to fund surveys and equipment to maintain consistent day-to-day implementation of program area activities and meet NHTSA reporting requirements.
  - These activities are supportive of integrated enforcement approaches.
- › Planned Activities

**NHTSA 402 OP 22 04: State Seatbelt DMV Intercept Survey**

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

Funding Source	Budget	Match	Local Benefit
Section 402	\$15,000.00	\$3,750.00	\$8,000.00

**Description:**

Preusser Research Group (PRG) out of Trumbull, Connecticut is a contractor that has worked with the Office on Highway Safety for years. Primarily they handle the annual observational daytime seatbelt surveys that determine restraint use in Rhode Island. Each year, PRG provides RIDOT’s OHS with their statewide belt usage rate. In 2019 Rhode Island reached an 88.3% compliance rate for belt usage. Their attitudinal DMV surveys also track impaired driving and the public’s perceptions of the associated dangers and mobilizations that surround impaired driving. In 2020, due to COVID-19, a statewide seatbelt survey wasn’t conducted. The OHS opted instead to implement a smaller telephone survey for impaired driving and conduct a nighttime seatbelt use study that will prove to be a useful tool in coming years to determine where and when non-belt use happens. In FFY 2022 with restrictions and protocols from the pandemic subsiding, regular observational daytime seatbelt surveys will re-commence to get the state of Rhode Island’s belt usage rate. As usual the OHS hopes for 100% compliance but has been and will continue to try to reach 90% in 2021.

**NHTSA 402 OP 22 05: State Seatbelt Observational Surveys****Subrecipient: Preusser Research Group, Inc.**

Funding Source	Budget	Match	Local Benefit
<b>Section 402</b>	\$76,000.00	\$19,000.00	\$0.00

**Description:**

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

Survey locations will be at DMV offices in Cranston, Woonsocket and Middletown with pre-surveys taking place in late-July 2022 and post surveys in early September 2022, to align with the State's mandatory participation in the national "Drive Sober or Get Pulled Over" national Labor Day HVE Mobilization.

**NHTSA 402 OP 22 09/NHTSA 402 PT 22 15/NHTSA FDL\*EM 22 03/NHTSA M8\*EM 22 01: EMS Crash Safety Equipment****Subrecipient: TBD**

Funding Source	Budget	Match	Local Benefit
<b>Section 402</b>	\$100,000.00	\$20,000.00	\$40,000.00
<b>Section 405D</b>	\$150,000.00	\$30,000.00	\$-
<b>Section 405E (flex)</b>	\$100,000.00	\$20,000.00	\$-

**Description:**

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

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

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

All fire/rescue personnel on local fire departments are trained in the safe and proper use of extrication tools. Many are certified fire service instructors who provide both classroom and hands-on practical instruction and

evaluate personnel through periodic training exercises. They also attend and participate in additional training when made available by other fire departments throughout the state. As new technologies and best practice strategies evolve instructors attend "train the trainer" education classes, to maintain the skills of personnel to a high level of competency We continue to support DOH's EMS efforts via our state's TRCC strategies.

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

---

## 4.2 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 33 percent of the total fatalities in 2020, second to speed-related at 46 percent. This trend of Rhode Island having a higher proportion of impaired driving fatalities than the nation has been true over the past decade. Based on NHTSA imputed data from 2009 through 2020, most 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 4.5**.

In 2020, almost one-third (32%) of impaired driving fatal crashes involved a driver age 25-34 years old. The Cities of Providence, Pawtucket, Johnston, and Cranston have the highest number of impaired driver fatal crashes over the most recent five-year period (2016-2020).

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

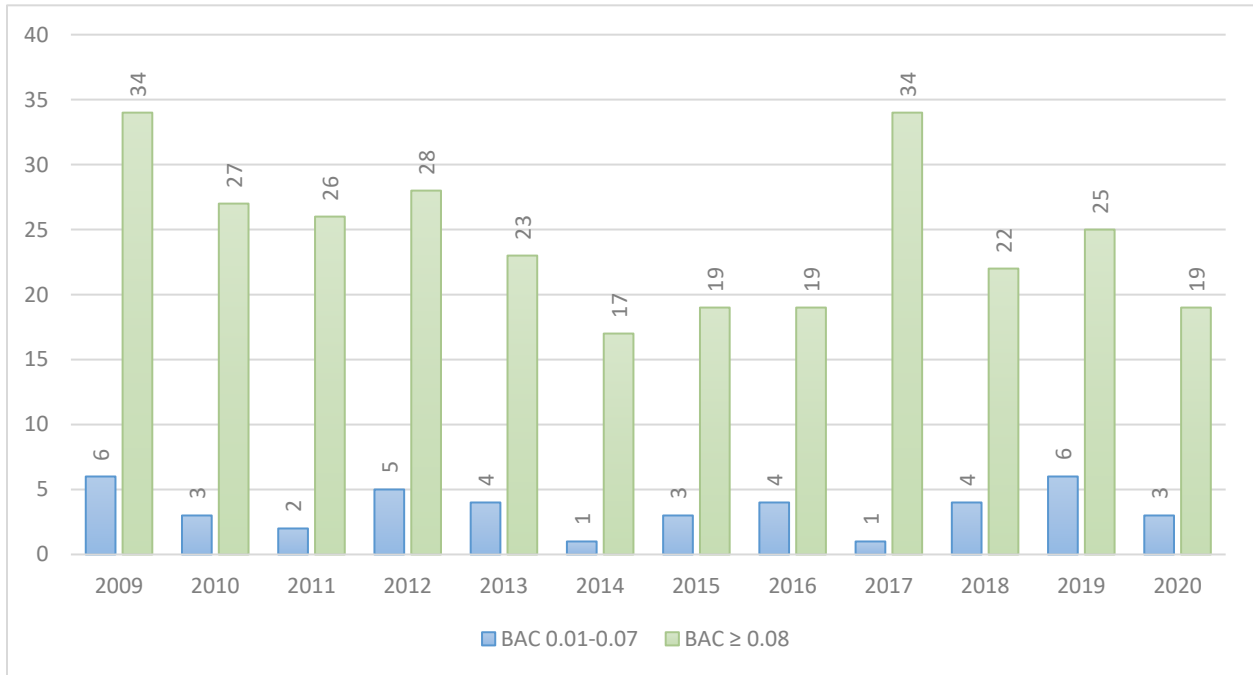
The Rhode Island DUI law provides for higher sanctions at increasing BAC levels: 0.08 to <0.10, 0.10 to <0.15, and 0.15 and greater. Of the 57 drivers and motorcycle operators involved in fatal crashes in 2019, 37 were male and 20 were female. **Table 4.6** provides the BAC test results for these drivers.

During FFY 2017 RIDOT, the Director, and the OHS placed a new emphasis on reducing and eliminating impaired driving crashes. This effort included establishing a 10-year plan for eliminating impaired driving crashes that is tied to funding needs and identifies potential sources. Through this planning effort, OHS and its partners also began to expand the conversation around impaired driving to include drugged driving and are working to better understand the magnitude and impacts of drugged driving in Rhode Island.

One of the notable outcomes of this renewed emphasis on reducing impaired driving fatalities was the previously described #beyondthecrash and "The Ripple Effect" social media campaign. This campaign was completed in partnership with the Rhode Island State Police. It featured law enforcement officers describing how they have been impacted by impaired driving fatalities.

During FFY 2016 RIDOT OHS invited NHTSA to lead an impaired Driving Assessment. During FFY 2022 OHS will continue to make efforts to employ strategies which support many of the recommendations.

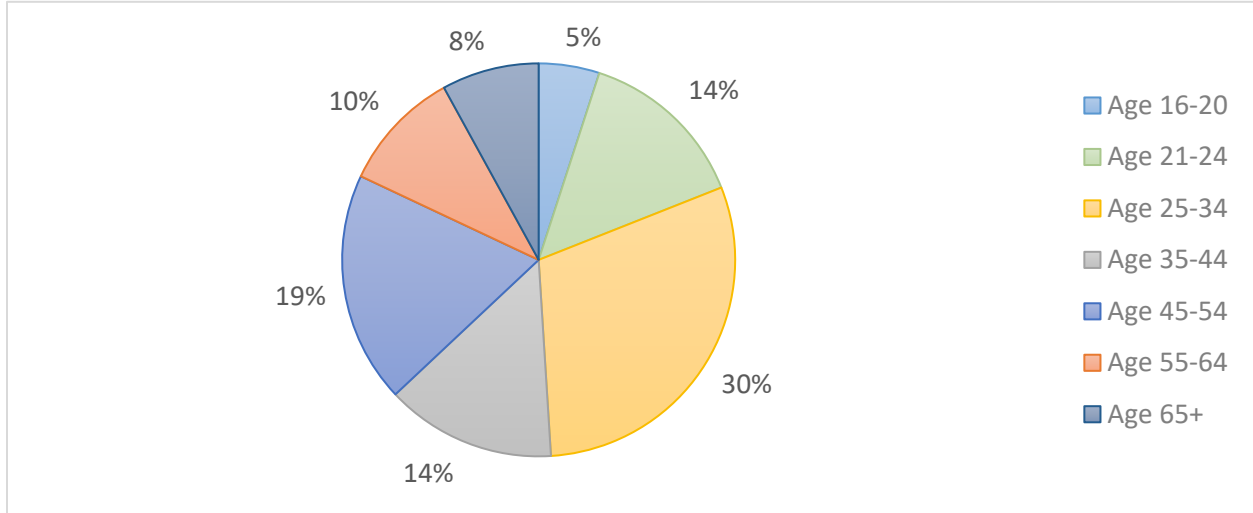
**Figure 4.5 Alcohol-Related Fatalities**



Source: FARS (2021).

Note: Reflects NHTSA imputed data.

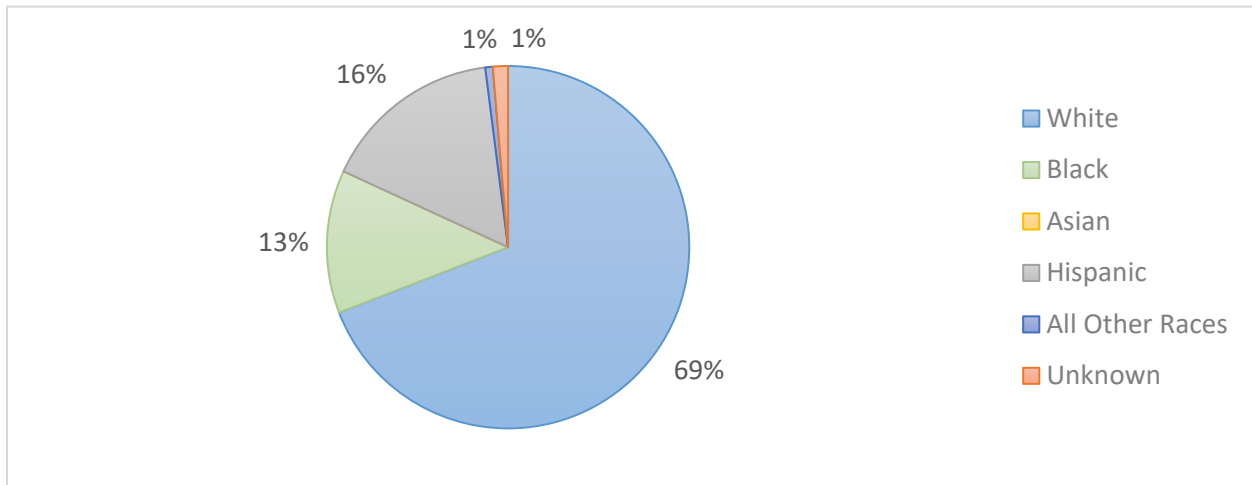
**Figure 4.6 Drivers and Motorcycle Operators in Fatal Crashes with BAC ≥ 0.08 by age (2016 to 2020)**



Source: FARS (2021).



**Figure 4.7 Alcohol Involved Drivers in Fatal Crashes by Race 2016 to 2020**



Source: FARS (2021).

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

**Table 4.5 Top Five Cities/Towns by Fatal Impaired Driving Crashes**

City/Town	2016	2017	2018	2019	2020	Total
Providence	3	4	4	3	5	19
Cranston	1	2	3	3	1	10
Warwick	0	3	2	2	1	8
Pawtucket	0	1	1	3	1	6
Coventry	3	1	1	0	0	5

Source: RIDOT/OHS (2021).

**Table 4.6 BAC Test Results and Gender for Drivers or Motorcycle Operators Involved in Fatal Crashes (2019)**

	Male	Female	Unknown/Blank	Total
BAC Test None Given	0	0	0	0
BAC 0.00	17	9	0	26
BAC 0.01-0.07	3	3	0	6
BAC 0.08-0.14	17	8	0	25
BAC 0.15-0.19	0	0	0	0
BAC greater than 0.19	0	0	0	0
Blank	0	0	0	0
<b>Total</b>	<b>37</b>	<b>20</b>	<b>0</b>	<b>57</b>
Total BAC 0.01+	15	2	0	17
Total BAC 0.08+	12	2	0	14

Source: FARS (2021).

## Associated Performance Measures

- › **Goal** Maintain the five-year average impaired driving fatalities below 25 (2018 to 2022 average) by December 31, 2022.
  - **Justification** Between 2016 and 2020, the five-year average impaired fatalities have remained between a low of 19 and a high of 34. A target of 25 was chosen for 2022 that reflects the average percentage of overall fatalities that involve an impaired driver (38 percent). Redoubled efforts to address impaired driving are anticipated to meet the target.
- › **Goal.** Increase perception of being arrested by law enforcement after drinking and driving “always” or “nearly always” from 50 percent in 2019 to 60 percent in 2022.
  - **Justification.** The percentage of responses to this survey question that are “always” or “nearly always” has been slow to improve. Moving past the pandemic, OHS plans to recalibrate public engagement and will use survey efforts and gain improved perspective on impaired driving perspectives.
- › **Goal.** Increase recognition of DSoGPO impaired driving enforcement slogan from 52 percent in 2019 to 65 percent in 2022.
  - **Justification.** Awareness of this slogan has been trending upward. Continued enforcement and education efforts that build on prior successes will move this percentage upward.

## Countermeasure Strategies in Program Area

- › Project Safety Impacts
  - The countermeasure strategy, with its focus on staff and office resources, is designed to maintain and implement the countermeasure strategies of the program area. The commitment of program management resources in this area will help to address issues such as the greater proportion of crashes that involve alcohol when compared to New England and the nation.
- › Linkage Between Program Area
  - The countermeasure strategy, with its focus on staff and office resources, is designed to maintain and implement the countermeasure strategies of the program area. The commitment of program management resources in this area will help to address issues such as the greater proportion of crashes that involve alcohol when compared to New England and the nation.
- › Rationale for Selection
  - This countermeasure is used primarily to fund surveys and program resources to maintain consistent day-to-day implementation of program area activities.
  - Countermeasures that Work, Chapter 1, Section 5.2
- › Planned Activities

**NHTSA 164AL 22 05: Alcohol Survey****Subrecipient:** Preusser Research Group, Inc.

Funding Source	Budget	Match	Local Benefit
Section 164AL	\$15,000.00	\$0.00	\$6,000.00

**Description:**

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

Survey locations will be at DMV offices in Cranston, Woonsocket and Middletown with pre-surveys taking place in late-July 2022 and post surveys in early September 2022, to align with the State's mandatory participation in the national "Drive Sober or Get Pulled Over" national Labor Day HVE Mobilization.

**NHTSA 164AL 22 06: Alcohol Program Resources****Subrecipient:** TBD

Funding Source	Budget	Match	Local Benefit
Section 164AL	\$15,000.00	\$0.00	\$6,000.00

**Description:**

OHS will develop, maintain, and disseminate appropriate resource and educational materials for use by local and state programs addressing "DSOGPO" and underage alcohol use regarding dangerous driving behaviors. The OHS will look to create informational handouts/brochures to bring awareness to young drivers especially around the Prom season to local high schools. These materials will also be provided to our partners and stakeholders to disseminate at their events as well to increase the reach of the message.

**Communication Campaign**

- › Project Safety Impacts
  - With one-quarter to one-third of fatalities in Rhode Island associated with an impaired driver, addressing this unsafe driving behavior through communication techniques can make a significant reduction in the number of fatalities and crashes on State roadways.
- › Linkage Between Program Area
  - This strategy helps to promote safe driving with the public and to target communities that are overrepresented in impaired driving crashes
- › Rationale for Selection
  - While mass-media campaigns are a three-star countermeasure, other communication techniques are included as the effectiveness of this program area will rely on coordination with enforcement techniques.
  - Countermeasures that Work Chapter 1, Section 3, Section 4, Section 5.2

- Rhode Island Impaired Driving Assessment 2016
- › Planned Activities

**NHTSA FDLATR 22 04: CCAP High School Education Program  
Subrecipient: Comprehensive Community Action, Inc (CCAP)**

Funding Source	Budget	Match	Local Benefit
Section 405D	\$63,480.00	\$12,696.00	\$-

**Description:**

The Cranston and the Coventry Substance Abuse Task Forces, under the leadership of Comprehensive Community Action Program (CCAP) will utilize DOT/OHS funding to address impaired driving for youth (alcohol/marijuana, other substances). Younger people can evidence higher rates of car accidents, higher rates of substance use due to cognitive development, peer influence, and risk-taking behavior. CCAP’s target audience will be parents of middle and high school aged youth in Coventry and Cranston and these general communities. Specifically, they will work to provide opportunities for increased awareness and education and monitor available data measures and local DOT/Police reports to review success. CCAP intends to promote awareness through development of a commercial to be aired on both Facebook and television. CCAP will also leverage local prevention funding to increase public service announcements (through social media and other communication channels) to broaden their reach. Success will be evaluated by collecting post parent surveys, reviewing local and statewide student assessments, obtaining accident and offense data from police traffic stops//DOT, and the number of social media views and other digital marketing measures.

**NHTSA 164AL 22 15/NHTSA 402OP 22 03/NHTSA 402PT 22 10/NHTSA 402DD 22 09: Work Zone Safety Media Awareness Campaign**

**Subrecipient:** TBD

Funding Source	Budget	Match	Local Benefit
Section 164AL	\$30,000.00	N/A	\$12,000.00
Section 402	\$60,000.00	\$13,000.00	\$26,000.00

**Description:**

One of Rhode Island’s Department of Transportation’s staff was severely injured by an impaired driver two years ago. This is one of the reasons we dedicate 164 funds to support this program. Impaired drivers often miss a construction site’s well marked off area due to their impaired state. Although RIDOT supports and implements safety plans and training for all workers associated with road safety construction sites driving behavior continues to threaten all work zone safety staff. This program is twofold. One part is an educational module created for one of the state’s unique charter schools, The New England Laborer’s Construction Career Academy.

The school has a 10-week work zone safety module which stresses dangerous driving behavior. The school has agreed to allow us to share our NHTSA safety knowledge with the students. We’ll also be creating a Work Zone Safety Media Campaign intended to reach young students studying road construction as well as the public. Although we have a move over law many people do not understand the law itself or its intention. This program will help increase the safety knowledge base as well as dangerous driving behaviors associated with work zone sites throughout the state. The created media earned and paid will help us with our educational efforts on a

larger scale. venues to highlight the messages and spread the awareness of work zone safety responsibilities and efforts. Data that supports this effort:

Recent increase in the number of Rhode Island Traffic Crashes occurring within a work zone.

- 2017: 588
- 2018: 527
- 2019: 900
- 2020: 904

Rhode Island also had 5 fatal crashes that occurred in work zones in 2020. Many factors associated with these crashes involved impairment, distracted driving, speed and not wearing a seatbelt.

---

**Breath Test Devices**

- › Project Safety Impacts
  - With one-quarter to one-third of fatalities in Rhode Island associated with an impaired driver, addressing this unsafe driving behavior can make a significant reduction in the number of fatalities and crashes on State roadways.
- › Linkage Between Program Area
  - This strategy helps to strengthen the quality of evidence available for a driving while intoxicated arrest and remove the driver from operating the vehicle.
- › Rationale for Selection
  - Countermeasures That Work lists Preliminary Breath Test Devices as a four-star countermeasure. The activities in this strategy will assist with training, equipment, and use of the devices.
- › Planned Activities

**NHTSA 164AL 22 08:** URI State Agencies Alcohol Enforcement & Training

**Subrecipient:** URI State Agencies Alcohol Enforcement & Training

Funding Source	Budget	Match	Local Benefit
Section 405D	\$1,858.56	N/A	\$743.42

**Description:**

OHS will fund implementation of the “DSoGPO” impaired driving enforcement patrols by the University of Rhode Island Police.

Patrols are conducted for 24 hours and there is mandatory participation in one annual enforcement period. The project will fund at least 160 plus enforcement hours. They will participate in all designated and mandatory impaired driving mobilizations.

Dates will be publicized and offered within their OHS extended grant agreement included with every law enforcement agency’s award.

**NHTSA 164AL 22 07 / NHTSA FDLBAC 22 02:** STATE DOH Forensic Toxicologist (TSRFT) and Preliminary Breath Testing

**Subrecipient:** RI Department of Health Toxicology Lab

Funding Source	Budget	Match	Local Benefit
Section 164AL	\$243,586.39	N/A	\$97,434.56
Section 405D	\$114,976.50	\$23,000.00	\$-

**Description:**

OHS will reimburse 60% of the activities of a Traffic Safety Resource Forensic Toxicologist at the Rhode Island Department of Health, Forensics Laboratory. We will also support 40% of the activities of a forensic scientist and 100% of activities of a senior laboratory technician.

This project supports overtime in HEALTH’s Forensics Unit, the BATmobile deployments and Breath Analysis Section to calibrate Preliminary Breath Testers (PBT) to expand use of these instruments and to calibrate and set up Intoxilyzer 9000s in the lab. Also, to download data from these instruments for reporting to OHS and to

conduct associated tasks that arise with the implementation of these instruments. The Sr. Lab Technician position was a completely new position funded solely by federal monies. This was never a state funded position. This FTE provides monthly data on breath alcohol cases from the 9000 units as part of the reporting module within the program. They maintain all PBT's for the federally funded DRE program and plays a critical role in transitioning the entire state to the new units purchased by federal funding. The lab technician duties are to implement, certify, and maintain monthly certification on the Intoxilyzer 9000 and PBT's, all purchased solely with federal funds.

**Judicial Training**

- › Project Safety Impacts
  - With one-quarter to one-third of fatalities in Rhode Island associated with an impaired driver, addressing this unsafe driving behavior can make a significant reduction in the number of fatalities and crashes on State roadways. All facets of the criminal justice system, including prosecutors, can benefit from learning about the effort to reduce traffic fatalities. Prosecutor training techniques such as peer-to-peer training, education, and outreach have been found to be most effective in promoting proven and promising practices.
- › Linkage Between Program Area
  - This strategy helps prosecutors navigate the process of dealing with DWI cases and be able to successfully deal with offenders and decrease recidivism. NHTSA's Countermeasures That Work describes that impaired driving cases "can be highly complex and difficult to prosecute, yet they are often assigned to the least experienced prosecutors. In one survey, about half of prosecutors and judges said the training and education they received prior to assuming their position was inadequate for preparing them to prosecute and preside over (impaired driving) cases."
- › Rationale for Selection
  - Countermeasures That Work, Chapter 1 cites a statistic about half of prosecutors and judges said the training and education they received prior to assuming their position was inadequate for preparing them to prosecute and preside over DWI cases. A Traffic Safety Resource Prosecutor can help train officers across the State on procedures, policies, and techniques to address traffic crimes.
- › Planned Activities

**NHTSA FLDATR 22 02: Judicial Training**

**Subrecipient:** TBD

Funding Source	Budget	Match	Local Benefit
Section 405D	\$100,000.00	\$55,000.00	\$110,000.00

**Description:**

It is the intention of the OHS and other impaired driving stakeholders to create and implement an education/training module on the effectiveness of Standardized Field Sobriety Testing (SFST) and the Drug Recognition Expert (DRE) Program for our safety partners in Rhode Island's judiciary. Other states have found

this educational initiative helpful since they are focused on the identification of alcohol and drug impaired drivers. The training will be based on science-based research and best practices in eliminating impaired driving incidents and fatal crashes. A multimedia presentation will be produced by local and national Highway Safety Professionals which demonstrate the effectiveness of the SFST and DRE programs. A summit will be conducted utilizing subject matter experts to include other Judges and Medical experts.

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

---

### Impaired Driving Task Force

- › Project Safety Impacts
  - This strategy will help educate law enforcement on latest practices to address impaired driving and assess all aspects of the SFST program in the State and identify opportunities to improve policies and procedures. National research shows the combined components of the SFST are 91% accurate in identifying drivers with BACs above the illegal limit of .08.
- › Linkage Between Program Area
  - Refresher training because of this strategy will improve impaired driving enforcement and SFST implementation and the quality of data collected.
- › Rationale for Selection
  - This was NHTSA a recommended strategy.
- › Planned Activities

**NHTSA 164AL 22 11/NHTSA 402OP 22 06/NHTSA 402PT 22 05/NHTSA 402DD 22 02:** RISP Crash Reconstruction Equipment to include DRONE

**Subrecipient:** State Law Enforcement Officers

Funding Source	Budget	Match	Local Benefit
Section 164AL	\$6,250.00	N/A	\$2,500.00
Section 402	\$18,750.00	\$3,750.00	\$7,500.00

### Description:

The Rhode Island State Police possesses the Bosch Crash Data Retrieval System for the downloading and imaging of airbag sensing and diagnostic control modules, airbag control modules, power control modules, and event data recorders for specific Acura, Alfa Romeo, Alpheon, Audi, Bentley, BMW, Buick, Cadillac, Chevrolet, Chrysler, Daewoo, Dodge, Fiat, Ford, GMC, Holden, Honda, Hummer, Infiniti, Isuzu, Jeep, Karma, Lamborghini, Lancia, Lexus, Lincoln, Maserati, Mazda, Mercedes, Mercury, Mini, Mitsubishi, Nissan, Oldsmobile, Pontiac, Rolls-Royce, Saab, Saturn, Scion, Suzuki, Smart, Tesla, Toyota, Volkswagen and Volvo vehicles. This information is used to assist with the investigation and reconstruction of all serious and fatal motor vehicle crashes involving these types of vehicles throughout the State of Rhode Island. Several times each year the Bosch CDR System software is also updated to include all additionally covered vehicles for the newly manufactured model year. These software updates allow the Bosch CDR System to stay current with the newly accessible vehicle modules. Our current software subscription is set to expire on June 1st, 2022. There are also numerous individual module cables that are manufactured and sold each year that are necessary to read each



of the newly manufactured module models. The number of newly manufactured cables varies each year depending on how many new module configurations are produced for the new vehicle models. The total projected cost for the yearly subscription renewal and the purchase of the newly manufactured cables is \$5,000.00, via a sole source distributor. Through advances in technology, unmanned aerial vehicles can greatly assist in photographing and documenting a collision scene. These UAVs can fly over a crash scene, capture and tag each image, and preserve the entire scene. These photographs can be used for a more in-depth insight into the cause and surrounding factors that resulted in the crash. The UAVs photograph the scene from an overhead perspective that creates a view of the crash scene that cannot be captured through traditional reconstruction methods. These UAVs can also document a crash scene in a fraction of the time it would have taken a team of police officers using traditional reconstruction methods. This results in faster clearances at crash scenes, reducing the length of time of road closures, detours, and traffic delays. After researching, reviewing and testing several different UAVs, the best value for the State that was an approved USA made/complaint UAV was determined to be the Parrot ANAFI USA. This UAV can operate in foul weather which is often when our serious crashes occur. The ANAFI USA series has a flight time of approximately thirty minutes per battery, can be flown in rain and snow due to its military IP53 weather rating, and can operate between -10 to 150 degrees Fahrenheit. The ANAFI USA will be outfitted with a high zoom RGB, a wide angle RGB, and a thermal FLIR camera system. All equipment will be requested through the US before purchase.

These drones would be assigned solely to the Collision Reconstruction Unit. This will clear the roadways in a more expeditious manner, while obtaining more accurate measurements and analysis. The data obtained from a more in-depth investigation is extremely valuable in assisting Law Enforcement Agencies and the Department of Transportation in determining the factors and causes of these crashes.

Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the State Police will now be able to continue to assist with the investigations of these types of crashes and reopen the roadways in a more expeditious manner, while obtaining more accurate measurements and analysis. The data obtained from a more in-depth investigation is extremely valuable in assisting Law Enforcement Agencies and RIDOT in determining the factors and causes of these crashes. Once the factors and causes of these types of crashes have been identified, an analysis can be done to determine how these crashes could have been mitigated or even prevented.

**NHTSA FLDATR 22 05: Law Enforcement Training**

**Subrecipient:** State and Local Law Enforcement Officers

Funding Source	Budget	Match	Local Benefit
Section 405D	\$15,000.00	\$3,000.00	\$-

**Description:**

Funding shall be utilized to sponsor officers to attend drugged driving in-service training events. We are hoping to facilitate 6 trainings with approximately 30 officers per training. The Office on Highway Safety shall facilitate, through the Rhode Island Municipal Police Academy, in-service training classes focusing on drug impaired driving highlighting the contemporary issues of driving while under the influence of controlled substances and also prescription medications. With the potential legalization of recreational Cannabis, the Office on Highway Safety anticipates specialized training focusing on driving under the influence of Cannabis to be a definite topic of training. Rhode Island is also in the midst of an opioid crisis and many operators involved in crashes are found with opioids in their system.

**NHTSA 164AL 22 13/NHTSA FDLATR 22 06: RISP Specialized Unit: Impaired Driving****Subrecipient:** Rhode Island State Police

Funding Source	Budget	Match	Local Benefit
Section 164AL	\$1,504,800.00	N/A	\$601,920.00
Section 405D	\$220,000.00	\$40,000.00	\$-

**Description:**

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

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

**Short-term, High Visibility Enforcement (HVE)**

- › Project Safety Impacts
  - This strategy will help educate law enforcement on latest practices to address impaired driving and assess all aspects of the SFST program in the State and identify opportunities to improve policies and procedures. National research shows the combined components of the SFST are 91% accurate in identifying drivers with BACs above the illegal limit of .08.
- › Linkage Between Program Area
  - Refresher training because of this strategy will improve impaired driving enforcement and SFST implementation and the quality of data collected.
- › Rationale for Selection
  - This was NHTSA a recommended strategy.
- › Planned Activities

**NHTSA 164AL 22 09: Law Enforcement Training****Subrecipient:** URI Police

Funding Source	Budget	Match	Local Benefit
Section 164AL	\$15,000.00	N/A	\$6,000.00

**Description:**

Funding shall be utilized to sponsor officers to attend OHS sponsored in-service training events.

The Office on Highway Safety shall facilitate, through the Rhode Island Municipal Police Academy, in-service training classes focusing on alcohol impaired driving highlighting the contemporary issues of driving while under the influence of alcoholic beverages. This funding shall also be utilized should a “wet-lab” be conducted so that officers can be paid to attend the training and fine tune their skills under the tutelage of an instructor utilizing volunteer drinkers who have a known blood alcohol concentration.

**Law Enforcement Training**

- › Project Safety Impacts
  - This strategy will help educate law enforcement on latest practices to address impaired driving and assess all aspects of the SFST program in the State and identify opportunities to improve policies and procedures. National research shows the combined components of the SFST are 91% accurate in identifying drivers with BACs above the illegal limit of .08.
- › Linkage Between Program Area
  - Refresher training because of this strategy will improve impaired driving enforcement and SFST implementation and the quality of data collected.
- › Rationale for Selection
  - This was NHTSA a recommended strategy.
- › Planned Activities

**NHTSA 164AL 22 04/NHTSA 402PT 22 07/NHTSA 402DD 22 06:** RIPCA RI Police Chiefs Assn - Safety Partnership Program

**Subrecipient:** Rhode Island Police Chiefs Association (RIPCA)

Funding Source	Budget	Match	Local Benefit
<b>Section 164AL</b>	\$45,000.00	N/A	\$18,000.00
<b>Section 402</b>	\$95,000.00	\$23,750.00	\$45,000.00

**Description:**

There is a need for statewide law enforcement executive oversight of Highway Safety funds to promote more efficient and effective use of them in every municipality to maintain consistent law enforcement efforts and introduce information and training opportunities targeting highway safety initiatives. Promoting that at the Chiefs’ level elevates this to priority status. RIDOT relies on police departments in the state to submit specific data 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.

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. RIDOT/OHS will partner with RIPCA on other traffic safety initiatives to include distracted driving and dangerous speeding behavior.

Funding will allow the RIPCA to disseminate information from the Office on Highway Safety to all active law enforcement leadership entities and other state agencies (i.e., DEM). The RIPCA will also lead a media effort on behalf of all RI police agencies. The contracted media company will offer police agencies assistance in creating traffic safety media releases to local and state media outlets. They will also assist designated police agencies

who volunteer their agency as the lead hosts of one of our Traffic Safety campaigns which support law enforcement mobilization campaigns. This project supports a portion of the activities of the RI Police Chiefs Executive Director. Any media assistance pieces will be pre-approved by the OHS. Success will be measured by the increased buy in and law enforcement participation by PD Chiefs regarding all highway safety initiatives.

The ED will continue to assist our efforts to increase law enforcement traffic safety activities and will also bring our efforts to Law Enforcement leadership. The ED will work with the OHS as a cooperative team member and stakeholder. RIPCA will supply monthly reports as will all our sub grantees.

**Traffic Safety Resource Officer**

- › Project Safety Impacts
  - This strategy will help educate law enforcement on latest practices to address impaired driving and assess all aspects of the SFST program in the State and identify opportunities to improve policies and procedures. National research shows the combined components of the SFST are 91% accurate in identifying drivers with BACs above the illegal limit of .08.
- › Linkage Between Program Area
  - Refresher training because of this strategy will improve impaired driving enforcement and SFST implementation and the quality of data collected.
- › Rationale for Selection
  - This was NHTSA a recommended strategy.
- › Planned Activities

**NHTSA FDLCS 22 01:** RIAG Traffic Safety Resource Prosecutor (TSRP)

**Subrecipient:** Rhode Island Attorney General’s Office

Funding Source	Budget	Match	Local Benefit
Section 405D	\$176,402.37	\$35,280.47	\$-

**Description:**

OHS will pay for the salary of a prosecuting attorney from the Attorney General’s staff to serve as the TSRP. We will also support a small portion of the activities the prosecutor who supports the TSRP in RI’s Traffic Tribunal Court. The TSRP will:

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

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

**Young Drivers: School Program**

- › Project Safety Impacts
  - This strategy will help educate law enforcement on latest practices to address impaired driving and assess all aspects of the SFST program in the State and identify opportunities to improve policies and procedures. National research shows the combined components of the SFST are 91% accurate in identifying drivers with BACs above the illegal limit of .08.
- › Linkage Between Program Area
  - Refresher training because of this strategy will improve impaired driving enforcement and SFST implementation and the quality of data collected.
- › Rationale for Selection
  - This was NHTSA a recommended strategy.
- › Planned Activities

**NHTSA FDL\*SA 22 02: Drugged Driving High School /Driver Ed Initiative**

**Subrecipient: TBD**

Funding Source	Budget	Match	Local Benefit
Section 405D	\$50,000.00	\$10,000.00	\$-

**Description:**

The Office on Highway Safety will fund prevention safety pilot program that will take place in local public/private high schools as well as Drivers Education Classes during the federal fiscal year of 2022. The program will focus on the dangers of and prevention of impaired driving, focusing on drugged driving, amongst young drivers. In its initial year, the program will reach 25 high schools and Drivers Education classes across Rhode Island to deliver education, awareness, and lessons in community student advocacy lessons. The educational content delivered in the presentation by dedicated programmatic staff will be research based using data sources such as the CDC, NHTSA, RIDOT, AAA and FARS. There will be an evaluation component on the content delivered to classes throughout the fiscal year to determine attitudinal and behavior changes of students involved in the program.

### 4.3 Speed

#### Problem Identification and Analysis

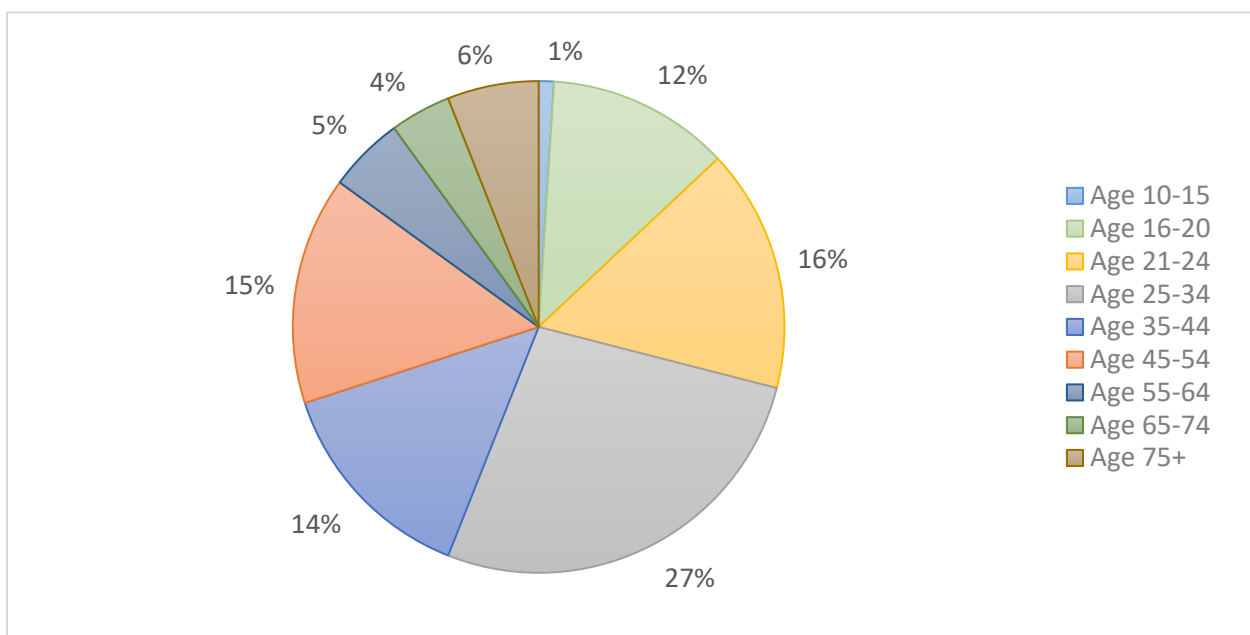
In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. A speed-related serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit.

Speed was a likely factor in over 45% of fatalities in 2019 and 2020, which is slightly lower than the 51% of all fatalities over the prior five-year period (2016-2020). Preliminary 2020 numbers show that speed was a factor more than a quarter of fatalities. 2017 saw a dramatic jump to 41 fatalities, followed by 30 in 2018. Most drivers in speed-related fatal crashes for the five-year period prior to 2020 are between age 16 and 34 (22%). The cities of Providence and Warwick have the highest numbers of speeding crashes in the most recent five years with 25 and 12 respectively.

Historically, the proportion of speeding-related fatalities on roads with a speed limit of 30 mph or below was higher in Rhode Island compared to New England as well as the nation.

Enforcement efforts have been consistent, with Rhode Island issuing 7,146 speeding citations in 2020, compared to 9,732 in 2019. 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 4.8 Age of Drivers in Fatal Speeding Crashes (2016 to 2020)**



Source: RIDOT/OHS (2021).

**Table 4.7 Top Five Cities/Towns by Fatal Speeding Crashes**

City/Town	2016	2017	2018	2019	2020	Total
Providence	4	4	5	4	8	<b>25</b>
Warwick	0	2	2	3	5	<b>12</b>
Cranston	1	2	3	2	3	<b>11</b>
Pawtucket	0	3	1	2	4	<b>10</b>
Coventry	3	3	2	1	0	<b>9</b>

Source: RIDOT/OHS (2021).

### Associated Performance Measures

- › **Goal.** Maintain the five-year average speed-related fatalities below 34 (2018 to 2022 average) by December 31, 2022.
  - **Justification.** Speed-related fatalities have fluctuated over the last few years, with as few as 13 in 2014 and a spike in 2017 at 41 fatalities. The spike in 2019 (36 fatalities) will require significant decreases in future years to achieve averages that move toward the zero deaths goal. A goal of 34 fatalities in 2022 provides a realistic target as speed-related fatalities are typically half of all fatalities.

### Countermeasure Strategies in Program Area

#### Sustained Enforcement

- › Project Safety Impacts
  - Law enforcement when combined with other communication efforts in this program area provide the best method to promote safe driving habits in the State. National research shows that sustained enforcement of seat belt laws has recorded statewide belt use well above national belt use rates - similarly, sustained enforcement of speed laws, in the absence of speed cameras, are expected to have a similar effect in reducing speeding. Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 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 (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54 percent). Enforcement efforts have improved annually, Rhode Island increased the number of citations issued to 9,732 in 2019. Citations took a slight drop in 2020.

- › Linkage Between Program Area
  - While speeding fatalities spiked in 2017, a reduction in fatalities was achieved in 2018 due to stronger and continued enforcement efforts. Continuing these efforts is needed to lower fatality numbers toward prior annual totals or even to zero. This will continue to be a challenge as the 2020 speeding fatalities were higher and 2021 appears to be following the 2020 trend.
- › Rationale for Selection
  - While the five-star strategy of speed cameras receives limited use in Rhode Island, sustained enforcement provides the greatest geographic breadth and has the flexibility to reach out to targeted communities. Sustained enforcement combined with communication efforts will help promote a safe driving attitude among drivers.
- › Planned Activities

**NHTSA 402PT 22 16: Community SPEED Tools/Equipment**  
**Subrecipient: Community SPEED Tools**

Funding Source	Budget	Match	Local Benefit
Section 402	\$250,000.00	\$50,000.00	\$100,000.00

**Description:**

There are many tools available for effective speed management. They include appropriate speed limits, engineering treatments, effective enforcement of speed limits by police and the use of extensive public information and education programs to encourage compliance with both advisory speed signs and statutory speed limits. Fatal car crashes in RI continue to list speeding at a high percentage rate of their causal factors. Excessive speeds are also contributable to multiple serious injury and property damage crashes. Many of those crashes involved Motorcycles and Pedestrians. Although law enforcement officers continue to perform vigilant speed patrols on our roadways, communities are still being impacted by those driving at dangerous speed levels. Speed has been identified as a key risk factor in road traffic injuries, influencing both the risk of a road crash as well as the severity of the injuries that result from crashes. We will provide Speed Enforcement tools such as radar, lidar, and Speed data retrieving tools. All this equipment will be monitored, and all data gathered will be shared. This is not part of an automated enforcement effort. This equipment is necessary to help law enforcement measure speed and offers motorists a warning of the Speed they are traveling. Any equipment purchase will be offered for NHTSA approval before the equipment is purchased and employed. Tools will be granted to departments on a case-by-case request. All requests will include a detailed justification, problem identification, and a history of strong SPEED performance measures. All municipal law enforcement departments will be eligible for speed equipment apart from our Speed enforcement programs we support.

**Communication & Outreach**

- › Project Safety Impacts
  - Speeding and other driver behaviors remain a challenge. Rhode Island safety practitioners need to use other methods, such as communication, to promote safety and general awareness across speed-related and other emphasis areas. Often these behaviors are linked and are best countered with a multidisciplinary approach.
- › Linkage Between Program Area



- Across nearly all emphasis areas, speed included, traffic fatalities were up in 2020. Increases in risk-taking behaviors have been observed in Rhode Island and nationally. Expanding outreach and education is one of a few tools that practitioners have to help the travel public recognize the potential consequences of risk-taking behavior. This program is intended to expand education around speeding and other emphasis areas.
- › Rationale for Selection
  - Countermeasures That Work, Chapter 4, Section 4.1 describes communication and outreach strategies to reach out to drivers.
- › Planned Activities

**NHTSA 402PT 22 09 / NHTSA M2PE 22 03 / NHTSA FDL\*CP 22 01 / NHTSA M8PE 22 02 / NHTSA FHPE 22 03: Citizens/Law Enforcement Community Outreach and Education Program**

**Subrecipient:** TBD

Funding Source	Budget	Match	Local Benefit
<b>Section 402</b>	\$10,000.00	\$2,000.00	\$6,000.00
<b>Section 405B</b>	\$10,000.00	\$2,000.00	\$-
<b>Section 405D</b>	\$10,000.00	\$2,000.00	\$-
<b>Section 405E</b>	\$10,000.00	\$2,000.00	\$-
<b>Section 405H</b>	\$10,000.00	\$2,000.00	\$-

**Description:**

OHS will fund a citizen’s traffic safety education and awareness program with shares of \$10,000.00 each from these funding streams or projects NHTSA402PT, NHTSAFHLE (405H), NHTSAM2HVLE (405B), NHTSAFESX (405E), and NHTSAFDLDAT (405D) for a total of \$50,000.00.

The purpose of this educational program is to create a cadre of traffic safety experts to foster better communication between citizens and highway safety experts through education and awareness. The Target Audience for this program is adults of the public to include State and Community Leaders.

The program will train and educate citizens, so they make safe and informed judgments while driving, walking, or biking. This opportunity will provide quality education in the traffic safety emphasis areas to help in the protection of life and property and to improve the public's awareness to the dangers facing all roadway users. The program will use classroom instruction paired with demonstrations and participation blocks to raise awareness and change behaviors while focusing on the emphasis areas of the SHSP. The program will be able to target specific target audience agendas based on the community in which the program is presented.

Education is the driving force behind this program while increasing community relations with law enforcement, traffic safety partners and stakeholders. The use of a pre- and post-survey will show the effectiveness of the education and awareness program efforts to show if a greater level of understanding and awareness was achieved.

The program will also be offered to all state employees within DOT and other Departments as part of the States incentive program for education and training.

The goal of the program is to pair highway safety trained law enforcement officers with community leaders to create a wave of awareness and outreach that best supports the educational components included within the emphasis areas listed with the annual HSP and the 5-year SHSP.

## 4.4 Motorcycles

### Problem Identification and Analysis

From 2016 through 2020, motorcyclist fatalities in Rhode Island fluctuated between a low of 4 in 2016 to a spike 18 in 2018. This preliminary data for 2020 brings the five-year average from 2016 to 2020 up to 12. This is moving the State away from the desired downward trend.

Unhelmeted motorcycle fatalities have also mirrored the overall trend, with a spike in 2019 and 2020. After achieving a low of two in 2008, the lowest lower since then has been 4. There were 10 unhelmeted motorcycle fatalities in 2019 and 5 in 2020. Over the period 2016-2020, almost half of the motorcycle drivers were unhelmeted.

Rhode Island does not have a universal helmet law for all motorcyclists. The state 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 most impaired drivers in fatal crashes are white (63%). About one-third (38%) of drivers are between the ages of 25 to 34 and another 17 percent are between the ages of 21 to 24. From 2016 to 2020, September had the most fatal crashes; and 63 percent of crashes occurred between Friday and Sunday. The urban areas such as Providence, Pawtucket, North Kingstown, and Johnston generally have the highest numbers of motorcycle fatalities.

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



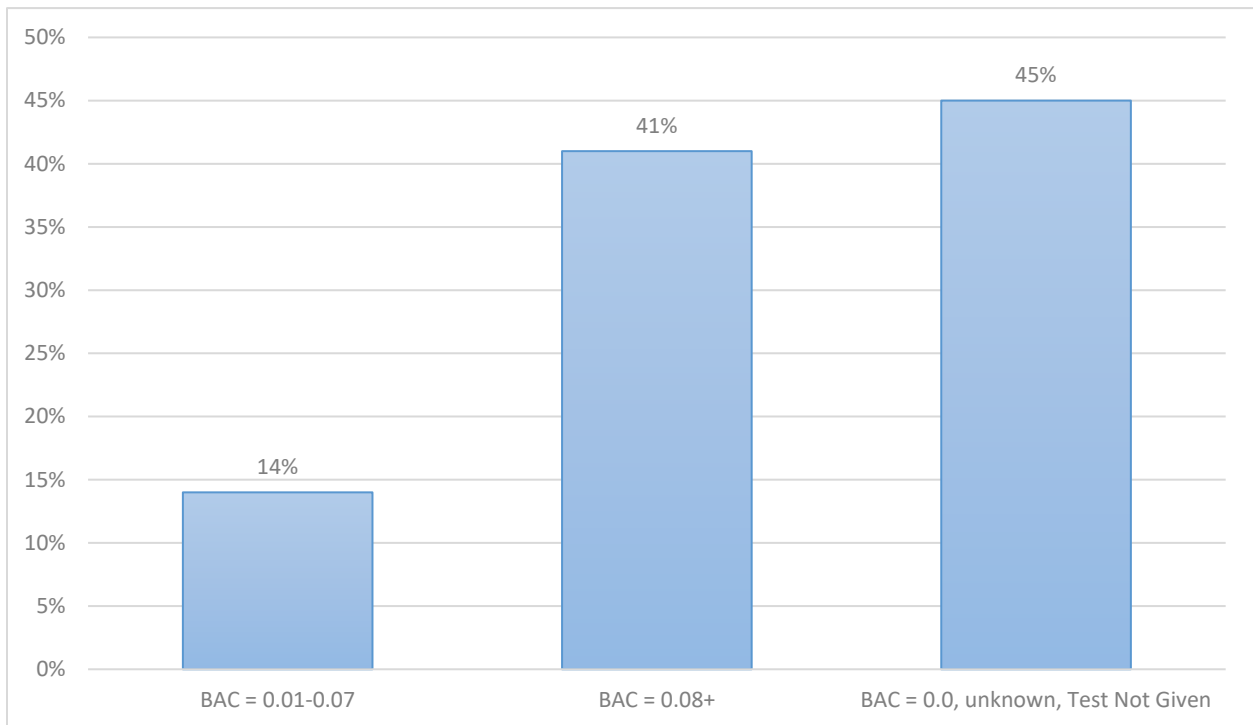
**Figure 4.9 Motorcyclist Fatalities and Serious Injuries**



Source: RIDOT/OHS (2021).

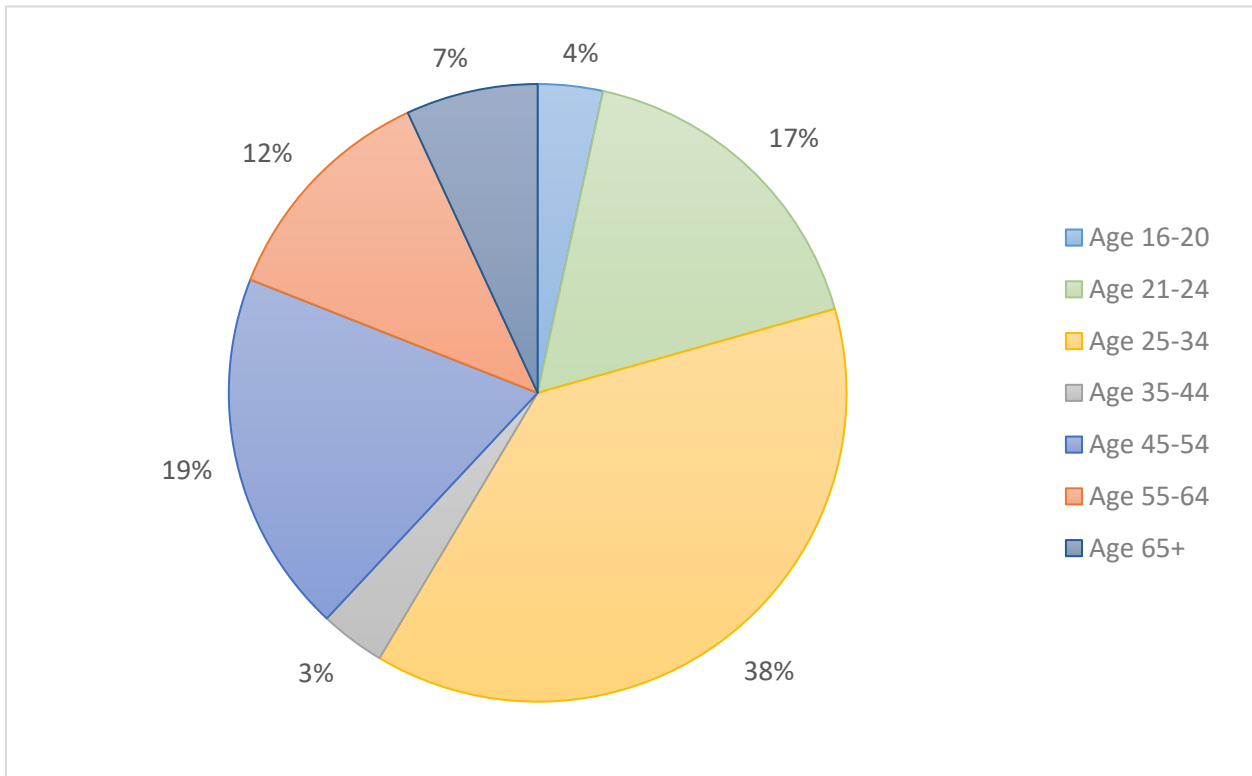
Note: 2020 data is preliminary.

**Figure 4.10 BAC Involved in Motorcycle Fatalities (2016 to 2020)**



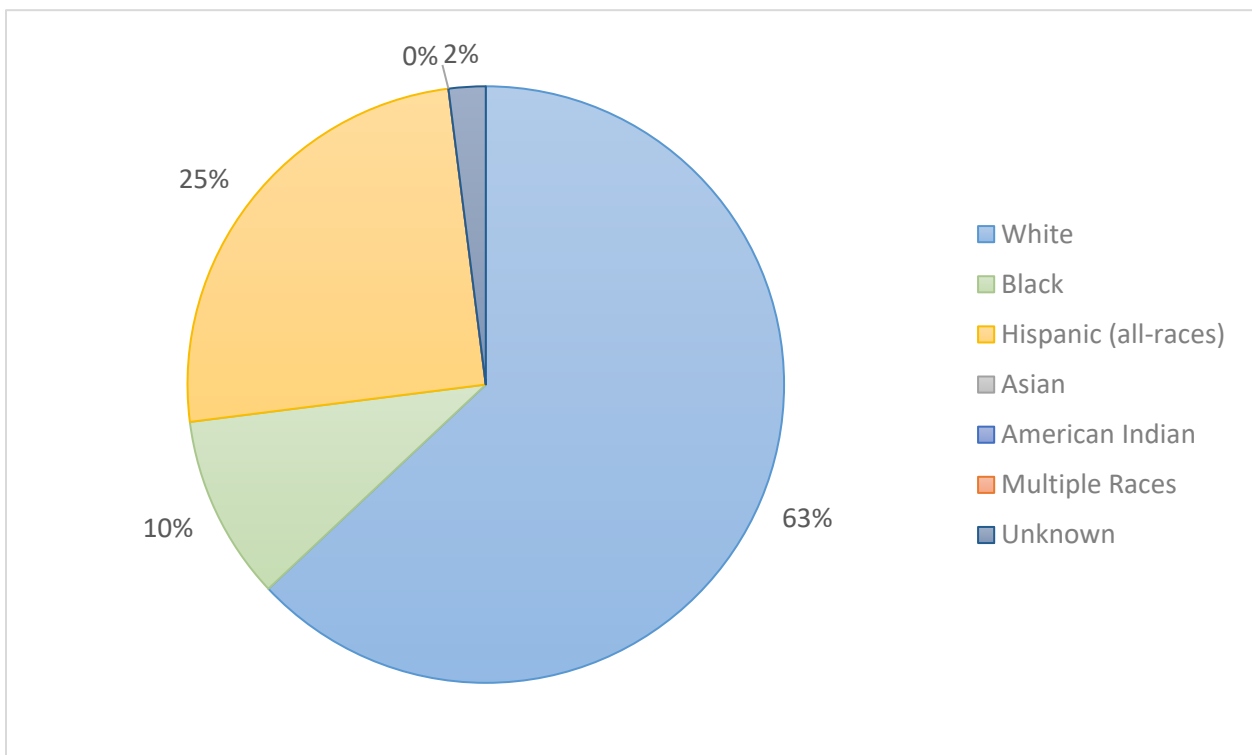
Source: RIDOT/OHS (2021).

**Figure 4.11 Motorcycle Fatalities by Age (2016 to 2020)**



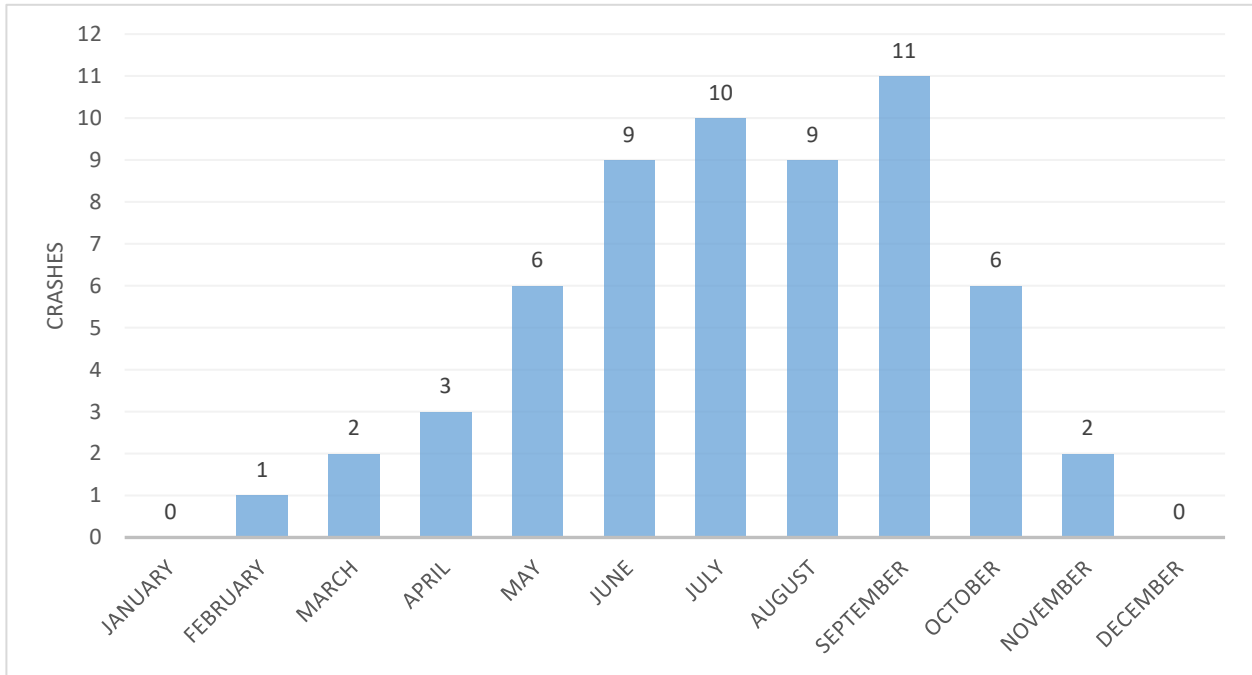
Source: RIDOT/OHS (2021).

**Figure 4.12 Motorcycle Fatalities by Race (2016 to 2020)**



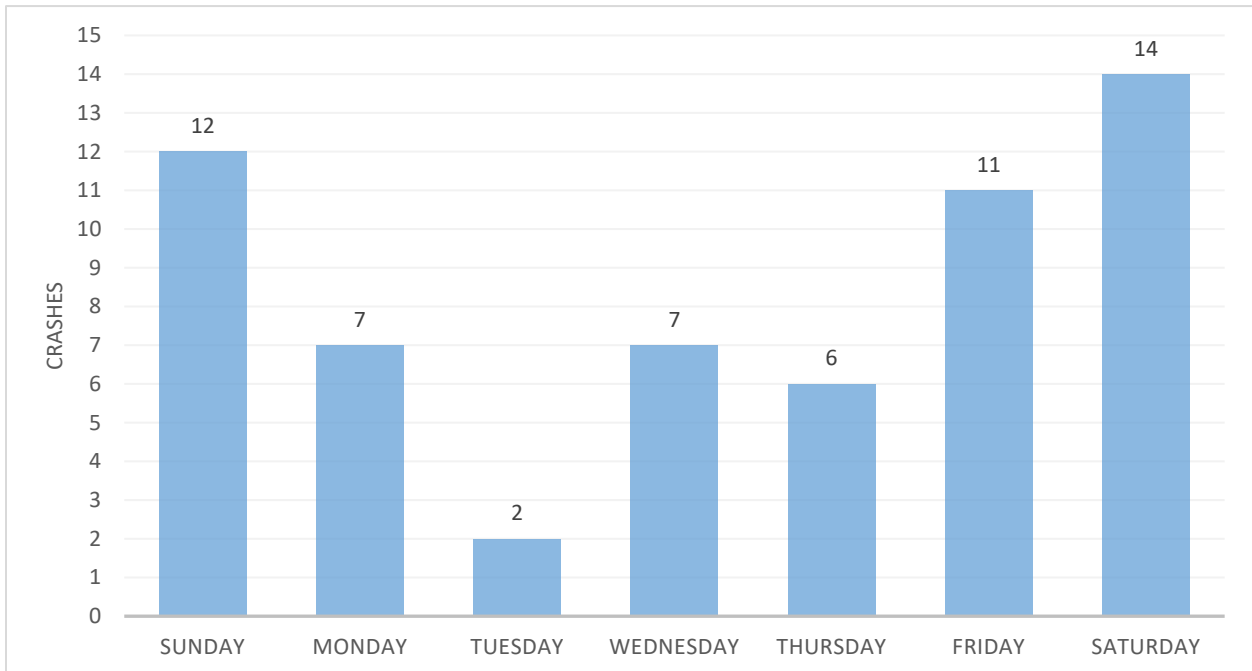
Source: RIDOT/OHS (2021).

**Figure 4.13 Fatal Motorcycle Crashes by Month (2016 to 2020)**



Source: RIDOT/OHS (2021).

**Figure 4.14 Fatal Motorcycle Crashes by Day of Week (2016 to 2020)**



Source: RIDOT/OHS (2021).

**Table 4.8 Top Three Cities/Towns by Fatal Motorcycle Crashes**

City/Town	2016	2017	2018	2019	2020	Total
Providence	1	3	3	0	0	7
Pawtucket	0	0	3	2	0	5
Johnston	0	1	1	1	1	4

Source: RIDOT/OHS (2021).

**Table 4.9 Motorcycle Models (2016-2020)**

Vehicle Model	Fatal Crashes
BMW	1
Ducati	1
Harley Davidson	18
Honda	12
Kawasaki	9
Suzuki	7
Triumph	0
Victory	0
Yamaha	5
Unknown	4
Other	2
<b>Grand Total</b>	<b>59</b>

Source: OSCAR (2021).

## Associated Performance Measures

- › **Goal.** Maintain the five-year average motorcyclist fatalities at 13 or below by December 31, 2022.
  - **Justification.** Motorcycle fatalities have averaged over 10 for many years. A spike in 2018 of 18 affects future average motorcycle fatality statistics. Based on the average proportion of overall fatalities that involve motorcyclists, which is 19 percent, a target of 13 fatalities (2018 to 2022) average has been chosen. By instituting an aggressive program of motorcycle safety activities, Rhode Island will move toward a lower number of fatalities and move back to the path toward zero fatalities.
- › **Goal.** Maintain the five-year average unhelmeted motorcyclist fatalities at 7 or below by December 31, 2022.
  - **Justification.** Similar to the overall motorcycle performance measure, the spike in 2018, and an additional spike specifically for unhelmeted fatalities in 2019 will affect future averages. A goal of 7 fatalities (2018 to 2022 average) is chosen to reflect the average proportion of overall fatalities that involve an unhelmeted motorcyclist, 10 percent. By instituting an aggressive program of motorcycle safety activities, Rhode Island will move toward a lower number of unhelmeted

fatalities and move back to the path toward zero fatalities. The 2016 NHTSA motorcycle assessment recommendations will help OHS reach this goal.

## Countermeasure Strategies in Program Area

### Motorcycle Rider Training

- › Project Safety Impacts
  - Without a mandatory helmet law, an advanced training program required with the initial licensing process would increase the knowledge and experience of the motorcyclists. Evidence has shown that in addition to teaching motorcycle control skills, programs are more effective if they train riders to recognize potentially hazardous riding situations and encourage helmet and safety equipment use while assessing their risks and limitations. From 2014 through 2018, motorcyclist fatalities in Rhode Island fluctuated between a low of 4 in 2016 to a spike of 18 in 2018. This preliminary data for 2018 brings the five-year average from 2014 to 2018 up to 10. This is moving the State away from the desired downward trend. Unhelmeted motorcycle fatalities have also mirrored the overall trend, with a spike in 2018. After achieving a low of two in 2008, the lowest since then has been 4. There were 9 unhelmeted motorcycle fatalities in 2018. Over the period 2014-2018, over half of the motorcycle drivers were unhelmeted. Under half involved in a fatal crash had a BAC of .08 or greater. Rhode Island does not have a universal helmet law for all motorcyclists. The state 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 most impaired drivers in fatal crashes are white (67%). About one quarter (27%) of drivers are between the ages of 25 to 34 and another 23 percent are between the ages of 21 to 24. From 2014 to 2018, June and July had the most fatal crashes; Two-thirds of crashes occurred between Thursday and Saturdays; and one-third of crashes occurred between 8:00 PM and 2:00 AM. The urban areas such as Providence, Warwick, and Cranston generally have the highest numbers of motorcycle fatalities.
- › Linkage Between Program Area
  - Motorcyclist fatalities in the State spiked in 2018 and motorcycle crashes as a proportion of overall crashes is higher in Rhode Island than across New England and the United States. Training programs can contribute to safe riding techniques and reduce fatalities by providing education and hands on experience.
- › Rationale for Selection
  - Countermeasures That Work, Chapter 5, Section 3 describes motorcycle rider licensing and training methods and are considered when developing courseware for Rhode Island.
- › Planned Activities

**NHTSA M9MA 22 01: Motorcycle Public Education and Outreach****Subrecipient:** TBD

Funding Source	Budget	Match	Local Benefit
Section 405F	\$25,000.00	\$5,000.00	\$-

**Description:**

The State of Rhode Island, Rider Education Program currently uses the Motorcycle Safety Foundation's (MSF) most current Basic Rider Course curriculum for a licensing requirement. The program is operated under the Community College of Rhode Island. All Rangers, Rider Coaches, and trainers are current and in good standing with MSF guidelines. The funding will be used to increase outreach for motorcycle training and for equipment to increase safety of the rider course itself through an approved vendor.

The CCRI Rider Program, as a stakeholder in the Traffic Safety Coalition, will continue the effort of proposing amendments to include advanced motorcycle training to new licensing protocols. This effort would also look to incorporate the assessment recommendation of amending §31-10.1-1.2 to delete all references to Motorcycle Safety Foundation and replace it with language that gives the Board of Governors for Higher Education authority and responsibility to develop and/or approve curriculums, certify instructors, and define student completion requirements. The 2019-2020 academic year had 709 students register for the rider program of that 588 took the course. The COVID-19 pandemic halted all classes and programs and stalled registrations.

Over the period of 2014-2018, over half of the motorcycle drivers were unhelmeted. Under half involved in a fatal crash had a BAC of .08 or greater. Rhode Island does not have a universal helmet law for all motorcyclists. The state 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 most impaired drivers in fatal crashes are white (67%). About one-quarter (27%) of drivers are between the ages of 25 to 34 and another 23 percent are between the ages of 21 to 24. From 2014 to 2018, June and July had the most fatal crashes; Two-thirds of crashes occurred between Thursday and Saturdays; and one-third of crashes occurred between 8:00 PM and 2:00 AM. The urban areas such as Providence, Warwick, and Cranston generally have the highest numbers of motorcycle fatalities.



## 4.5 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. Preliminarily, younger driver-related crashes make up 16 percent of the 2020 annual crashes. This is an increase from 5 percent observed in 2019.

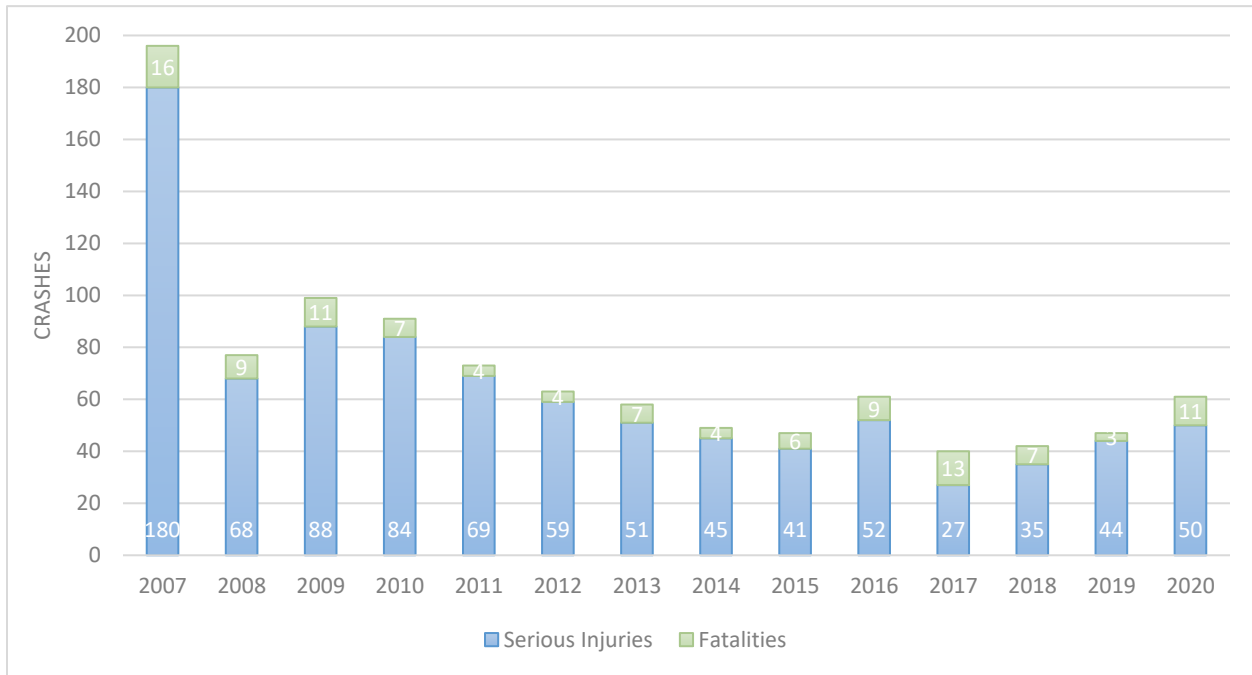
The top communities for young driver fatalities from 2016 to 2020 are Providence, Johnston, and Warwick.

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. In 2019 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. The new "hands-free" law also took effect on June 1, 2018 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 years old 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.

OHS agrees with the findings of AAFTS which suggest that age alone does not lead to a higher rate of traffic fatalities. "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." (AAAFTS)

**Figure 4.15 Total Young Driver Involved in Fatal and Serious Injury Crashes**



Source: RIDOT/OHS (2021).

**Table 4.10 Top Cities/Towns by Fatal Younger Driver Crashes**

City/Town	2016	2017	2018	2019	2020	Total
Providence	2	2	1	0	0	5
Johnston	1	1	1	0	0	3
Warwick	1	1	0	0	1	3
Charlestown	1	0	0	1	0	2
Coventry	1	0	0	1	0	2
Cranston	0	1	1	0	0	2
Exeter	1	1	0	0	0	2
Foster	0	1	1	0	0	2
Gloicester	0	0	1	0	1	2
Newport	0	1	0	0	1	2
Portsmouth	1	1	0	0	0	2

Source: RIDOT/OHS (2021).

**Associated Performance Measures**

- **Goal.** Maintain the five-year average number of drivers age 20 or younger involved in fatal crashes below 8 (2018 to 2022 average) by December 31, 2022.

- **Justification.** Preliminarily the number of 2020 fatalities is 11 which is much higher than the low of 3 achieved in 2019, but lower than the previous peak of 13 in 2017. A goal of 8 fatalities (2018 to 2022 average) has been chosen to both move toward TZD but also to reflect the average proportion of overall fatalities that involve younger drivers, which is approximately 13 percent. As with other performance measure, challenges due to the pandemic are anticipated to be felt in 2021 as well.

## Countermeasure Strategies in Program Area

### Communication Campaign/School Program

- › Project Safety Impacts
  - Youth programs in Rhode Island have had success, including the ThinkFast program showing students' improved knowledge of traffic safety upon completion. The deployment of communication programs, particularly in school environments, can help to build awareness with proven results.
- › Linkage Between Program Area
  - With a slight increase in young driver fatalities, the deployment of programs for these audiences is important to stem the rising number.
- › Rationale for Selection
  - Countermeasures That Work, Chapter 2, Section 7 explains that school programs, a three-star program, provide well-defined and somewhat controlled audience for seat belt programs. Rhode Island looks to deploy communication efforts in school environments to address seat belt use and other behaviors.
- › Planned Activities

#### NHTSA 402 SA 22 02: Young Voices Keeping Young Drivers Safe

**Subrecipient:** Young Voices

Funding Source	Budget	Match	Local Benefit
<b>Section 402</b>	\$35,025.00	\$7,005.00	\$14,010.00

#### Description:

Young Voices is deeply committed to empowering low-income students of color to address issues of road safety in Rhode Island. We understand that achieving RIDOT's goal of zero road fatalities is a collective effort. We know that many of these tragic occurrences are due to simple driver error, and that comprehensive education in accident prevention and traffic safety can reduce the frequency of such events. This year, Young Voices will take a multi-pronged approach toward increasing road knowledge and awareness by conducting a rigorous participatory action study on driver's ed options for teenagers, as well as designing an informational storybook for elementary school-age youth.

In 2020-2021, Young Voices took an innovative approach by honing our efforts on the belief and behavior systems of urban Rhode Island youth themselves. Using our proven Youth Participatory Action model, the RIDOT project team designed and conducted an education campaign on a range of student beliefs surrounding pedestrian and vehicular safety, such as whether youth truly looked both ways before crossing the street or always wore a bicycle helmet. We then generated extensive social media content and video PSAs in areas where student knowledge was most lacking, to correct the record and promote factual information. This

work was aided by Mental Health Clinician and Brown Research Consultant Nazaret Suazo, along with the continual input and feedback of OHS officials Kelsey Lynch and Gabrielle Abbate.

For 2021-2022, it is critical that we continue the work we started to advance pedestrian and bike safety in Rhode Island. Based upon our findings, we know that keeping our roadways safe is a communal effort, one that requires consistent and relevant education before, during, and after youth first become eligible to receive their driver's license. It is crucial that these knowledge systems are incorporated early into a child's development and reinforced at several points throughout their upbringing.

To advance this mission, Young Voices will design, deliver, and analyze another Youth Participatory Action Study on student attitudes and experiences with driver's education. This study will be based in part on the Stages of Behavior Change model, which integrates "the most powerful principles and processes of change from leading theories of counseling and behavior change...based on principles developed from over 35 years of scientific research, intervention development, and scores of empirical studies; and applies the results of research funded by over \$80 million worth of grants and conducted with over 150,000 participants. Studies of change have found that people move through a series of stages when modifying behavior. Certain approaches work best at each stage to reduce resistance, facilitate progress, and prevent relapse. Only a minority (<20%) of an at-risk population are prepared to act at any given time. Thus, action-oriented guidance serves individuals in the early stages. People in the Precontemplation Stage do not intend to take action in the foreseeable future."

This model is highly relevant to RIDOT OHS' statewide efforts to influence sustained behavior change in youth pedestrian, vehicular, and cycling behaviors. Currently, most approaches focus on "action-oriented guidance", such as the importance of crossing streets safely. But if youth don't think the issue is serious enough or believe injury could happen to them, they will just ignore the information. It is critical to measure what youth believe about traffic safety, so we can innovate new approaches that will be far more successful at impacting their behavior. Youth are far more likely to share their opinions with their own peers. Our study will create a new and ongoing data source for RIDOT OHS that could be replicated in cities across Rhode Island.

### **School Programs GDL (Graduated Licensing Laws)**

- › Project Safety Impacts
  - Youth programs in Rhode Island have had success, including the ThinkFast program showing students' improved knowledge of traffic safety upon completion. The deployment of school programs can help foster a continued environment of traffic safety learning with results. Nationally, school programs have been shown to increase belt use in the few evaluations of school programs that have been conducted.
- › Linkage Between Program Area
  - With a slight increase in young driver fatalities, the deployment of programs for these audiences is important to stem the rising number.
- › Rationale for Selection
  - Countermeasures That Work, Chapter 2, Section 7 explains that school programs, a three-star program, provide well-defined and somewhat controlled audience for seat belt programs. Rhode Island looks to use this same technique for programs for seat belt use and other behaviors.
- › Planned Activities

**NHTSA 402SA 22 03/NHTSA 402 PS 22 04/NHTSA 402DD 22 07:** ThinkFast Interactive High School Education Program**Subrecipient:** TJohn E Productions

Funding Source	Budget	Match	Local Benefit
<b>Section 402</b>	\$150,000.00	\$37,500.00	\$85,000.00

**Description:**

Think Fast Interactive, created by TJohn E Productions, is an interactive game show style program that blends critical highway safety messaging with pop culture to command youth's engagement and attention at high school and middle school assemblies. The production educates on such emphasis areas as Distracted Driving, Impaired Driving, Occupant Protection, GDL (Graduated Driver's License) Laws, RI General Law, and Pedestrian/Bicycle Safety. ThinkFast is funded by three different funding sources; 402SA (Young Drivers), 402DD (Distracted Driving), and 402PS (Pedestrian/Bicycle). These three funding sources are represented within each production's content. Reaching up to 50 schools by the conclusion of each school year hitting grades 6-12, this program exposes youth to important targeted highway safety information with a strong retention rate. The goal of ThinkFast is to empower Rhode Island middle and high school youth to make more educated and safe decisions when on Rhode Island roadways as either an occupant or as a driver. To measure the success of the program throughout the school year, pre and post examinations are administered. This ensures the program's success by measuring youth's knowledge of traffic safety emphasis areas, and what areas each school or grade needs to focus in on. The results of these surveys are compiled and put into a formal report by TJohn E Productions and sent to RIDOT's Office on Highway Safety. These results are featured in the OHS's Annual Report.

**Young Drivers School Programs**

- › Project Safety Impacts
  - The countermeasure strategy, with its focus on staff and office resources, is designed to maintain and implement the countermeasure strategies of the program area. The commitment of program management resources in this area will help to address issues such as awareness of safe driving habits.
- › Linkage Between Program Area
  - The staff resources funded in this program area are used to monitor and prioritize the implementation of countermeasures, moving the program area towards its stated targets. Staff will coordinate resources and activities to support initiatives such as communication campaigns and school programs that will help reduce the number of crashes involving young drivers - a group that is overrepresented in crashes when compared to their share of the State population.
- › Rationale for Selection
  - This countermeasure is used primarily to maintain consistent day-to-day implementation of program area activities.
  - These outreach and program activities are recommended by NHTSA.
- › Planned Activities

**NHTSA 402SA 22 04: RISAS - Youth Driven program****Subrecipient:** RISAS (Rhode Island Student Assistance Services)

Funding Source	Budget	Match	Local Benefit
<b>Section 402</b>	\$116,600.00	\$23,200.00	\$46,640.00

**Description:**

Youth Driven is a Youth Leadership Program put forth by the Rhode Island Student Assistance Services and supported by the Rhode Island Department of Transportation's Office on Highway Safety. Youth Driven's target audience is 8th-12th grade middle and high school students from over 30 Rhode Island schools around the state totaling around 100 students from rural to urban populations. This two-part youth focused traffic safety program will feature a summer summit in FFY22 at a college or university yet to be determined during the summer, and a year-long action plan to be created at the summit and carried out over the remainder of their year at school. The summit will focus on all manners of traffic safety related emphasis area and will also empower Rhode Island youth to make informed, and strong decisions towards safety in their daily lives. Youth Driven's mission is to provide Rhode Island Youth and their adult advisors with the motivation, information, skills and support necessary to organize events in their communities focusing on traffic safety related emphasis areas. Areas to be covered during the summit and year-round will include distracted driving, occupant protection, speed, impaired driving, and RI General Law. The summit features pre and post examinations for all student attendees to determine a baseline and then to analyze the intended effect that the summit had on the participating youth. This effect will continue to be monitored and analyzed year-round as youth create and deliver the events portion of their action plans within their school or communities. The action plan will be centered around a specific emphasis area to be decided on at the summit, and then expanded upon through youth planned school or community traffic safety events over the course of their year. Youth Driven's Program Coordinator Becky White will hold monthly check in meetings after the summit with the youth to go over their plans and next steps. The \$116,600.00 for the program will cover residential housing for the overnight at the summit, various office supplies that will be used at the summit, staff time for the Program Coordinator and Grant Supervisor to organize the summit and monitor the grant, an evaluator for the summit, adult advisor stipends and av requirement fees.

**NHTSA 402SA 22 05: RIIL RI Interscholastic League - Traffic Safety Is A Team Sport****Subrecipient:** RISAS (Rhode Island Student Assistance Services)

Funding Source	Budget	Match	Local Benefit
<b>Section 402</b>	\$66,000.00	\$12,500.00	\$26,400.00

**Description:**

This sports marketing sponsorship agreement furthers the achievement of OHS's alcohol impaired driving, occupant protection, speed, and distracted driving performance targets. Continuing the strategic partnership with the Rhode Island Interscholastic League will greatly assist OHS in its goal Toward Zero Deaths. The RIIL will support RIDOT's mission of reducing fatalities and serious injuries through the creation of a sports marketing campaign that will tackle the following areas of emphasis: Occupant Protection, Impaired Driving, Speed and Distracted Driving. This program provides a valuable access point to key target markets, specifically males aged 30-50 and young drivers aged 16-24, with a statewide reach. The RIIL's goal is to assist RIDOT in meeting its FFY 2022 Performance Goals. Through education and outreach communication methods, the RIIL aims to influence positively the student-athletes, coaches, administrators, and fans within our far-reaching RIIL community to modify behavior and save lives, reduce injuries and improve highway safety. Sports marketing

programs grow in effectiveness over time, as fans, attendees and participants perceive a partner as being a consistent presence. This project will continue to impact positively the above goals. The RIIL is a non-profit 501(c) 3 organization. Its mission is to provide educational opportunities for students through interscholastic athletics and to provide governance and leadership for its member schools through athletic programs.

**Community Outreach**

- › Project Safety Impacts
  - Youth programs in Rhode Island have had success, including the ThinkFast program showing students' improved knowledge of traffic safety upon completion. The deployment of school programs can help foster a continued environment of traffic safety learning with results. Nationally, school programs have been shown to increase belt use in the few evaluations of school programs that have been conducted.
- › Linkage Between Program Area
  - With a slight increase in young driver fatalities, the deployment of programs for these audiences is important to stem the rising number.
- › Rationale for Selection
  - Countermeasures That Work, Chapter 2, Section 7 explains that school programs, a three-star program, provide well-defined and somewhat controlled audience for seat belt programs. Rhode Island looks to use this same technique for programs for seat belt use and other behaviors.
- › Planned Activities

**NHTSA 402SA 22 06: Aging Road User Guidebook**

**Subrecipient:** AAA

Funding Source	Budget	Match	Local Benefit
<b>Section 402</b>	\$5,391.00	\$1,078.20	\$2,156.40

**Description:**

This project will fund for AAA to develop and distribute one state-wide compendium to enhance aging driver re-education opportunities, information about driving evaluations, transportation alternatives, and updates to traffic laws. Additionally, this guidebook will include helpful information for older adults as vulnerable roadway users with safety practices for pedestrians and cyclists.

AAA Northeast and the Transportation Work Group of Age-Friendly RI (AAA, AARP, Community Agencies and RI DOT professionals to name a few) will utilize both national research widely publicized by NHTSA and local information to increase access to services and educational programming to collectively develop the content for the guidebook. AAA Northeast's graphic design department will design and layout the project and have approximately 10,000 copies of the guidebook printed at the cost of about \$0.45 each. The hard copies will be shipped to DMV and AAA branch offices, senior centers, healthcare organizations, all 39 Cities and Towns as well as the Office of Healthy Aging. Additionally, an electronic "e-book" will be designed and shared with stakeholders and state agencies for posting on organizational websites.

State crash data will be analyzed to determine causation for senior drivers as well as the top crash sites involving older drivers throughout the state. Information will be gathered and developed on the following topics:

- Policies & Procedures for RI Driver License Renewal (special considerations for 72+)
- Safety Concerns for Older Drivers/Crash Risks, causation, and infrastructure
- Information on Defensive Driving Classes for Older Adults/ Car Fit
- Driver Evaluation Information
- Warning Signs/At-Risk Drivers/Driving Retirement
- Supplemental Mobility Resources in RI/ Travel Training
- Medications and Substances that impact driving safety
- Older adults as cyclists and pedestrians

Prior to printing, the guidebook will be evaluated by a group of adults 65+ for accuracy, timeliness of information, and bias. The RI Department of Transportation, Department of Motor Vehicles and Office of Healthy Aging will all be given opportunity to review and contribute content.

This project is one of the planned strategies and action items within the state's 2017-2022 Strategic Highway Safety Plan. To educate aging drivers about increased crash risk and available resources throughout the state, an older driver handbook will be developed and distributed throughout the state for drivers age 65 and older.



## 4.6 Pedestrians and Bicyclists

### Problem Identification and Analysis

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

Over the most recent five-year period (2016-2020) pedestrian fatalities averaged 14 per year. The spike in 2017 contributes to a rise in the average compared to averages in the past. The number of fatalities of 8 in 2018 and 2019 helps to lower the average. Bicyclist fatalities have generally been low over the last five years with no fatalities in 2019, while in each of 2016, 2017, and 2020, there were two fatalities per year, and one in 2018.

A total of 173 pedestrians were killed in motor vehicle crashes in Rhode Island from 2007 through 2020 and total fatalities involving pedestrians have fluctuated from as few as five to as many as 21 in 2017, as illustrated in **Figure 4.16**. Over this period bicycle fatalities have totaled 16 with between zero and three occurring in each year. Rhode Island has exceeded the national percentage for pedestrian fatalities for most years in the past decade. The proportion of pedestrian fatalities rose in 2017 in conjunction with the rise in overall fatalities. In terms of bicycle fatalities as a proportion of total fatalities, the small number of fatalities occurring in the state causes each crash to have a significant impact.

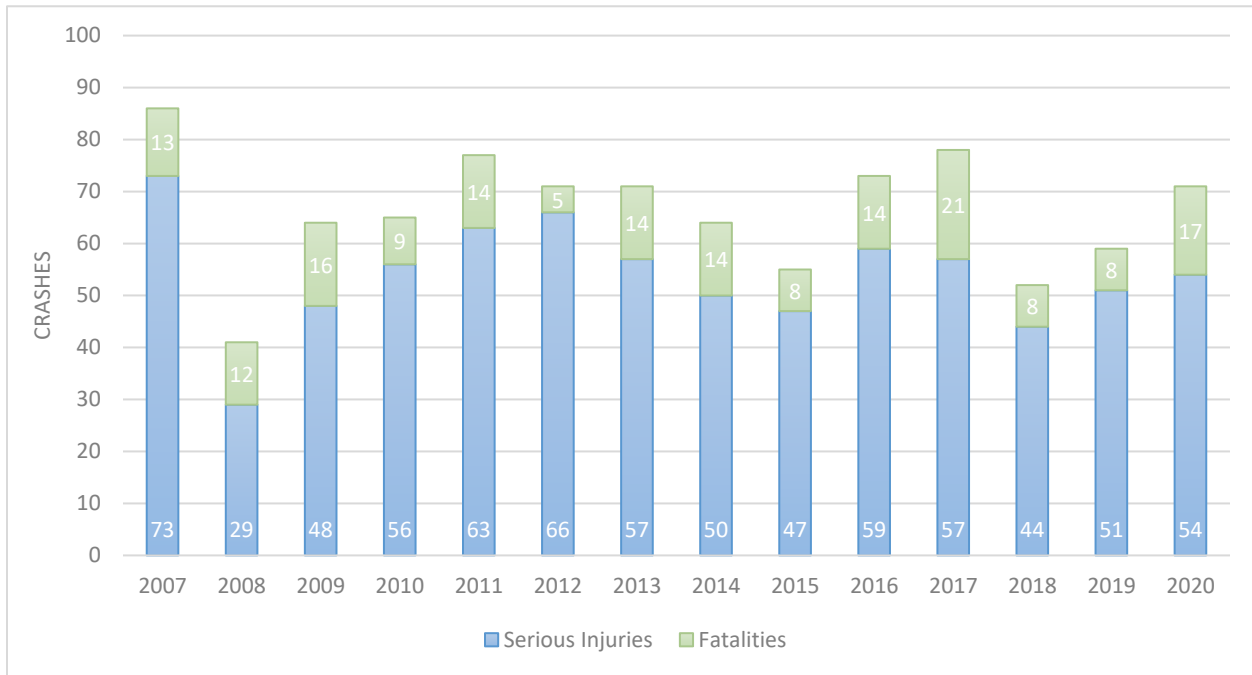
By age, most pedestrian fatalities are 65 and over (35%) or between the ages of 45 to 54 (18%) and 54 to 64 (18%). By race, the majority of pedestrian fatalities are white (71%) and 29 percent are identified as black or Hispanic.

The top community for pedestrian fatalities from 2016 to 2020 was Providence with 13.

By age, bicycle fatalities are impacting users across age groups, primarily 35-44-year-olds and 75+. As shown in **Table 4.12**, bicycle fatalities are dispersed across the State with five communities experiencing a total of one over the past five years.

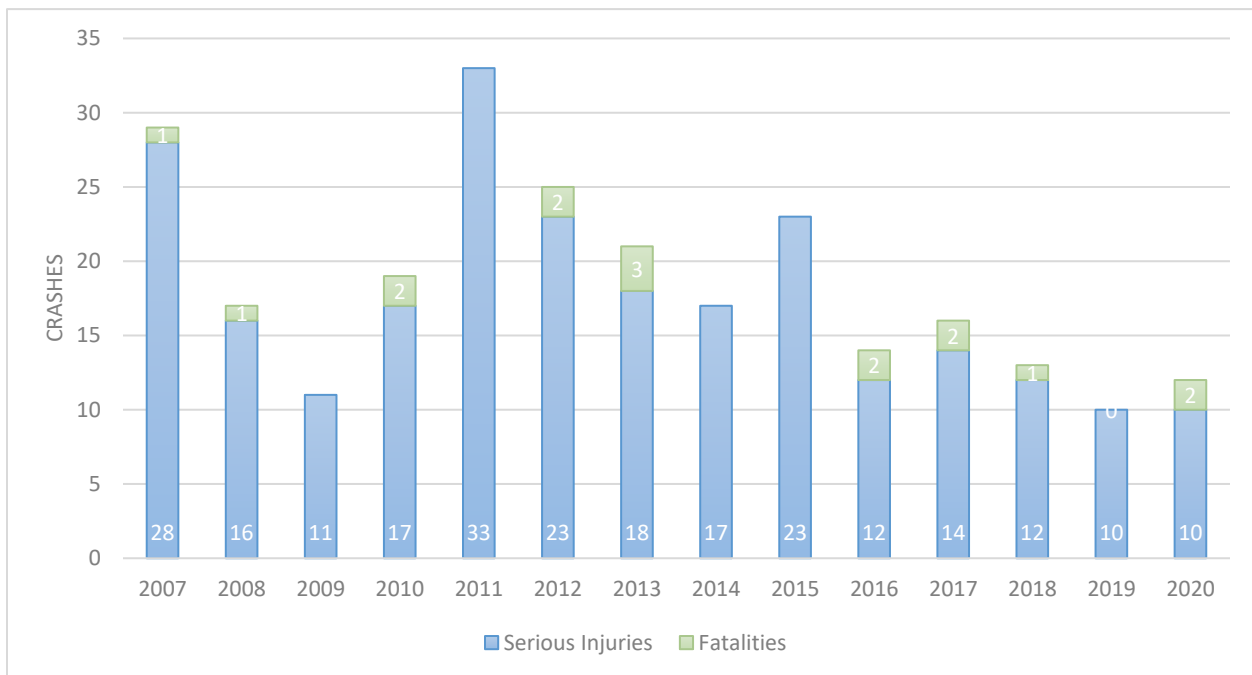
All this information will be used to develop appropriate educational and marketing materials and target enforcement activities to reduce pedestrian and bicycle fatalities and serious injuries.

**Figure 4.16 Total Fatalities and Serious Injuries Involving Pedestrians**



Source: RIDOT/OHS (2021).

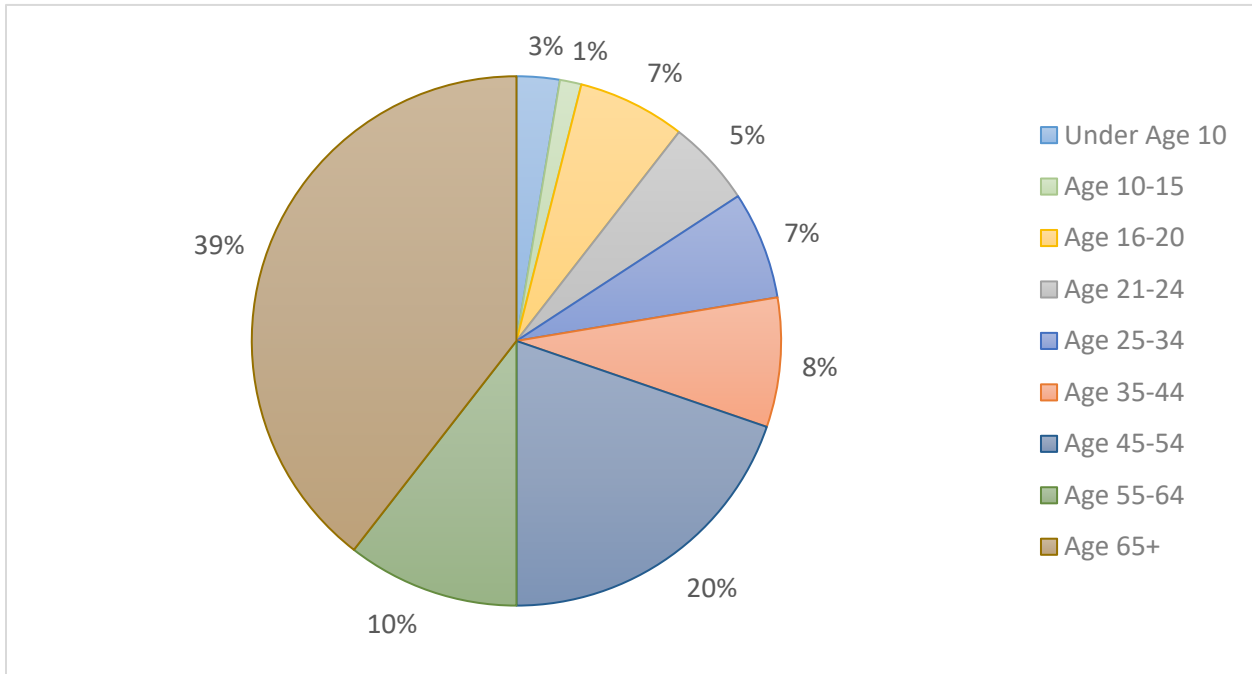
**Figure 4.17 Total Bicyclist Fatalities and Serious Injuries**



Source: RIDOT/OHS (2021).

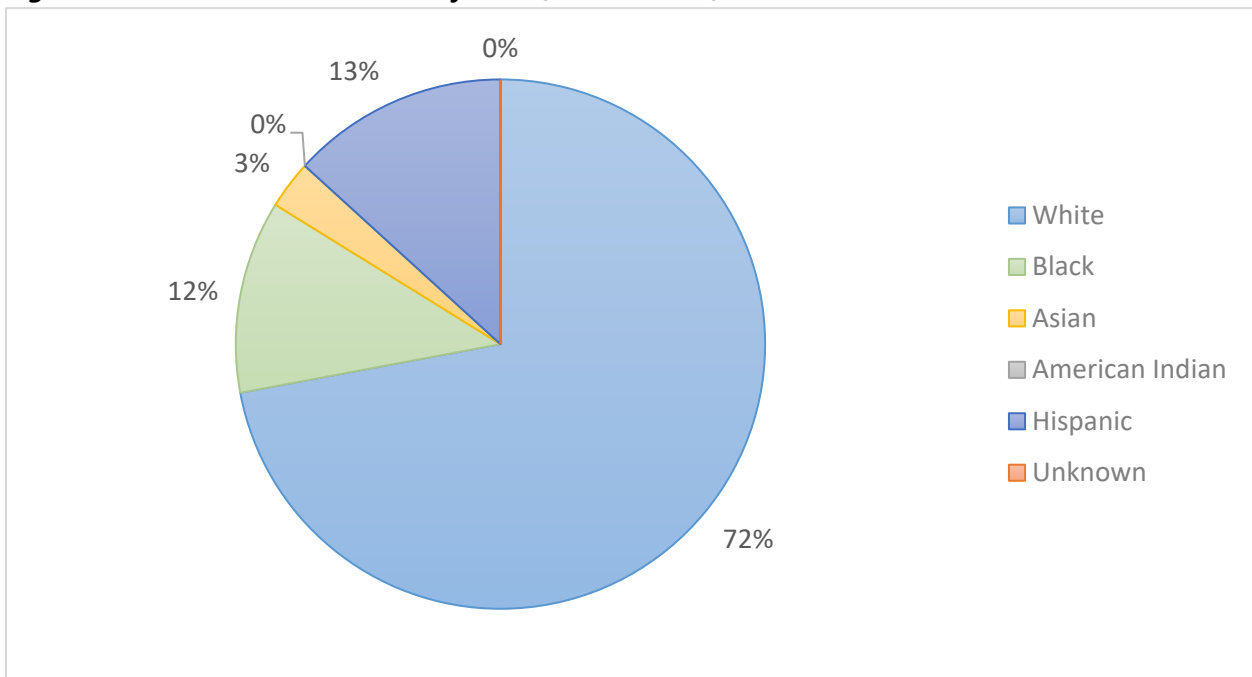
Note: Zero bicycle fatalities occurred 2009, 2011, 2014, 2015, and 2019.

**Figure 4.18 Pedestrian Fatalities by Age Group (2016 to 2020)**



Source: RIDOT/OHS (2021).

**Figure 4.19 Pedestrian Fatalities by Race (2016 to 2020)**



Source: RIDOT/OHS (2021).

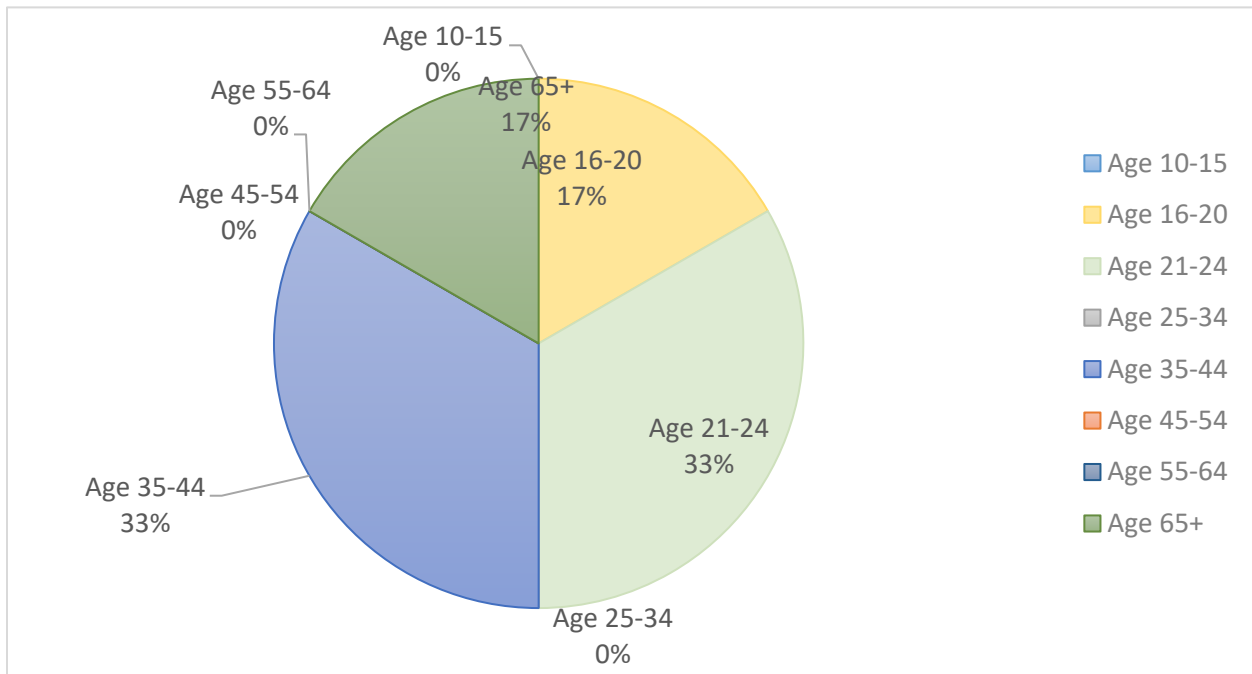
Note: Zero pedestrian fatalities were identified as American Indian.

**Table 4.11 Top Four Cities/Towns by Fatal Pedestrian Crashes**

City/Town	2016	2017	2018	2019	2020	Total
Providence	4	3	1	2	3	13
Warwick	2	3	2	1	0	8
East Providence	1	1	1	2	1	6
Pawtucket	0	1	1	1	3	6

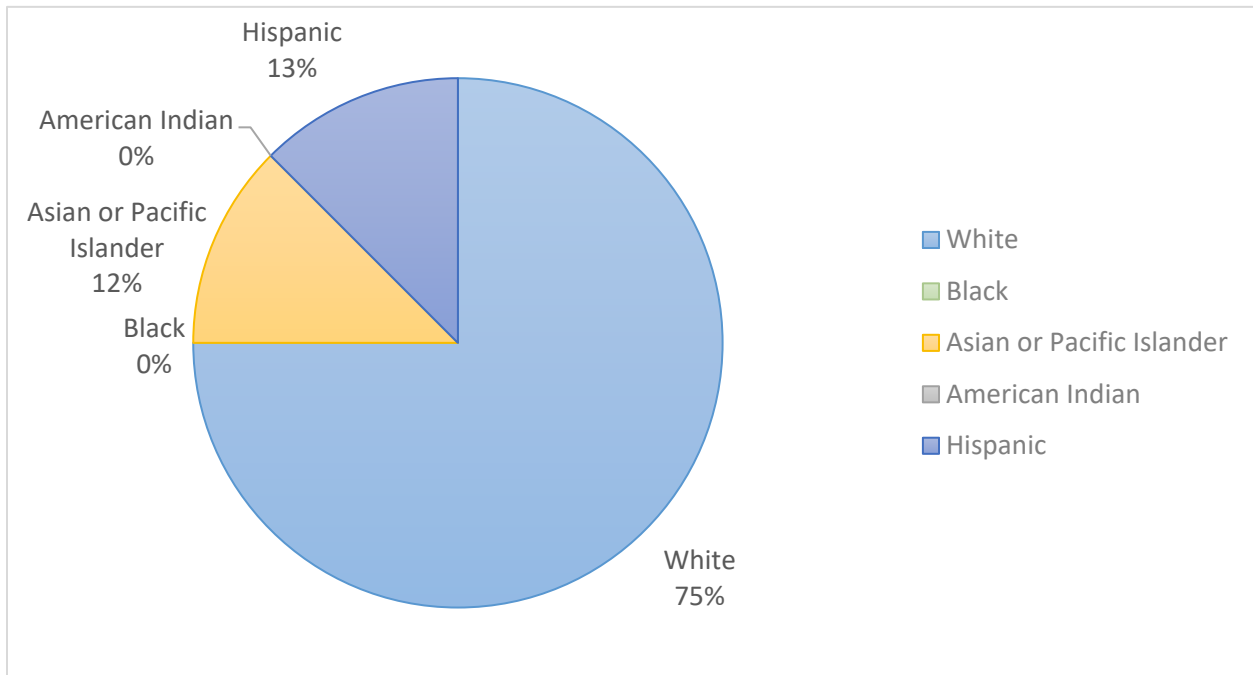
Source: RIDOT/OHS (2021).

**Figure 4.20 Bicyclist Fatalities by Age Group (2016 to 2020)**



Source: RIDOT/OHS (2021).

**Figure 4.21 Bicyclist Fatalities by Race (2016 to 2020)**



Source: RIDOT/OHS (2021).

**Table 4.12 Top Cities/Towns by Fatal Bicycle Crashes**

City/Town	2016	2017	2018	2019	2020	Total
East Providence	0	1	0	0	1	2
Bristol	0	0	1	0	0	1
Coventry	0	1	0	0	0	1
Cranston	1	0	0	0	0	1
Middletown	0	0	0	0	1	1
South Kingstown	1	0	0	0	0	1

Source: RIDOT/OHS (2021).

To help guide pedestrian fatality countermeasures, pedestrian impairment was reviewed. **Table 4.13** summarizes the blood alcohol content of pedestrians involved in fatal crashes. Most pedestrians (72%) had a BAC of 0.0%, however, 21 percent of pedestrians had a BAC of 0.08 or greater. While the threshold of 0.08 is tied to the legal limit for operating a vehicle, data from the most recent five years (2016-2020) suggests that pedestrian fatalities are also falling within this boundary.

**Table 4.13 BAC Test Results for Pedestrians Involved in Fatal Crashes**

	2016	2017	2018	2019	2020	Total (%)
BAC 0.00	11	16	5	7	10	<b>49 (72%)</b>
BAC 0.01 - 0.07	0	0	1	0	1	<b>2 (3%)</b>
BAC 0.08 - 0.14	0	1	2	1	1	<b>5 (7%)</b>
BAC 0.15 +	2	2	0	0	5	<b>9 (13%)</b>
Test not given	1	2	0	0	0	<b>3 (4%)</b>
Not Reported	0	0	0	0	0	<b>0 (0%)</b>
<b>Total</b>	<b>14</b>	<b>21</b>	<b>8</b>	<b>8</b>	<b>17</b>	<b>68 (100%)</b>

Source: FARS (2021).

### Associated Performance Measures

- › **Goal.** Maintain the five-year average number of pedestrians in fatal crashes below 14 (2018 to 2022) by December 31, 2022.
  - **Justification.** Preliminary data indicate there were 17 pedestrian fatalities in 2020, a significant increase from the 8 fatalities from each of 2018 and 2019, but lower than a peak of 21 in 2017. The increase in 2021 also corresponds to the increase in the overall fatalities during the COVID-19 pandemic. There is a need to refocus on statewide vulnerable road user programs targeting Providence and other municipalities with high pedestrian crashes to help the State move back toward the TZD trend.
 

Aiming for improved outcomes, we will review past efforts and create momentum to support countermeasures that support strong ped programs. We will increase our media and messaging strategies, law enforcement details and training and review possible legislation to support lowering these numbers. We will also include many projects listed in our SHSP in our 2022 HSP. We will increase our community outreach efforts as well.

Furthermore, to handle this challenge and to remain true to our target we will increase our media efforts, work to create new media pieces, increase our presence on social media, and increase the number of officers we train and deploy for pedestrian patrols. We will also partner with our bike partners to create awareness tolls and messaging that reach a larger audience than in the past.
- › **Goal.** Maintain the five-year average number of bicyclist fatalities at or below 1 by December 31, 2022.
  - **Justification.** Bicyclist fatalities have been very low in Rhode Island over the past five years. Preliminary 2020 values show two fatalities. On average, between 2012 and 2020, fatalities have been consistently between 1 and 2 and it is highly likely this trend will continue through the continuation of bicycle events and programs. Through the planned activities presented the State hopes to bring this number to zero deaths.

Focusing on successful past efforts, we will continue to facilitate our elementary school bike safety. We will increase the number of schools who receive this curriculum. We will host the curriculum as well as the bike safety videos which mirror the curriculum on the DOT website.

- › **Goal.** Lower the five-year average number of impaired pedestrians to 2 or below (2018 to 2022 five-year average) by December 31, 2022.
  - **Justification.** The average annual number of impaired pedestrian fatalities is 2.8 from 2016-2020, which is a notable increase from previous years. Continued enforcement and education efforts will help drive the number down, however, Rhode Island recognizes increased pedestrian volumes and the COVID-19 pandemic may negate some successes.

## Countermeasure Strategies in Program Area

### Communication Campaign

- › Project Safety Impacts
  - The increased number of pedestrian deaths in 2017 and increased popularity of bicycling led to a strengthening of efforts starting in 2018 to address the safety of non-motorized travel on Rhode Island roadways. An increased focus on communication strategies to build awareness is anticipated to help stem the growth in non-motorized fatalities.
- › Linkage Between Program Area
  - The communication efforts of this program area to different demographic groups will help educate the diverse population of non-motorized travelers in the State.
- › Rationale for Selection
  - Countermeasures That Work generally has two- to three-star ratings for training and outreach strategies for nonmotorized modes. Activities with enforcement agencies that will enforce laws will also contribute to the effectiveness of the communication campaigns.
- › Planned Activities

### NHTSA 402PS 22 03: RI Bike Coalition - Statewide Smart Cycling Education

**Subrecipient:** RI Bike Coalition

Funding Source	Budget	Match	Local Benefit
Section 402	\$12,151.50	\$2,430.30	\$4,860.00

### Description:

The Rhode Island Bike Coalition serves the bicyclist population of Rhode Island by offering their Smart Cycling courses throughout the state. Each Smart cycling course is administered by an LCI (League Certified Bicycle Instructor) certified through the League of American Bicyclists. Through education and outreach, the Rhode Island Bicycle Coalition will strengthen the confidence of both adults and children as vulnerable road users with a focus on safety, rules of the road and an application of taught practical skills.

The coalition’s goal is to help the state lower the number of serious injuries and fatalities of bicyclists on Rhode Island roadways through practical training and safety education. Their target audience covers all bicyclists in

the state from novice to pro. The Rhode Island Bike Coalition serves as the states go-to resource for those looking to improve their riding skills while also being educated on safety standards. The Rhode Island Bicycle Coalition is funded under NHTSA402PS which covers pedestrian and bicycle education efforts throughout the state of Rhode Island. About a dozen courses are anticipated to be held in FFY 2022.

**Bike Safety Education**

- › Project Safety Impacts
  - The increased number of pedestrian deaths in 2017 and increased popularity of bicycling led to a strengthening of efforts starting in 2018 to address the safety of non-motorized travel on Rhode Island roadways. An increased focus on communication strategies to build awareness is anticipated to help stem the growth in non-motorized fatalities.
- › Linkage Between Program Area
  - The communication efforts of this program area to different demographic groups will help educate the diverse population of non-motorized travelers in the State.
- › Rationale for Selection
  - Countermeasures That Work generally has two- to three-star ratings for training and outreach strategies for nonmotorized modes. Activities with enforcement agencies that will enforce laws will also contribute to the effectiveness of the communication campaigns.
- › Planned Activities

**NHTSA 402PS 22 02: Bike Newport Road Share Education**

**Subrecipient: Bike Newport**

Funding Source	Budget	Match	Local Benefit
<b>Section 402</b>	\$76,980.00	\$19,245.00	\$30,792.00

**Description:**

Bike Newport runs numerous initiatives to improve practices of safe road sharing - addressing all road users simultaneously whenever possible - including bicyclists, motorists and pedestrians as equal participants in safe road sharing. Productive partnerships with community organizations - city, schools, agencies, foundations, and businesses - gives them direct access to all sectors of the community and are models for other municipalities.

FY 2022 Road Share Education expands existing programs which are provided by a staff of one full-time Director and several part-time educators to six days/week. This expansion is urgent to meet the very significant demand for our educational programs.

Of the team of educators, five are League Certified Smart Cycling Instructors, five are experienced mechanics, one is a native Spanish speaker, two are semi-fluent in Spanish, four are female, three are dedicated youth educators, and one is a master mechanic. This roster of educators ensures that we serve residents of all ages, experience, cultures, and walks of life in the greater Newport community. We are requesting continued HS1 support so that we may reach the people who will most benefit from our programs.

Web Site administration and support is ongoing and includes maintaining responsive, intuitive, and accessible educational and bike safety related materials provided by Bike Newport and other recognized safe cycling resources. Growing program and activities for various community sectors such as their Black Girls Do Bike



Program which is an educational and community building initiative that promotes biking by women and girls of color.

Spanish language education: improved connection with the Spanish-speaking community - by having Spanish speaking educators at all program hours, and by providing all informational and educational materials in both Spanish and English.

Road Safety education for Newport youth diagnosed on the Autism spectrum and/or experiencing other learning challenges.

All road safety education is based on the Need to Knows of Safer Road Sharing as identified by the League of American Bicyclists and included in the League’s Smart Cycling and Instructor certification programs. Information will always be shared at age-appropriate levels, with a focus on communicating with other road users.

**NHTSA 402PS 22 05: PrevCon Educational High School Program**

**Subrecipient: JSI Research and Training Institute**

Funding Source	Budget	Match	Local Benefit
<b>Section 402</b>	\$8,300.00	\$2,075.00	\$3,320.00

**Description:**

The Rhode Island Prevention Conference was created in 2018 by a subcommittee of the PAC (prevention Advisory Committee) which consists of certified prevention providers across Rhode Island, student assistance counselors, mental health providers, as well as national and state public health subject matter experts. Due to COVID-19, in 2021 PREVCON transitioned from a traditional in person conference to a virtual webinar series that focused on emphasis areas including impaired driving, distracted driving, drugged driving and how to make safe decisions. The audience were young drivers and other professionals within the prevention profession. In FFY 2022, RSI Research and Training Institute will hold an in person PREVCON conference in January that will still dedicate time to these same emphasis areas and target audiences. The \$8,300.00 awarded to the prevention conference will cover educational conference materials, and funds for keynote speakers, workshop presenters and youth partners.

**NHTSA FHPE 22 01: WRWC Youth Bike/Ped Safety Woonasquatucket River**

**Subrecipient: Woonasquatucket River Watershed Council**

Funding Source	Budget	Match	Local Benefit
<b>Section 405H</b>	\$80,000.00	\$16,000.00	\$-

**Description:**

The Woonasquatucket River Watershed Council’s Bicycle Safety Programs aim to address the problem of young cyclists and pedestrians as especially vulnerable road users in Rhode Island. Their programs target youth ages 8-16 in RI, with some of their programs focused more specifically on serving students in Providence’s low-income neighborhoods, where limited access to motor vehicles increases the likelihood that residents would be VRU’s as pedestrians or cyclists. Their programs use creative and engaging strategies to deliver bicycle safety programs in various settings. Their main program, Rhode to Bicycle Safety is a new partnership program funded by the Office on Highway Safety at the Rhode Island Department of Transportation. This program

brings Bicycle Safety into Rhode Island Elementary school fifth grade classrooms. This program includes on bike safety instruction with main objectives including rules of the road, how to maneuver a bicycle safely and confidently in different situations, proper helmet fit, ABC quick checks, and how to signal turns or stops while riding. The Road to Bicycle Safety program aims to reach 8 elementary schools in FFY22. WRWC’s other programs delivers these objectives as well in their Spring and Summer camps, after school programs, and Field Days. WRWC evaluates all their programs using pre/post testing, observations, and target group discussions post education.

**NHTSA FHPE 22 03: RI HOSPITAL Injury Prevention Center Pedestrian Safety Program**

**Subrecipient:** Injury Prevention Center/RI Hospital

Funding Source	Budget	Match	Local Benefit
<b>Section 402</b>	\$35,000.00	\$7,000.00	\$-

**Description:**

This Pedestrian Safety program born out of the Injury Prevention Center (IPC) in Providence at Rhode Island Hospital proposes to utilize the medical community to promote pedestrian safety. Although physicians and other providers almost universally promote the benefits of walking as exercise to improve health, pedestrian safety is not part of that conversation. This program seeks to change that so that walking can be promoted but guidance on how that can be done safely is part of that conversion. The Injury Prevention Center will utilize NHTSA materials, CDC materials, AAA, and National Safety Council to develop talking points for practitioners to utilize with patients as well as bilingual patient handouts/printed materials that include Rhode Island specific content on safe walking routes/trials. In addition, they will provide practitioners with highly visible reflectors for patients after they have been educated on how to use safe pedestrian practice in their daily lives. Program components will address practices for pedestrian safety that include:

- 1) increased risk of walking in dark (68% of death in US occur then).
- 2) wearing high visibility attire or using lighting (16% deaths, pedestrian was not visible).
- 3) distraction increases risks (use of earbuds while walking has been noted by NHTSA to be a risk factor).
- 4) planning safe routes for walking in your community.
- 5) increased risk with walking while (or after) consuming alcohol or other drugs.

An additional component of the project is to develop sustainability for pedestrian safety within healthcare after the grant period ends. The IPC will do this by doing a cost analysis of pedestrian injuries treated at the Rhode Island Hospital Trauma Center. With that report they will engage health insurers in Rhode Island to adopt a similar program reaching out to providers to discussing safe pedestrian practices and directly connect with their subscribers on the topic.

## 4.7 Traffic Records

### Problem Identification and Analysis

The Rhode Island Traffic Records Coordinating Committee (TRCC) promotes improving the State's crash, driver, vehicle, roadway, citation/adjudication, and injury surveillance data systems. Together these make up the traffic records system. Recently, the TRCC worked with the agencies responsible for the State's Crash Reporting System, Emergency Medical Services (EMS) Run Reporting System, and Citation System to improve data collection, quality, and access. This Rhode Island Traffic Records Strategic Plan describes improvements in the traffic records system and performance measures that help the State and NHTSA track that progress.

For FFY 2022, the State will continue to implement improvements based on needs identified by stakeholders in Rhode Island and the 2021 Traffic Records Assessment recommendations. The FFY 2022 Traffic Records Strategic Plan begins to address the new assessment recommendations. Rhode Island will continue to address the recommendations in a new plan for submittal at the end of the fiscal year.

Rhode Island will use grant funds awarded under the Fixing America's Surface Transportation (FAST) Act Section 405c to make quantifiable, measurable improvements in the timeliness, accuracy, completeness, uniformity, integration, and accessibility of traffic records data systems and management.

The plan was presented to the TRCC and accepted by email on May 24, 2021.

### Performance Targets

- › **Goal.** The percentage of all State-owned signals with no missing data elements.
  - **Justification.** Based on R-C-01 – Completeness: The percentage of all State-owned signals with no missing data elements. Project RI-TR-0006 uses NHTSA funds to support the partial collection of timings information for a portion of the State-owned intersection signals. The data collection reduced the percentage of State-owned intersection signals with missing data in the roadway system.
- › **Goal.** Number of systems that access State EMS data.
  - **Justification.** The State EMS system now integrates with 8 systems, one more than last year. Although not tracked for this measure, as it is unknown how many providers had access through one of the other integrated systems, this new integration allows for all care providers to access EMS data thus improving data accessibility.

### Countermeasure Strategies in Program Area

#### Highway Safety Office Program Management

- › Project Safety Impacts
  - The countermeasure strategy, with its focus on staff and office resources, is designed to maintain and implement the countermeasure strategies of the

program area. The commitment of program management resources in this area will help to address issues such as the completeness and uniformity of the data that is collected.

- › Linkage Between Program Area
  - The staff resources funded in this program area are used to monitor and prioritize the implementation of countermeasures, moving the program area towards its stated targets. Staff will coordinate resources and activities to support initiatives such as the Traffic Records Strategic Plan that contains performance metrics that when achieved will result in an improved system of traffic records.
- › Rationale for Selection
  - This countermeasure is used primarily to fund consistent day-to-day implementation of program area activities.
  - These planned activities are in-line with federal assessment recommendations.
- › Planned Activities

**NHTSA F1906 22 01:** Intuitive Public Access of Traffic Stop Race Data Survey

**Subrecipient:** TBD

Funding Source	Budget	Match	Local Benefit
Section 1906	\$50,000.00	N/A	N/A

**Description:**

On July 10, 2015 then Governor Gina Raimondo signed House Bill, 2015-H 5819 Sub A, and Senate Bill, 2015-S 669 as Amended into law (R.I. Gen. Laws § 31-21.2-1 et seq.) The law, also known as the Comprehensive Police-Community Relationship Act of 2015 (CCPRA) “honors the community’s desire for just stop and search procedures, while permitting law enforcement to maintain public safety and implement best practices.”

A contracted entity will create a public repository for traffic stop race data from 2016 to 2019. The public repository would include the ability to download data, intuitively summarize data, provide enhanced analytical visualizations, and data stories. The public site could be modeled after the site built in Connecticut: <http://trafficstops.ctdata.org/> [trafficstops.ctdata.org].

This would provide a higher level of transparency to the race data collected from all law enforcement agencies in Rhode Island during the study period. Currently only the raw data and reports are available. This tool will ease the access to a more understandable format for civilians and community groups alike.

Racial profiling data collection is vital to maintain a level of transparency on enforcement efforts and the impacts HVE programs can have on these statistics. This data must be analyzed to observe the correlation of routine enforcement as compared to the HVE and related targeted audiences. Providing this data in a way for the public to understand and grasp the findings is an effective tool to provide transparency of the interactions police have with traffic stops.

**NHTSA F1906 22 02: Race Data Analysis****Subrecipient: TBD**

Funding Source	Budget	Match	Local Benefit
Section 1906	\$100,000.00	N/A	N/A

**Description:**

On July 10, 2015 Governor Gina Raimondo signed House Bill, 2015-H 5819 Sub A, and Senate Bill, 2015-S 669 as Amended into law (R.I. Gen. Laws § 31-21.2-1 et seq.) The law, also known as the Comprehensive Police-Community Relationship Act of 2015 (CCPRA) "honors the community's desire for just stop and search procedures, while permitting law enforcement to maintain public safety and implement best practices."

A contracted agent will conduct a detailed empirical analysis on the sources driving disparities in Rhode Island, with a focus on specific enforcement activity or policing policies. As they have stated in their annual reports, the current analysis identifies disparities, but is limited in the capacity to identify specific drivers of those disparities (statewide). A statewide analysis of the traffic stop data from 2017 to 2019 supplemented additional information (i.e., calls for service, Part 1 crime, accidents, locations information) would allow for a more rigorous understanding of the factors driving the persistent disparity observed statewide.

In addition to the more detailed empirical analysis of statewide data, individual departments that are interested could be provided with an in-depth three-year analysis identifying sources driving disparities in terms of specific enforcement activity or policing policy.

Racial profiling data collection is vital to maintain a level of transparency on enforcement efforts and the impacts HVE programs can have on these statistics. This data must be analyzed to observe the correlation of routine enforcement as compared to the HVE and related targeted audiences.

**NHTSA F1906 22 04: Consultant Reports/Maintenance****Subrecipient: TBD**

Funding Source	Budget	Match	Local Benefit
Section 1906	\$100,000.00	N/A	N/A

**Description:**

RIDOT/OHS will contract with an outside consultant to manage and maintain IT requirements and/or data relating to the servicing of all Rhode Island law enforcement agencies traffic stop data that was mandated by the CCPRA statute. The OHS will also provide funding for updated software and equipment necessary for law enforcement agencies to comply with the statute. The funds will also support RIDOT's MIS data maintenance and service requirements.

**NHTSA F1906 22 05: CCPRA-Regional Community Traffic Stop Data Analysis****Subrecipient: TBD**

Funding Source	Budget	Match	Local Benefit
Section 1906	\$100,000.00	N/A	N/A

**Description:**

On July 10, 2015 Governor Gina Raimondo signed House Bill, 2015-H 5819 Sub A, and Senate Bill, 2015-S 669 as Amended into law (R.I. Gen. Laws § 31-21.2-1 et seq.) The law, also known as the Comprehensive Police-Community Relationship Act of 2015 (CCPRA) “honors the community's desire for just stop and search procedures, while permitting law enforcement to maintain public safety and implement best practices.”

A contracted agent will conduct a regional analysis to help police departments and the community better understand the “Providence Effect.” Providence is a major traffic generator for the state and plays a big role in traffic enforcement throughout the region as people drive in and out of the city. Our annual analysis has identified Providence as influencing the regional disparity. Addressing the regional disparity will require a better understanding of how traffic enforcement occurs throughout the region and not just in one city or town. Departments could learn how to best leverage their resources with surrounding communities to improve public safety while reducing regional disparities.

The contracted agent will conduct regional community presentations of the 2019 annual traffic stop analysis. These would be facilitated conversations with both law enforcement officials and community members about what the local racial profiling data tells us. This could be modeled after community conversations that follow annual report releases in Connecticut.

Racial profiling data collection is vital to maintain a level of transparency on enforcement efforts and the impacts HVE programs can have on these statistics. This data must be analyzed to observe the correlation of routine enforcement as compared to the HVE and related targeted audiences.

### **Improves Accuracy of Database**

#### › Project Safety Impacts

- Rhode Island has seen improvement in its accuracy and completeness of its crash records through the cooperation of data partners. The results of the most recent Traffic Records Assessment indicate that are opportunities to improve in other areas of data such as integration and uniformity. Increased partnerships between health-related agencies and organizations can help strengthen the linkage of crash and hospital data which can provide valuable information that is lacking in crash system.

#### › Linkage Between Program Area

- The adopted performance targets not only refer to accuracy and completeness but also to integration. The planned activities work toward integrated datasets that are accessible to a variety of Rhode Island highway safety partners.

#### › Rationale for Selection

- For FFY21, the State will continue to implement improvements related to NHTSA’s most recent Traffic Records Assessment recommendations. The projects in this plan have been proposed to resolve deficiencies identified during the assessments.

#### › Planned Activities

**NHTSA F1906 22 06: Law Enforcement Training****Subrecipient: TBD**

Funding Source	Budget	Match	Local Benefit
Section 1906	\$20,000.00	N/A	N/A

**Description:**

On July 10, 2015 Governor Gina Raimondo signed House Bill, 2015-H 5819 Sub A, and Senate Bill, 2015-S 669 as Amended into law (R.I. Gen. Laws § 31-21.2-1 et seq.) The law, also known as the Comprehensive Police-Community Relationship Act of 2015 (CCPRA) "honors the community's desire for just stop and search procedures, while permitting law enforcement to maintain public safety and implement best practices."

The CCPRA required that law enforcement departments had to collect traffic stop racial profiling data until December 31, 2019 which was submitted to the State to be analyzed by a yet to be determined contractor. Without the requirement to submit data but the ability of departments to continue with internal data collection, the contracted agency will develop and implement a training program for police departments that decide to voluntarily collect traffic stop records beyond 2019.

This training program will help them determine how to properly review their traffic stop records on an annual basis in the absence of a formal statewide analysis.

Racial profiling data collection is vital to maintain a level of transparency on enforcement efforts and the impacts HVE programs can have on these statistics. This data must be analyzed to observe the correlation of routine enforcement as compared to the HVE and related targeted audiences.

**Improves Uniformity of a Core Highway Safety Database**

- › Project Safety Impacts
  - Rhode Island has seen improvement in its accuracy and completeness of its crash records through the cooperation of data partners. The results of the most recent Traffic Records Assessment indicate that are opportunities to improve in other areas of data such as integration and uniformity. Increased partnerships between health-related agencies and organizations can help strengthen the linkage of crash and hospital data which can provide valuable information that is lacking in crash system.
- › Linkage Between Program Area
  - The adopted performance targets not only refer to accuracy and completeness but also to integration. The planned activities work toward integrated datasets that are accessible to a variety of Rhode Island highway safety partners.
- › Rationale for Selection
  - For FFY21, the State will continue to implement improvements related to NHTSA's most recent Traffic Records Assessment recommendations. The projects in this plan have been proposed to resolve deficiencies identified during the assessments.
- › Planned Activities

**NHTSA M3DA 22 01: Crash MMUCC Revisions Project**  
**Subrecipient: MMUCC Revisions**

Funding Source	Budget	Match	Local Benefit
Section 405C	\$300,000.00	\$60,000.00	N/A

**Description:**

OHS will conduct training for the updates to the crash report based on MMUCC requirements. This will include training and presentations to all law enforcement which can include power point or web-based training and handouts or brochures. Dash cards which were previously created to support serious injury reporting changes will be re-created and support a more in-depth training since many crash reports being returned to our crash system with incorrect serious injury information. The new cards will be made to given to the departments to place into police cruisers as a quick reference for officers completing crash reports.

---

**NHTSA M3DA 22 02: RIDOT OHS – Crash Form Training**  
**Subrecipient:**

Funding Source	Budget	Match	Local Benefit
Section 405C	\$75,000.00	\$18,750.00	N/A

**Description:**

OHS will conduct training for the updates to the crash report based on MMUCC requirements. This will include training and presentations to all law enforcement which can include power point or web-based training and handouts or brochures. Dash cards which were previously created to support serious injury reporting changes will be re-created and support a more in-depth training since many crash reports being returned to our crash system with incorrect serious injury information. The new cards will be made to given to the departments to place into police cruisers as a quick reference for officers completing crash reports.

---



**NHTSA 164AL 22 10/NHTSA M8TR 22 01: RMS Statewide****Subrecipient:** State and Local Law Enforcement Officers

Funding Source	Budget	Match	Local Benefit
Section 164AL	\$1,600,000.00	N/A	\$640,000.00
Section 405E (flex)	\$1,000,000.00	\$250,000.00	\$-

**Description:**

This program will support 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. Updating the system will allow police departments to contribute and receive information from one central records management system. 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 are critical to providing increased accuracy in traffic crash data 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 statewide RMS/CAD development. Funding also will be used for hardware (e.g., servers) and software.

## Benefits of a Statewide RMS Program in RI

Central Data storage accessible by essential personnel- don't have to chase departments for data i.e. DUI arrest numbers

- More accurate system to track all traffic data to include FARS, crash and violation reports, etc. increasing effectiveness of DDACTS
- Instant access to the most up to date statistics
- Ability to utilize current data in monitoring Grant performance measures from individual departments to County and/or State-wide groupings
- Access to Crash Report Forms for State-wide disbursement within the RMS system with the ability to modify for MMUCC
- Ability to view graphs, heat maps and other visual tools to understand problem areas
- Simplicity of having all police on the same system would create an extremely efficient use of data systems at many levels
- This would advance the capabilities of law enforcement in the field as well
- OHS can monitor the deployment results of grant funded activity
- Prepares a platform for additional State-wide users to partner such as DEM, EMS, DMV, AG, Courts, DOH, etc.
- A true State-wide system would revolutionize the performance of all users
- CCPRA data collected within system
- RIDOT can be automatically notified when a crash involves state assets
- Preloaded system will make DUI arrests easier for officers increasing productivity and involvement in the grant funded details

In our most recent (2020) TRCC STRAP assessment it was stated that "Rhode Island does not currently have an impaired driver tracking system. Therefore, it is suggested the State explore the creation of a DUI tracking system. Such a system is useful, particularly, in determining the nature and extent of the impaired driving problem in the State; what types of substances are involved, the blood alcohol levels and test results of those

arrested, and if the data is shared with all agencies and entities who interact with impaired drivers, can help the State to monitor a violator throughout the process from arrest to compliance with court sanctions, as well as helping to determine the most effective training, treatment, sanctions and evaluation methods in terms of preventing recidivism. It is also suggested that DUI performance measures be developed from this system.”

---

**Improves Integration Between One or More Core Highway Safety Databases**

- › Project Safety Impacts
  - Rhode Island has seen improvement in its accuracy and completeness of its crash records through the cooperation of data partners. The results of the most recent Traffic Records Assessment indicate opportunities to improve in other areas of data such as integration and uniformity. Increased partnerships between health-related organizations can help strengthen the linkage of crash and hospital data which can provide valuable information that is lacking in crash system.
- › Linkage Between Program Area
  - The adopted performance targets not only refer to accuracy and completeness but also to integration. The planned activities work toward integrated datasets that are accessible to a variety of Rhode Island highway safety partners.
- › Rationale for Selection
  - For FFY22, the State will continue to implement improvements related to NHTSA’s most recent Traffic Records Assessment recommendations. The projects in this plan have been proposed to resolve identified deficiencies.
- › Planned Activities

**NHTSA M3DA 22 03: DOH EMS Maintenance Contract Fee**

**Subrecipient: DOH EMS Maintenance Contract Fee**

Funding Source	Budget	Match	Local Benefit
Section 405C	\$92,445.11	\$18,489.00	\$-

**Description:**

NHTSA funds will support the Rhode Island Emergency Medical Services Information System (RI-EMSIS), specifically to defray the cost for the state’s vendor ImageTrend to host and maintain the system. Since its implementation in 2012, the Center for Emergency Medical Services (CEMS) has collected 729,027 electronic run reports, including 17,026 related to incidents involving motor vehicles and pedestrians.

Electronic patient care reports are valuable for numerous reasons. Foremost, critical medical information is conveyed to the hospital staff when patients are transported. Continuous quality improvement programs are founded in review of these reports by EMS administrators, physicians, nurses, and CEMS to ensure that proper EMS care is being delivered. Data is collected related to fatal motor vehicle crashes for entry into the Fatality Analysis Reporting System (FARS). Also, aggregate EMS data is transmitted from CEMS to the National EMS Information System (NEMSIS), which is a nationwide data repository funded by the NHTSA Office of Emergency Medical Services and is identified as one of the key initiatives of that office. This data collection and upload is accomplished via the ImageTrend system.

**NHTSA M3DA 22 04: TRCC Support****Subrecipient:** TRCC Support

Funding Source	Budget	Match	Local Benefit
Section 405C	\$75,000.00	\$15,000.00	N/A

**Description:**

This project provides funds to assist with the support of regularly scheduled TRCC meetings, including minutes of such meetings.

**NHTSA M3DA 22 05: MIRE Data Collection****Subrecipient:** MIRE Data Collection

Funding Source	Budget	Match	Local Benefit
Section 405C	\$300,000.00	\$60,000.00	N/A

**Description:**

This project will fund the collection of Roadside Hazard Rating data elements on all eligible state roads. which include calculating clear zones, identifying hazards within the clear zones (trees, ledge, non-breakaway signage) and measuring roadside slopes to determine if they are recoverable or non-recoverable. Guardrail data will also be collected to include presence, general condition, height, and end terminal type. Having this complete database will help RIDOT advance their Roadway Departure Mitigation program by identifying, diagnosing, and prioritizing roadway segments using a data-driven, systemic approach. Roadway segments will be assigned a risk score based this project's collected attributes as well as historical and predictive crash data. Similar to the STEP and Signalized Intersection efforts, RIDOT will now be able to address roadside crashes systemically statewide based on risk on serious injury or fatality, not just on historical crashes.

## Project Deliverables:

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

## Performance Measures

- Completeness – Roadway, The percentage of all State-owned roadways with no missing data elements.

## 4.8 Distracted Driving

### 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 a driver account and recollection of the facts. Self-reported information is statistically unreliable, and it is estimated that distracted driving-related crashes are severely underreported.

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

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 policymakers to create a hands-free statute for all drivers. This resulted in the passage of a hands-free law that took effect on June 1, 2018.

While **Table 4.14** below suggests that Rhode Island distraction-affected crashes have fluctuated, with data gaps and the challenges of identifying distracted driving that continue to limit accurate reporting. Close data gaps within the Traffic Records program area can help improve reporting and countermeasure identification for distraction-affected crashes.

**Table 4.14 Distraction-affected Fatal Crashes (2015-2019)**

Location	2015		2016		2017		2018		2019	
	Crashes	Crashes	Crashes	Percent	Crashes	Percent	Crashes	Percent	Crashes	Percent
Rhode Island	1	2%	3	6%	3	4%	0	0%	1	2%
Region	104	11%	65	6%	80	8%	60	6%	59	6%
Nation	3,242	10%	3,197	9%	3,003	9%	2,628	8%	3142	9%

Source: FARS (2021).

### Associated Performance Measures

- › **Goal.** Increase the number of DMV survey respondents who never talk on a hand-held cellular phone while driving from 46 percent to at least 75 percent.
  - **Justification.** The target is to increase the number of DMV survey respondents who never talk on a hand-held cellular phone while driving from 55 percent to at least 75 percent. Ideally this target should be set at 100 percent, however, as an interim target, reaching 75 percent can be attainable. The 2019 DMV survey results showed that 46 percent of respondents had a "never" answer. With a cell phone ban starting in 2018, Rhode Island is encouraged more drivers will stop using their mobile devices while driving. The new Work Zone School Safety Awareness Campaign along with reinforced efforts on current distracted driving education and enforcement projects can help to move the respondent percentage to 50 percent.

Unfortunately, OHS had high hopes in 2020 of training and deploying more law enforcement officers to create a wave-like deterrence on the roads. COVID-19

made that impossible but for the 2022 HSP increasing training and patrols, as well as, increasing media outreach should reach more drivers. 2021 is also the first year we are supporting three very significant youth distracted driver programs. Once the results of those arrive, we will continue to place those in our plan as well.

## **Countermeasure Strategies in Program Area**

### **Community Outreach**

- › Project Safety Impacts
  - Although Countermeasures That Work shows communications and outreach on distracted driving as a one-star strategy, there is strong public support for such a strategy to reduce distracted driving. The passage of a hands-free law and the implementation of the law starting June 1, 2018 was a result of support by the public. The low percentage of respondents who indicate a "never" answer when asked about the use of a hand-held device while driving may rise with the implementation of the new law and complemented by a communication and outreach campaign.
- › Linkage Between Program Area
  - The low number of distracted driving crashes is attributed to the challenges of collecting accurate data. Therefore, until there are improved metrics to determine the contributions of distracted driving, public attitudinal surveys are the preferred indicator to monitor distracted driving efforts.
- › Rationale for Selection
  - Countermeasures That Work, Chapter 4, Section 2.2 describes examples of communication and outreach activities that Rhode Island distracted driving activities draw on. State-approved media vendors are the key subrecipients used to assist with the development and deployment of communication strategies. Similarly, Countermeasures That Work, Chapter 2 Section 1 and Chapter 4 Section 1.3 support Community Outreach Efforts.
- › Planned Activities

**NHTSA M2PE 22 02/NHTSA 402PT 22 14/ NHTSA FDLDATR 22 03/ NHTSA M8SA 22 01/ NHTSA FHPE 22 02: Aging Road User Highway Safety Education Program****Subrecipient:** TBD

Funding Source	Budget	Match	Local Benefit
<b>Section 402</b>	\$2,500.00	\$500.00	\$1,000.00
<b>Section 405B</b>	\$5,000.00	\$1,250.00	\$-
<b>Section 405D</b>	\$10,000.00	\$20,000.00	\$-
<b>Section 405E</b>	\$5,000.00	\$1,000.00	\$-
<b>Section 405H</b>	\$5,000.00	\$1,000.00	\$-

**Description:**

This project will fund for a consult to develop and create an aging road user program that incorporates education, perceptual, physical, and on-road training. Aging road-users are at greater risk of injury or death in crashes. The bodies normal degenerative effects on physical aspects, perception, reaction, and cognitive ability are things that also effect the chances that an aging road-user will be involved in a crash. Providing education and training to enhance the mind and bodies abilities will increase the chance for aging road-users to react and avoid collisions while also making safer decision while driving, biking, or walking.

The potential of partnering with other stakeholders will be welcomed and encouraged with groups such as AAA, AFRI, AARP or other community-based organizations. It is understood that changes in roadway dynamics and designs like improvements to text size in signs, better lighting, signal timing/sequences and basic roadway maintenance could also impact the aging road-user. These projects however are typically based on traffic improvement plans that can be scheduled years out. This program would affect the here and now of our aging road-user population which is expected to increase. RI has seen an increase of our older population being involved in higher levels of crashes from minor, serious, and fatal injuries.

**NHTSA M8PE 22 01: ThinkFast Distracted Driver Employee Education****Subrecipient:** All Sub-Grantees

Funding Source	Budget	Match	Local Benefit
<b>Section 405 E</b>	\$100,000.00	\$20,000.00	\$-

**Description:**

Think Fast Interactive, created by TJohnE Productions, is an interactive game show style program that blends critical highway safety messaging with pop culture to command engagement and attention at institutes of higher education and workplaces. The production will educate on Distracted Driving. Colleges and universities and workplaces will expose students and workers to important targeted distracted driving information with a strong retention rate. The goal of ThinkFast is to empower Rhode Island college students and workers to make more educated and safe decisions when driving. To measure the success of the program, pre and post examinations will be administered. This will ensure the program's success by measuring knowledge of distracted driving, and what areas each motorist needs to focus in on. The results of these surveys will be compiled and put into a formal report by TJohnE Productions and sent to RIDOT's Office on Highway Safety. These results will be featured in the OHS's Annual Report. Students or employees are organized and compete as teams. It's a great "team building feature of ThinkFast. TJohnE will work with OHS to incorporate our custom distracted driving educational content with its age relevant pop culture trivia, music video question, 20 Second Challenge and numerous other interactions with students or employees on stage. As spectators of this high-

energy show, students or employees will see their classmates or coworkers captivated by this fast paced, interactive program. TJohnE Productions has been contracted by the Office on Highway Safety to hold their ThinkFast presentation to adults at universities and businesses with the content being exclusively focused on Distracted Driving. This program will also be monitored closely by the OHS due to ongoing COVID 19 restrictions. If businesses and colleges are not able to let us in due to COVID restrictions, we will work closely with TJohnE to find alternative virtual options that can be used in place of in person presentations. This program will include 12 trainings reaching approximately 400 participants.

---

**NHTSA 402DD 22 03: Distracted Driving Injury Prevention High School Program**

**Subrecipient: TBD**

Funding Source	Budget	Match	Local Benefit
Section 402	\$25,000.00	\$5,000.00	\$10,000.00

**Description:**

The Office on Highway Safety will fund prevention safety pilot program that will take place in local public/private high schools as well as Drivers Education Classes during the federal fiscal year of 2022. The program will focus on the dangers of and prevention of impaired driving, focusing on drugged driving, amongst young drivers. In its initial year, the program will reach 25 high schools and Drivers Education classes across Rhode Island to deliver education, awareness, and lessons in community student advocacy lessons. The educational content delivered in the presentation by dedicated programmatic staff will be research based using data sources such as the CDC, NHTSA, RIDOT, AAA and FARS. There will be an evaluation component on the content delivered to classes throughout the fiscal year to determine attitudinal and behavior changes of students involved in the program.

---

**NHTSA M8PE 22 05: Distracted Driving Injury Prevention Employer Program**

**Subrecipient: TBD**

Funding Source	Budget	Match	Local Benefit
Section 405 E	\$35,000.00	\$7,000.00	\$-

**Description:**

The Office on Highway Safety will fund a new prevention safety pilot program that will take place in various businesses across Rhode Island geared towards adults ages 35- 60 during the federal fiscal year of 2022. The program will focus on the dangers of and prevention of distracted driving for adults that commute by driving. In its initial year, the program will reach a minimum of 12 employers across Rhode Island to deliver education and awareness on distracted driving. The educational content delivered in the presentation by dedicated programmatic staff will be research based using data sources such as the CDC, NHTSA, RIDOT, AAA and FARS. There will be an evaluation component on the content delivered to businesses throughout the fiscal year to determine attitudinal and behavioral changes of participants involved in the program.

---

## 4.9 Police Traffic Services

### Problem Identification and Analysis

Speeding, alcohol-involved, and unrestrained fatalities represent the largest proportions of fatalities in Rhode Island at 51, 38, and 28 percent respectively over the period 2016-2020. These crashes are not mutually exclusive; a vehicle occupant may exhibit all three behaviors in the crash.

Based on the detailed descriptions of contributing factors to these three types of crashes as described in their respective program areas, law enforcement programs can be designed to address these factors. It is well established that the key to effective and successful enforcement programs is rooted in available data, that is based on analyzing available state and local data. By using accurate data, agencies with the help from the Office on Highway Safety will result in the most cost-effective means to reduce incidents of crashes, which result in injury or extensive property damage.

Law enforcement agencies are anticipated to participate in state and federal enforcement campaigns such as Drive Sober or Get Pulled Over, Obey the Sign or Pay the Fine, Drive Now Test Later and the Click-It-or-Ticket mobilizations. Rhode Island's law enforcement agencies follow the accepted practice of enforcement using High Visibility Enforcement and Sustained Enforcement – Placed Based Enforcement and Problem-Solving Enforcement models.

### Associated Performance Measures

All previously described speeding, alcohol-related, and unrestrained performance targets are used to monitor progress of this program area.

### Countermeasure Strategies in Program Area

#### Short-Term, High Visibility Law Enforcement

- › Project Safety Impacts
  - The use of nationally-recognized high visibility enforcement programs can make a significant reduction in the number of fatalities and crashes on State roadways.
  - NHTSA also recommends that DREs participate in HVE activities and checkpoints and respond to serious and fatal crashes.
- › Linkage Between Program Area
  - Law enforcement agencies can target their enforcement patrols in areas overrepresented in impaired driving, speeding, distracted, and/or unbelted crashes and fatalities. National research shows that highly visible saturation patrols are effective in arresting drivers who violate traffic laws. Such effective programs can help to reduce the proportion of crashes in the State that involved traffic violations.
- › Rationale for Selection



- High visibility saturation patrols are a proven countermeasure, with a four-star rating in Countermeasures That Work.
- › Planned Activities

**NHTSA 164AL 22 02/NHTSA FDL\*SA 22 01: Mid-Range DUI Coalition**

**Subrecipient: Rhode Island State Police**

Funding Source	Budget	Match	Local Benefit
<b>Section 164 AL</b>	\$200,000.00	N/A	\$80,00.00
<b>Section 405D</b>	\$200,000.00	\$40,000.00	\$-

**Description:**

Alcohol related crashes comprise a large percentage of the State's total crash fatalities and serious injuries. Rhode Island has been above the national average for the past five (5) years. In 2019, 44 percent of all fatalities in Rhode Island were alcohol-related, compared to 31 percent nationally. Rhode Island's percentage of alcohol-related fatalities remains a serious highway safety problem. After being deemed a "mid-range impaired driving state" the RI Police Chiefs Assn has agreed to lead a statewide impaired driving coalition to respond to this problem. The Rhode Island Impaired Driving Coalition will be chartered as a subcommittee of the Rhode Island Traffic Safety Coalition (RITSC). Since its inception in 2007, the Traffic Safety Coalition has monitored Rhode Island's impaired driving environment and offered recommendations for improvements. A half time contractor will be tasked with creating and strengthening ongoing impaired driving programs that are developed by multiple stakeholders. This task force will work to implement an already developed and approved strategic plan which details specific tasks, goals and objectives focused on decreasing the incidences of impaired driving in RI. The coalition will work to increase positive influences via social media efforts developed by the coalition's diverse membership. Although the coalition will be hosted by the RIPCA it will work to increase efforts beyond enforcement to increase an equity model supported by state and community leaders. It has been agreed that messaging and programs created and tracked will include outreach in Spanish. Leveraging the approved plan, dedicated and knowledgeable members will serve to reinvigorate impaired driving efforts. RI is considering passing marijuana legislation at the beginning of the FFY 2022. The coalition will be an important vehicle that steers our efforts to prevention and treatment practices when dealing with our state's challenges with impaired driving including drugged driving. The coalition will be "branded" and created as an all inclusive group of dedicated safety advocates who advance and articulate their efforts based on data, plans, and available resources. The coalition is RI's opportunity to increase our influence based on proven impaired driving countermeasures.

**NHTSA 164AL 22 03/NHTSA 402PT 22 03/NHTSA M2HVE 22 02/NHTSA FDLDATR 22 01/NHTSA FESDLE 22 01/NHTSA FHTR 22 01:** Law Enforcement Highway Safety Training Coordinator (LEHSTC) including Drug Recognition Expert (DRE) Training and Statewide Programming

**Subrecipient:** Rhode Island State Police

Funding Source	Budget	Match	Local Benefit
<b>Section 164 AL</b>	\$100,000.00	N/A	\$40,00.00
<b>Section 402PT</b>	\$65,000.00	\$16,250.00	\$26,000.00
<b>Section 405B Low</b>	\$20,000.00	\$4,000.00	\$-
<b>Section 405D Low</b>	\$150,000.00	\$40,000.00	\$-
<b>Section 405E</b>	\$50,000.00	\$20,000.00	\$-
<b>Section 405H</b>	\$20,000.00	\$4,000.00	\$-

**Description:**

OHS supports a RISP contract with a qualified consultant to serve as the LEHSTC. The LEHSTC will work as the liaison through the RISP and the Office of Highway Safety and will promote law enforcement participation in Operation Blue RIPTIDE and other program areas. The LEHSTC will conduct outreach to police chiefs, and their designated grant managers, to provide traffic safety training and assistance with performance measures associated with road safety efforts. The LEHSTC will also serve as the Program Coordinator for the Standardized Field Sobriety Testing (SFST) Refresher Training courses and is RI's State DRE Coordinator. OHS will continue to reinvigorate DRE training and program implementation through the work of the LEHSTC. DRE duties will include; maintaining certifications for 72+ DRE's, as well as planned training for DRE, SFST, and ARIDE courses, to include instructions on alcohol/drug blocks at the recruit level training at all Rhode Island police academies; Rhode Island Municipal Police Training Academy, Providence Police, and Rhode Island State Police. The grant period, October 1, 2021 through September 30, 2022 will include additional duties as the Rhode Island DRE Coordinator, as well as Rhode Island's SFST Coordinator.

The primary responsibility of the LEHSTC is taking the lead role in promoting highway safety programs to the local cities and towns through Rhode Island through training and other duties as determined by the OHS. The LEHSTC will accomplish these duties and responsibilities through regular contact with all municipal and state Grant Managers in the municipalities.

**NHTSA 164AL 22 12, NHTSA 402OP 22 07, NHTSA 402PT 22 08, NHTSA FHLE 22 03, NHTSA M8TS 22 01, NHTSA M7\*CP 22 01: VMS Message Boards and Cloud Services****Subrecipient:** All Municipal Police Departments

Funding Source	Budget	Match	Local Benefit
<b>Section 164 AL</b>	\$100,000.00	N/A	\$40,000.00
<b>Section 402</b>	\$112,000.00	\$22,400.00	\$44,800.00
<b>Section 405D</b>	\$50,000.00	\$10,000.00	\$-
<b>Section 405E (flex)</b>	\$50,000.00	\$10,000.00	\$-
<b>Section 405H</b>	\$35,000.00	\$14,000.00	\$-

**Description:**

This is the second year of consolidating cloud services for each law enforcement sub-grantee on up to three Portable Variable Message Signs (VMS) obtained with grant and or local funding. The services are provided through the sole source provider, All Traffic Solutions (ATS) with their TrafficCloud. They have developed a dashboard style, comprehensive management tool to access all the variable message boards under this consolidated program in one location, accessible from the internet. OHS will have the ability to instantly review usage, messaging, placement and data of all VMS under this program.

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

Up to \$80,000.00 will be allocated to cover cloud services for up to 80 VMS. The consolidation results in a cost savings of approximately \$40,000.00 per year if compared to individual subscription costs. This program will fund for the purchase of new variable message boards for up to 10 cities/towns based on data and those who display consistent efforts in OHS Highway Safety Programs. The expenditures shall be proportionally funded with funds to include but not limited to Alcohol, Distracted, Speed and OP.

Agencies chosen to receive grant funding to purchase Portable Variable Message Boards shall enter into a Memorandum of Agreement with the Office on Highway Safety regarding the effectiveness of safety messages.

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

The Office on Highway Safety shall monitor the usage of these message boards for compliance. These VMS boards will be Buy America compliant and shall be proportionally funded utilizing multiple sections to allow for a variety of messaging consistent with the Highway Safety Program. The cloud service will provide an access point to all VMS to help with monitoring and management of the VMS program.

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

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

**NHTSA 402PT 22 02: State Agencies (RISP) Speed Enforcement**

**Subrecipient:** Rhode Island State Police

Funding Source	Budget	Match	Local Benefit
<b>Section 402</b>	\$109,960.40	\$20,000.00	\$65,000.00

**Description:**

OHS will fund for overtime patrols for speed enforcement to include mandatory participation in the “Obey the Sign or Pay the Fine ”or other mobilizations and or campaign(s). Patrols can be conducted day and night and must focus on identified problem areas. OHS will fund speed enforcement related equipment in support of sustained enforcement efforts. 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 over 45% of fatalities in 2020 with 31 of the 68 total fatal crashes.

Most drivers in speed-related fatal crashes are between age 16 and 34. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively. Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 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 (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less.

Enforcement efforts were impacted due to the COVID-19 pandemic but there were 7,146 speeding citations issued in Rhode Island with grant funds. FFY21 has seen some return to normalizing police operations and involvement with grant activities.

**NHTSA 402PT 22 06: State Agencies (URI) Speed Enforcement****Subrecipient:** TBD

Funding Source	Budget	Match	Local Benefit
<b>Section 402</b>	\$4,626.00	\$929.28	\$1,858.56

**Description:**

OHS will fund for overtime patrols for speed enforcement to include mandatory participation in the “Obey the Sign or Pay the Fine ”or other mobilizations and or campaign(s). Patrols can be conducted day and night and must focus on identified problem areas. OHS will fund speed enforcement related equipment in support of sustained enforcement efforts. 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 over 45% of fatalities in 2020 with 31 of the 68 total fatal crashes.

Most drivers in speed-related fatal crashes are between age 16 and 34. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively. Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 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 (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less.

Enforcement efforts were impacted due to the COVID-19 pandemic but there were 7,146 speeding citations issued in Rhode Island with grant funds. FFY21 has seen some return to normalizing police operations and involvement with grant activities.

**NHTSA 402PT 22 04: Municipalities Speed Enforcement****Subrecipient:** All Municipal Police Departments

Funding Source	Budget	Match	Local Benefit
<b>Section 402</b>	\$500,000.00	\$100,000.00	\$400,000.00

**Description:**

OHS will fund overtime patrols for speed enforcement to include mandatory participation in the “Obey the Sign or Pay the Fine ”or other mobilizations/campaign(s). Patrols can be conducted day and night and must focus on identified problem areas. OHS will fund speed enforcement-related equipment in support of sustained enforcement efforts. 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 over 45% of 2020 fatalities (31 of the 68 fatal crashes). Most drivers in speed-related fatal crashes are age 16 and 34. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively. Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 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 (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less.

Enforcement efforts were impacted due to the COVID-19 pandemic but there were 7,146 speeding citations issued in Rhode Island with grant funds. FFY21 has seen some return to normalizing police operations and involvement with grant activities. 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.

---

**NHTSA M2HVE 22 01:** State Agency- CIOT enforcement

**Subrecipient:** University of Rhode Island Police

Funding Source	Budget	Match	Local Benefit
<b>Section 405B</b>	\$6,018.72	\$1,250.00	\$-

**Description:**

The OHS will fund implementation of CIOT overtime enforcement patrols by the University of Rhode Island Police Department. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 23<sup>rd</sup>-June 5th, 2022, and three state mobilizations in November, March, and September. The OHS OP Program Coordinator will alert all departments one month beforehand. The funds allocated to URI PD were determined based on problem identification, citation and detail history, ability to deploy details, and overall targeted safety needs. If the mobilization dates are changed, URI has promised to remain flexible and provide their agency's support of all changes. URI PD continues to honor their mission towards sustained, year-long enforcement while on CIOT grant funded details.

---

**NHTSA M2HVE 22 03:** Municipalities CIOT Enforcement Details

**Subrecipient:** Law Enforcement Municipalities

Funding Source	Budget	Match	Local Benefit
<b>Section 405B</b>	\$246,399.60	\$49,279.92	\$-

**Description:**

The OHS will fund implementation of CIOT patrols sustained year-round enforcement patrols by Rhode Island Law Enforcement Municipalities in FFY 2022. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 23<sup>rd</sup> to June 5<sup>th</sup>, 2022, and three state mobilizations in November, March, and September that the OHS's OP Program Coordinator will alert all departments of a month beforehand. The amount of funds allocated to Rhode Island Law Enforcement Municipalities were determined based on problem identification, citation and detail history, ability to deploy details, and overall targeted safety needs of communities. If the mobilization dates are changed, municipalities have promised to remain flexible and provide their agency's support of all changes. RI Law Enforcement municipalities continue to honor their mission towards sustained, statewide, year-long enforcement while on CIOT grant funded details. Municipalities will cover those areas in the state where 70% of fatalities occur and target non-restraint use.

**NHTSA M2HVE 22 04: Rollover Simulator Demonstrations****Subrecipient:** Rhode Island State Police

Funding Source	Budget	Match	Local Benefit
<b>Section 405B</b>	\$10,981.30	\$2,745.33	\$-

**Description:**

OHS will work with RISP to promote and conduct Rollover Simulator demonstrations in as many locations as possible (with a warranted size audience). If a Program Coordinator is not available, OHS will fund two RISP officers for the event. The projected number of demonstrations for FFY 21 will be approximately 10 based on a four-year average.

- 2017 – 7
- 2018 – 7
- 2019-20
- 2020-3 (lower due to COVID-19 restrictions)

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 Agency's website for the public to make requests directly. The Simulator and tow vehicle are utilized by the RISP for many functions; school career and safety fairs, college demonstrations, high school football games, church safety events, Seat Check Saturday events, touch-a-truck details, Youth Driven's Summer Summit, Construction Career Days, municipality safety days for local law enforcement, and numerous other events. As the Rollover Simulators' popularity increases, so do demonstration requests. 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 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 public, along with a steady increase in detail requests proves that the Rollover Simulator continues to grow in popularity and prove a valuable tool in the realm of highway safety education for each member of the community.

**NHTSA M2HVE 22 05:** Click It or Ticket Enforcement Detail Funding**Subrecipient:** Rhode Island State Police

Funding Source	Budget	Match	Local Benefit
<b>Section 405B</b>	\$13,708.20	\$3,427.05	\$-

**Description:**

The OHS will fund implementation of the CIOT overtime enforcement patrols by all Rhode Island State Police. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 23<sup>rd</sup> to June 5<sup>th</sup>, 2022, and three state mobilizations in November, March, and September that the OHS's Program Coordinator will alert all departments of a month beforehand. The amount of funds allocated to the Rhode Island State Police were determined based on problem identification, citation and detail history, ability to deploy details, and overall targeted safety needs. If the mobilization dates are changed the RISP has promised to remain flexible and provide their agency's support of all changes. The RISP continues to honor their mission towards sustained, year-long enforcement while on CIOT grant funded details.

**NHTSA M2HVE 22 06:** Child Passenger Safety and Training**Subrecipient:** RI Law Enforcement Municipalities

Funding Source	Budget	Match	Local Benefit
<b>Section 405B</b>	\$123,114.10	\$24,622.82	\$-

**Description:**

This project provides funds for Rhode Island municipal police departments with qualified personnel (nationally certified Child Passenger Safety Technicians) to conduct CPS checks on a scheduled appointment basis or to assist at community held CPS events. Currently there are 26 departments that receive funds to conduct Child Passenger Safety Seat Checks with detail funds at their departments or to participate in community events. It is expected that the car seat inspections will take place regularly throughout FFY 2022 timeline, declining during the winter. The amounts allocated to each municipality were determined based on their town or city's problem identification, citation and detail history, ability to deploy details, overall community targeted safety needs and with a focus on providing for those populations in need or at risk.

**NHTSA FDLBAC 22 01:** Municipalities Impaired Driving - BAT (Breath Alcohol Testing) Mobile Providence**Subrecipient:** Providence Police Department

Funding Source	Budget	Match	Local Benefit
<b>Section 405D</b>	\$60,000.00	\$12,000.00	\$-

**Description:**

OHS will reimburse the Providence Police Department (PPD) for all necessary BAT equipment, and overtime for the PPD at two officers per day for each time the truck is utilized.

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



**BATMobile Mobilization Calendar:**

January- New Year's Day; February- Super Bowl; March- St. Patrick's Day; May- Cinco De Mayo and Memorial Day; June- High School and College Graduations; July- 4th of July; August- High Tourist Season; September- Labor Day; October- Halloween; November- Thanksgiving; December- Christmas/Holiday Parties, New Year's Eve

All municipalities have agreed, as a part of their grant applications to utilize the BATMobile.

**NHTSA FHLE 22 01: Municipalities Pedestrian/Bicycle Enforcement Patrols**

**Subrecipient:** Law Enforcement Municipalities

Funding Source	Budget	Match	Local Benefit
Section 405H	\$113,663.73	\$22,732.75	\$-

**Description:**

This task will provide funds to enable approximately 19 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 due to high pedestrian and bicycle traffic. Specific times and locations will be based on local data and each community's needs. In 2019, the Office on Highway Safety held their annual Pedestrian Bicycle Safety training for Law Enforcement. In 2019, 15 officers attended from 11 different departments. Due to COVID-19, the FFY20 course was cancelled but the OHS held a training on May 25<sup>th</sup>, 2021 to train 12 new officers that will be ready to post patrols in the FFY22 fiscal year.

**NHTSA FHLE 22 02: Law Enforcement Pedestrian & Bicycle Safety Training**

**Subrecipient:** TBD

Funding Source	Budget	Match	Local Benefit
Section 405H	\$20,000.00	\$4,000.00	\$-

**Description:**

The Office on Highway safety provides funding to conduct training for law enforcement officers interested in pedestrian and bicycle safety enforcement. Officers are provided data breaking down the existing issue both at a national and local level. Officers are encouraged to conduct pedestrian enforcement activities using a data driven approach in their respective communities. Officers are also trained on how to properly conduct pedestrian/bicycle enforcement "Decoy operations". A detailed review of local state laws is also gone over during the training. A portion of the training encompasses bicycle safety and relevant state law as well. In FFY22, a minimum of two trainings will be held for those departments that have applied for Pedestrian/Bicycle enforcement overtime detail funds.

**NHTSA 402DD 22 04: RISP Distracted Driving Enforcement & Training****Subrecipient:** RISP

Funding Source	Budget	Match	Local Benefit
Section 402	\$59,402.20	\$10,773.60	\$30,000.00

**Description:**

OHS will fund implementation of specific Distracted Driving enforcement patrols by the RISP. Patrols are conducted day and night and there is mandatory participation in one annual enforcement period during the month of April 2022 (NHTSA's Distracted Driving Awareness Month). Members of the RISP attend the OHS' required training to offer consistent and complementary patrols to all cities and towns. The RISP has also committed to using their OHS funded Distracted Driving vehicle to increase their distracted driving outreach and patrols.

**NHTSA 402DD 22 05: (URI) Distracted Driving Enforcement & Training****Subrecipient:** TBD

Funding Source	Budget	Match	Local Benefit
Section 402	\$3,484.00	\$696.96	\$1,393.92

**Description:**

OHS will fund implementation of specific Distracted Driving enforcement patrols by the URI Police. Patrols are conducted day and night and there is mandatory participation in one annual enforcement period during the month of April 2022 (NHTSA's Distracted Driving Awareness Month).

**NHTSA M8DDLE 22 01: Municipal Distracted Driving Enforcement & Training****Subrecipient:** TBD

Funding Source	Budget	Match	Local Benefit
Section 402	\$300,000.00	\$60,000.00	\$-

**Description:**

OHS will fund implementation of a Distracted Driving enforcement effort by local city/town police departments. OHS is expecting participation from potentially 38 communities. Patrols are conducted day and night and there is mandatory participation in one annual enforcement period during April 2022 (NHTSA's Distracted Driving Awareness Month). The amounts allocated to each municipality were determined based on the problem need, historical liquidation rates, and amount requested by the enforcement agency. Prior to the start of these enforcement campaigns, departments are required to attend training developed and facilitated by Rhode Island's LEL.

**NHTSA FDLHVE 22 01: Municipal Impaired Driving Patrols****Subrecipient:** Law Enforcement Agencies

Funding Source	Budget	Match	Local Benefit
Section 405D	\$500,000.00	\$100,000.00	\$-

**Description:**

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 17, 2021 to January 2, 2022 and August 14 to September 1, 2022, as well as monthly sustained enforcement. If those dates become flexible all agencies have promised to dedicate patrols accordingly once the OHS advises them of any changes. Patrols are conducted on Thursday, Friday, and Saturday evenings.

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

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

**NHTSA FHLE 22 04: URI Pedestrian/Bike Enforcement Patrols****Subrecipient:** TBD

Funding Source	Budget	Match	Local Benefit
Section 405H	\$3,067.55	\$613.47	\$1,226.94

**Description:**

This task will provide funds to enable trained officers at the University of Rhode Island Police Department to conduct patrols aimed at enforcing the state's pedestrian/bicycle laws. This grant will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols will be conducted year-round with a focus on the summer months primarily in downtown locations during the morning and evening commuting hours due to high pedestrian and bicycle traffic. Specific times and locations will be based on local data and each community's needs. In 2019, the Office on Highway Safety held their annual Pedestrian Bicycle Safety training for Law Enforcement. In 2019, 15 officers attended from 11 different departments. Due to COVID-19, the FFY20 course was cancelled but the OHS held a training on May 25<sup>th</sup>, 2021 to train 16 new officers, including a few from URI PD, that will be ready to post patrols in the FFY22 fiscal year.

## 4.10 Media Campaigns

### Problem Identification and Analysis

Unrestrained, alcohol-involved, speed-involved, motorcycle, pedestrian and bicyclist, and distracted driving represent the nearly every fatality in Rhode Island at 51, 38, and 28 percent respectively over the period 2016-2020. This is well represented in Figure 1.3 of this document. These crashes are not mutually exclusive; a vehicle occupant may exhibit multiple behaviors in the crash.

To shift behavioral choices that lead to these dangerous crashes, media campaigns can be a valuable outreach and informational tool to reach the traveling public. Paid and Creative Media campaigns are anticipated across several program areas: occupant protection, alcohol-involved, speed-involved, motorcycle, pedestrian and bicyclist, and distracted driving. Campaign media will span a variety of mediums: billboards, print, online/web/internet, social media, movie theatres, sporting events, and television.

Media campaigns are anticipated in support of state and federal enforcement campaigns such as Click-It-Or-Ticket, Drive Sober or Get Pulled Over, Obey the Sign or Pay the Fine, and Drive Now Text Later as well as several other initiatives.

### Associated Performance Measures

- > **Goal.** Increase perception of being ticketed for failure to wear safety belts “always” or “nearly always” from 44 percent in 2019 to 47 percent in 2022.
  - **Justification.** The percentage of responses to this survey question that are “always” or “nearly always” has been trending upward. Moving past the pandemic, OHS plans to reengage with the public through survey efforts and gain improved perspective on belt use.
- > **Goal.** Increase awareness of “Click It or Ticket” slogan from 50 percent in 2019 to 92 percent in 2022.
  - **Justification.** Rhode Island survey respondents in prior years exhibited an awareness of the CIOT slogan above 90 percent. Moving past the pandemic, OHS plans to reengage with the public through survey efforts and gain improved perspective on belt use. With dedicated efforts between CIOT partners, Rhode Island can move toward this target.
- > **Goal.** Increase perception of being arrested by law enforcement after drinking and driving “always” or “nearly always” from 50 percent in 2019 to 60 percent in 2022.
  - **Justification.** The percentage of responses to this survey question that are “always” or “nearly always” has been slow to improve. Moving past the pandemic, OHS plans to recalibrate public engagement and will use survey efforts and gain improved perspective on impaired driving perspectives.
- > **Goal.** Increase recognition of DSoGPO impaired driving enforcement slogan from 52 percent in 2019 to 65 percent in 2022.

- **Justification.** Awareness of this slogan has been trending upward. Continued enforcement and education efforts that build on prior successes will move this percentage upward.

## Countermeasure Strategies in Program Area

### Communication Campaign

- › Project Safety Impacts
  - Communication techniques provide valuable opportunities to reach drivers and impact behavior across several emphasis areas including occupant protection, impaired driving, speeding, motorcycle, and distracted driving. Communication can make a significant reduction in the number of fatalities and crashes on State roadways.
- › Linkage Between Program Area
  - The speed data determines there are a small number of communities where speed-related crashes are most likely to occur, particularly in larger communities. This will help to focus implementation efforts.
  - There is still room for improvement in increasing seat belt use in pickup trucks as well as improving perceptions of a greater likelihood of being ticketed for failure to use a seat belt.
  - This strategy helps to promote safe driving with the public and to target communities that are overrepresented in impaired driving crashes
- › Rationale for Selection
  - Countermeasures That Work, Chapter 3, Section 4 describes "effective, high visibility communications and outreach are an essential part of successful speed and aggressive-driving enforcement program." This is a three-star strategy.
  - Countermeasures That Work Chapter 2 shows communications and outreach strategies to reach low-belt-use groups and young persons. Additional support for communication/media efforts include CTW, Chapter 2, Section 3.1 – 3.2, 5.1, and 6.1 – 6.2. Similarly, Countermeasures that Work Chapter 1, Section 3, Section 4, Section 5.2 for addressing Impaired Driving.
  - Media campaigns are an important feature in broader initiatives that may also include enforcement and education.
  - Rhode Island Impaired Driving Assessment and Occupant Protection Assessment.
- › Planned Activities

**NHTSA 164PM 22 01:** Paid Media (AL)

**Subrecipient:** State Approved Media Vendor

Funding Source	Budget	Match	Local Benefit
Section 164 AL	\$500,000.00	N/A	\$200,000.00

**Description:**

OHS will develop and implement a statewide alcohol impaired driving paid media campaign for the DSoGPO campaigns to coincide with enforcement mobilizations scheduled for December 2021 and August/September

2022 in addition to supporting monthly sustained enforcement. The target audience is 20-50-year-old males. The media buy is expected to cover print, online 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 ads include closed captioning. Additionally, the project will be evaluated based on the criteria set out in the Section 402 Advertising Guidance. When OHS implements a media plan we receive reach and frequency numbers and impressions listed to answer the “penetration of the target audience.” Significantly, we will have 90+ reach and high frequency. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project. There is a need to create more localized messages that highlight local stories, issues, strengths, and partners. We will increase our social media presence. OHS will also use our DMV surveys, and we rely on Providence media expertise to create media and to purchase media buys.

**NHTSA 164PM 22 02:** Creative Media (AL)

**Subrecipient:** State Approved Media Vendor

Funding Source	Budget	Match	Local Benefit
Section 164 AL	\$400,000.00	N/A	\$160,000.00

**Description:**

OHS will enter a contract with a public relations firm (listed on our state’s MPA list) for creative media to create and produce an alcohol impaired driving campaign that will move beyond our “Ripple Effect” efforts. These campaigns have offered increased awareness and education regarding Traffic Safety countermeasures targeting the reduction of alcohol impaired driving behavior. The campaigns specifically target alcohol related traffic behavior and fatalities. Due to the unprecedented reach and frequency of the campaigns, the Ripple Effect has become branded in motorists’ minds and our strategy is to move beyond the brand with continued innovative attention-catching appeals to motorists on the issue of drunk driving.

**NHTSA 164PM 22 03:** Newport Gulls Sports Marketing Sponsorship

**Subrecipient:** Newport Gulls, Inc.

Funding Source	Budget	Match	Local Benefit
Section 164 AL	\$6,000.00	N/A	\$2,400.00

**Description:**

The Newport Gulls, members of the 13-team New England Collegiate Baseball League (NECBL), are a 501(c)(3) non-profit organization, founded as the Rhode Island Gulls in 1998 in Cranston, R.I., before moving to Newport in 2001. The organization is committed to recruiting, fielding, and developing a team of the nation’s top collegiate baseball athletes and attracts 50,000 fans annually to Cardines Field. The Gulls are six-time champions of the NECBL – the winningest franchise in league history – and were ranked as the overall No. 1 summer collegiate baseball team in the country by Perfect Game USA in 2012. This sports marketing sponsorship agreement furthers the achievement of OHS’s alcohol impaired driving performance targets. The Alcohol Impaired Driving Awareness Program will target the many negative results caused by Alcohol Impaired Driving. The target audience is men and women throughout Newport County and its surrounding area as well as the many tourists that visit Rhode Island throughout the summer. This project will be implemented by

creating a presence at Cardines Field via signage and PA Announcements, throughout the Gulls Social Media Accounts and Website and when Gulls players and staff make community appearances. In partnership with OHS, the Newport Gulls will serve as part of a multi-media campaign to bring awareness to the dangers of Alcohol Impaired Driving. Mirroring the OHS overall comprehensive media strategy, the Newport Gulls Alcohol Impaired Driving Awareness Program will be comprehensive- utilizing print and signage, PA Announcements to 50,000 individuals and information disseminated on Gulls social media.

**NHTSA 402PM 22 06: Creative Media (MC) - Awareness Personal Protective Gear**

**Subrecipient:** State Approved Media Vendor

Funding Source	Budget	Match	Local Benefit
Section 402	\$100,000.00	\$25,000.00	\$50,000.00

**Description:**

OHS will develop creative media in the three major areas: impaired driving, protective gear and speeding. OHS will address and appeal to motorcycle riders in specific age groups and demographics based on 2016 to 2020 data trends. As supported by data, the target audience for motorcycle media is older than for most of other media programs and includes males 16 to 34 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. OHS will use a State of Rhode Island Master Price Agreement (MPA) vendor to design the creative materials. Focus groups will be conducted to determine the best creative direction to reach these audiences. There is a need to create more localized messages that highlight local stories, local issues, strengths, and partners.

**NHTSA 402PM 22 01: Paid Media (OP)**

**Subrecipient:** State Approved Media Vendor

Funding Source	Budget	Match	Local Benefit
Section 402	\$200,000.00	\$50,000.00	\$80,000.00

**Description:**

OHS will develop and implement a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2021, March 2022, May 2022, and September 2022. The target audience will be 16- 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 for the hearing impaired. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance using a State of Rhode Island Master Price Agreement (MPA) vendor. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project. RI OHS will measure before and after message recognition.

**NHTSA 402PM 22 02: Creative Media (OP)****Subrecipient:** State Approved Media Vendor

Funding Source	Budget	Match	Local Benefit
<b>Section 402</b>	\$100,000.00	\$25,000.00	\$40,000.00

**Description:**

OHS will contract with a State of RI approved media consultant to create and produce a major occupant restraint campaign. Our primary target market will be males 16-34 years old, with rural drivers as a secondary audience. OHS has long believed OHS messaging needs to be localized to RI's uniqueness. Pickup truck drivers (majority located in rural sections of state) remain high in unbelted usage rates. Our consultant will target that area using media components which attract that population. We will use the Texas DOT's "Buckle Up in Your Truck" campaign as a starting point for our creative media campaign and customize it to resonate with the unique demographics and characteristics of RI to reach these audiences. Focus groups will be conducted to determine the best creative direction. RI OHS will measure before and after recognition.

**NHTSA 402PM 22 03: Paid Media (PT)****Subrecipient:** State Approved Media Vendor

Funding Source	Budget	Match	Local Benefit
<b>Section 402</b>	\$250,000.00	\$62,500.00	\$150,000.00

**Description:**

OHS will develop and implement statewide paid and earned media campaigns relating to "Know the Limits – Never Speed" 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 the audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project. RI OHS will measure before and after message recognition.

**NHTSA 402PM 22 04: Creative Media (PT)****Subrecipient:** State Approved Media Vendor

Funding Source	Budget	Match	Local Benefit
<b>Section 402</b>	\$100,000.00	\$25,000.00	\$60,000.00

**Description:**

OHS' contract with a public relations firm for creative media will include creation and production of ads relating to the "Know the Limits – Never Speed" statewide campaign. Focus groups will be conducted to determine the best creative direction to reach these audiences. 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. In 2020 OHS created a SPEED community toolbox within its media contract that enhanced the media safety message and serves as a platform for our community stakeholders to share the messaging and offers a



consistent educational/awareness component, which will be relevant for several years. RI OHS will measure before and after message recognition.

**NHTSA 402PM 22 05:** Paid Media (MC Awareness Campaign)

**Subrecipient:** State Approved Media Vendor

Funding Source	Budget	Match	Local Benefit
<b>Section 402</b>	\$110,000.00	\$27,500.00	\$50,000.00

**Description:**

OHS will enter a contract with a State approved media vendor to purchase advertising space for Motorcycle Safety Awareness. When OHS implements a media plan we receive reach and frequency numbers and impressions listed to determine the “penetration of the target audience.” Our primary target audience will be males ages 16-34. The date of the campaign is May 2022, and the message will be to all motorists that “Motorcycle Safety Is a Two-Way Street.” We will assure that our creative media be showcased via social media, TV ads, radio and out of home media such as billboards and bus sides.

**NHTSA M2PE 22 04:** Paid Media (CPS)

**Subrecipient:** State Approved Media Vendor

Funding Source	Budget	Match	Local Benefit
<b>Section 405B</b>	\$25,000.00	\$6,250.00	\$-

**Description:**

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 and “out of home” (billboard/bus) with the target market of parents and caregivers, with an emphasis on women between 18 and 40. The media buy will coincide with 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 for the hearing impaired. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project.

**NHTSA FDLPEM 22 01:** Learfield Sports & Entertainment Marketing**Subrecipient:** A-L Tier II LLC-01

Funding Source	Budget	Match	Local Benefit
<b>Section 405D</b>	\$15,000.00	\$2,600.00	\$-

**Description:**

Learfield IMG contracts with the Rhode Island Convention Center to market advertising for the following Providence sports and entertainment venues in addition to the Convention Center itself: the Dunkin' Donuts Center and The VETS (aka Veterans Memorial Auditorium). Sports fans and event goers attend Providence Bruins and Providence College Friars games as well as other concerts and shows among the venues. Between the Dunkin' Donuts Center, the Rhode Island Convention Center, and the VETS, OHS messaging will reach over 1,000,000 local sports and entertainment event goers. The demographics for the Providence Bruins and Providence College Friars skew towards college aged to middle aged males, which have shown to be a target audience for the Impaired Driving and Distracted Driving Messaging. The project will be implemented by Learfield IMG Colleges' local team at Providence Venues & Sports Properties. Assets with alcohol impaired driving and distracted driving messaging will be in the form of (2) fixed position dasher board signs with the Providence Bruins on opposite, high visibility locations at ice level. Also included is scoreboard messaging in-game with the P-Bruins and digital signage on the concourse, which will run during all P-Bruins, PC Friars, family shows, concerts, special events and conferences at all events held in the Dunkin' Donuts Center, RI Convention Center and The VETS during the 2021-2022 event season.

**NHTSA M8PE 22 03:** Creative Media – Distracted Driving**Subrecipient:** State-Approved Media Vendor

Funding Source	Budget	Match	Local Benefit
<b>Section 405E (flex)</b>	\$300,000.00	\$60,000.00	\$-

**Description:**

The new creative will follow the strategy of using an emotional appeal, as was used in the media developed when the "Hands-Free" Law first went into effect in 2018. The creative will be used to support law enforcement mobilizations, including National Distracted Driving Month in April 2022. The primary target audience will be adults between the ages of 25 and 54, with a secondary target audience of persons 16-24. Focus groups will be conducted to affirm the best creative direction to reach these groups. In accordance with NHTSA regulation, the television spots will be closed-captioned for the hearing impaired. In 2019 RI's OHS supported the creation of a Distracted Driving Campaign that offered first-person stories from people who spoke to their friends and families asking them to NOT drive distracted. In 2021-2022, it is our plan to extend that reach and educate the public that texting while driving is not the only type of distracted driving that we are concerned about. We will track and evaluate components via surveys and polls and social media contacts.

**NHTSA M8PE 22 04: Paid Media Distracted Driving****Subrecipient:** Paid Media Distracted Driving

Funding Source	Budget	Match	Local Benefit
Section 405E (flex)	\$300,000.00	\$60,000.00	\$-

**Description:**

OHS will fund placement of media to support law enforcement mobilizations, including during National Distracted Driving Month (April 2022). Our primary target audience will be adults between 25 to 54 years old, with the secondary target being adults 16-24 years old. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-by analysis, which will serve as the evaluation for this project.

**NHTSA FHPE 22 04: Paid Media (PS) Pedestrian and Bicycle Safety****Subrecipient:** State-Approved Media Vendor

Funding Source	Budget	Match	Local Benefit
Section 405H	\$200,000.00	\$40,000.00	\$-

**Description:**

OHS will fund media placement to educate the motoring public, pedestrians and bicyclists regarding motor vehicle laws intended to protect pedestrians and bicyclists from injury. Using a State of Rhode Island MPA vendor, our primary target audience for our "Crosswalk Safety Is Everyone's Responsibility" Campaign will be adults 18-45. As stipulated by the MPA contract, the selected vendor will conduct a contract, comprehensive post-buy analysis, which will serve as the evaluation for this project.

**NHTSA FHPE 22 05: Creative Media (PS) Pedestrian and Bicycle Safety Education****Subrecipient:** State-Approved Media Vendor

Funding Source	Budget	Match	Local Benefit
Section 405H	\$100,000.00	\$20,000.00	\$

**Description:**

OHS will fund creation of media to further education of the motoring public, pedestrians and bicyclists regarding motor vehicle laws intended to protect pedestrians and bicyclists from injury. Using a State of Rhode Island Master Price Agreement (MPA) vendor to design the creative materials, our primary target audience will be adults 18-45. Focus groups will be conducted to determine the best creative direction to reach these audiences.

## 4.11 Planning and Administration

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

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

### Associated Performance Measures

- › **Goal.** Administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders and under-represented communities, and addresses State specific safety characteristics.
  - **Justification.** The HSP is developed using a data-driven process to identify areas of concerns and engages partners across the state who champion the various programs and activities in the Plan. This approach promotes accountability and helps identify measures of effectiveness for the adopted programs and activities.

### Countermeasure Strategies in Program Area

#### Highway Safety Office Program Management

- › Project Safety Impacts
  - Planned activities in the Planning and Administration help to cover costs of personnel, operations and administration of the highway safety office and activities in the efforts to reduce fatalities and serious injuries in Rhode Island.
- › Linkage Between Program Area
  - The countermeasure strategy, with its focus on staff and office resources, is designed to maintain and implement the activities of the Office on Highway Safety.
- › Rationale for Selection
  - This countermeasure is used primarily to fund the operations of the Office on Highway Safety, including engagement with activity grantees and with NHTSA.
- › Planned Activities

**NHTSA 164PA 22 00/NHTSA 402PA 22 00/ NHTSA M2X 22 00/ NHTSA M3DA 22 00/ NHTSA M6X 22 00/ NHTSA FESX 22 00/ NHTSA M9X 22 00/ NHTSA FHPE 22 00/ NHTSA F1906 22 00: Audit Fees**  
**Subrecipient: Rhode Island Office on Highway Safety**

Funding Source	Budget	Match	Local Benefit
Section 164 AL	\$24,000.00	N/A	N/A
Section 402	\$25,000.00	\$12,500.00	N/A
Section 405B	\$2,700.00	\$1,350.00	N/A
Section 405C	\$2,700.00	\$1,350.00	N/A
Section 405D Low	\$5,000.00	\$2,500.00	N/A
Section 405E	\$2,300.00	\$1,150.00	N/A
Section 405F	\$500.00	\$250.00	N/A
Section 405H	\$1,200.00	\$600.00	N/A
Section 1906	\$2,800.00	\$1,400.00	N/A

**Description:**

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

**NHTSA 402PA 22 01: Membership and Dues**

**Subrecipient: Rhode Island Office on Highway Safety**

Funding Source	Budget	Match	Local Benefit
Section 402	\$25,000.00	\$12,500.00	\$

**Description:**

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

**NHTSA 402PA 22 02: Office Equipment**

**Subrecipient: Rhode Island Office on Highway Safety**

Funding Source	Budget	Match	Local Benefit
Section 402	\$30,000.00	\$15,000.00	\$

**Description:**

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

**NHTSA 402PA 22 03: Office Supplies****Subrecipient: Rhode Island Office on Highway Safety**

Funding Source	Budget	Match	Local Benefit
Section 402	\$25,000.00	\$12,500.00	\$

**Description:**

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

---

**NHTSA 402PA 22 04: Preparation of Highway Safety Plan and annual Program Evaluation Report. It also serves to support activities associated with RI's SHSP****Subrecipient: Rhode Island Office on Highway Safety**

Funding Source	Budget	Match	Local Benefit
Section 402	\$150,000.00	\$75,000.00	\$

**Description:**

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

---

**NHTSA 402PA 22 05: Travel and Training****Subrecipient: Rhode Island Office on Highway Safety**

Funding Source	Budget	Match	Local Benefit
Section 402	\$30,000.00	\$15,000.00	\$

**Description:**

Although in the past few years OHS staff has been unable to travel due to state policies, we continue to hope those policies will soon be re-adjusted and safety staff will be allowed to attend in-state and out of state highway safety conferences and training sessions.

---

**NHTSA 402PA 22 06: Grants Management System**  
**Subrecipient: Rhode Island Office on Highway Safety**

Funding Source	Budget	Match	Local Benefit
Section 402	\$200,000.00	\$100,000.00	\$

**Description:**

Grant management is the process and method the OHS will use to oversee our NHTSA funded grants, reimbursement processes, application processing, monitoring, and year end reporting. It will encompass every part of a NHTSA grant's lifecycle, from pre-award research through post-award grant closeout. The process is always evolving and includes various lifecycle tasks through its unique award phases.

Grantmaking is a complex and time-consuming exercise, even for our relatively small sub-recipients. The entire process — including tracking scores of applications, reviewers, requirements, and payments simultaneously — takes serious planning, foresight, and we believe that a good grants management software solution will keep us organized and more efficient and effective as a small safety team. We believe it strengthens our communications with applicants and grantees for the duration of the grant life cycle. The software should automate many of our administrative tasks associated with grantmaking, freeing staff to concentrate on strategy, relationships, and opportunities otherwise lost inside an inefficient grantmaking process. With developments in technology, the smart use of data has become a priority for grants management packages and once integrated into our grants management system with external data from organizations and DOT's crash data repository we can access critical information that we can use to put resources in the hands of our sub-recipients much more quickly.

Modern grants management software also allows organizations one-click access to their own grantmaking data (e.g., geographical, program area, funds awarded, and more), revealing insights that are revolutionizing the way philanthropy thinks about grantmaking.

As interfaces become easier to use and mobile technology becomes commonplace, foundation staff has quicker access to the data it needs — anytime, anywhere.

---

**NHTSA 402PA 22 07: OHS Web-based Education & Training Outreach**  
**Subrecipient: Office on Highway Safety/TBD**

Funding Source	Budget	Match	Local Benefit
Section 402	\$5,000.00	\$2,500.00	\$

**Description:**

This project will fund the ability of OHS to obtain the necessary equipment, programs, and services to provide web-based training opportunities. These trainings may include all highway safety program areas to educate our stakeholders to include law enforcement and community groups. Services to conduct web-based training require fees to host such events.

---

**NHTSA 164AL 22 01/NHTSA 402MC 22 01/NHTSA 402OP 22 01/NHTSA 402PT 22 01/NHTSA 402SA 22 01/ NHTSA 402PS 22 01/NHTSA 402DD 22 01/NHTSA FDLIDC 22 01: OHS Salaries**

**Subrecipient:** Office on Highway Safety

Funding Source	Budget	Match	Local Benefit
<b>Section 164AL</b>	\$700,000.00	N/A	N/A
<b>Section 402</b>	\$996,000.00	\$498,000.00	N/A
<b>Section 405D</b>	\$80,000.00	\$40,000.00	N/A

**Description:**

This project will fund the ability of OHS to obtain the necessary equipment, programs, and services to provide web-based training opportunities. These trainings may include all highway safety program areas to educate our stakeholders to include law enforcement and community groups. Services to conduct web-based training require fees to host such events.

---



## 4.12 Traffic Safety Enforcement Plan (TSEP)

The Rhode Island Department of Transportation, Office on Highway Safety (RIDOT-OHS), operates in conjunction with both federal and state regulations and policies. The Highway Safety Office requires all law enforcement sub-grantees to adopt specific target setting goals before submitting their annual traffic safety enforcement plan. Each agency must agree to adhere to all state and federal regulations when submitting performance measures for reimbursement purposes. The RIDOT-OHS, with its partners, is committed to expanding the already equitable distribution of the NHTSA funds.

To advance law enforcement deterrent efforts, RI's OHS will monitor Evidence-Based Traffic Safety Enforcement plans, goals and objectives and practices with all its partners and subgrantees. By monitoring the Traffic Safety Enforcement Plan, it will ensure that sub-grantees are following a geo-mapping program which assures that enforcement details are deployed based on a data driven model. As more training and opportunity become available to analyze nontraditional data sets, RI OHS and DOT are committed to doing so. It is expected that these agencies will focus their efforts on specific locations where fatal crashes, serious bodily injury incidents and incidents of property damage have occurred. The data will cover a three-year period (2018-2020). Sub-grantees will examine various data points such as time of day, day of week, age of victims/offenders, gender, as well as types of roadway where such incidents are recorded.

The OHS monitors fatal and serious injury crashes. Crash information and details are shared with law enforcement agencies in order that special attention to specific crash locations and other data driven information is employed across all communities. Sharing specific crash data allows law enforcement agencies the opportunity to employ their traffic safety resources using a more focused and effective approach. That approach encompasses proven countermeasures in decreasing fatalities, serious injuries, and traffic crashes in general.

To receive NHTSA funds from the Office on Highway Safety, Law Enforcement sub-grantees are required to develop a comprehensive application for funds. The applications must be based on identified traffic safety problems within their own community. High risk areas which account for the greatest number of crashes, injuries and in some cases areas where motor vehicle violations have taken place are identified. Crash causal factors must be within one of the Office on Highway Safety emphasis areas based on NHTSA standards before enforcement details can be funded. It is widely accepted that the key to effective enforcement programs is based on a data driven comprehensive plan with predicted outcomes. The programs must be rooted in available data, that is based on analyzing available real-time state and local crash and traffic related data. By utilizing this accurate data, agencies, with assistance from the OHS, can develop community minded programs which are successful and cost-effective. Law enforcement grant submissions offer a comprehensive enforcement plan spanning an entire grant fiscal year. The plan maintains some flexibility that offers agencies the ability to shift resources, when needed, to different locations when new data dictates. The goals must be realistic and obtainable. Funded agencies are required to project intended outcomes within each of the targets emphasis areas. They are also required to provide projected outcomes of their enforcement programs. These law enforcement agencies must state performance

measurement values to each stated target. An example might be increasing belt use in certain sections of their community or reducing speeds by a certain miles per hour.

At the end of the fiscal year agencies are required to submit an annual report which defines where, when, and how their awarded traffic safety funds were spent. They are also required to enumerate how successful they were in meeting their goals. The OHS considers each year end report when evaluating funding needs an agency might be requesting for the next fiscal year.

RI's OHS requires agencies to list identified traffic safety problems which must be supported by data to receive NHTSA safety funding. Agencies are also required to utilize proven countermeasures, as presented in the 2019 NHTSA publication, Countermeasures that Work. Law enforcement agencies must also commit to working with neighboring law enforcement departments and community partners and forecast dates and events they will team up. As with all sub-recipients, the Office on Highway Safety must ensure that funds are spent efficiently and effectively and support the goals as stated in the FFY 2022 Highway Safety Plan.

The Office on Highway Safety requires agencies to follow a step-by-step process.

- a) Collection, analysis, and promulgation of specific data related to the Office on Highway Safety priorities. They are expected to state the who, when, why and how of crashes needs to be noted and addressed in their community/state plan.
- b) Their planned allocation of funding for enforcement based on problem identification to implement effective and efficient strategies and countermeasures.
- c) Employment of a Data Driven Approach to Crime and Traffic Safety (DDACTS) to funding law enforcement activities with continued monitoring. They will also review important elements of evaluating their enforcement efforts. By utilizing evidence-based enforcement, this data-driven strategy identifies specific traffic safety issues and related locations of crashes.
- d) Each law enforcement community will identify specific problems within their respective communities. Rhode Island is very small and the individual problems from one community blend into the next almost seamlessly. Each agency is responsible for their own data and how they identify their problem can be based on additional factors which do not show up in regular data patterns. Many times, problem areas are identified by concerned citizens.
- e) To help communities handle their identified traffic safety problems and subsequent enforcement efforts, we rely on a collaboration between bordering communities. Agencies are strongly encouraged to promote the border-to-border enforcement concept not just during NHTSA sponsored mobilizations, but on a weekly and monthly basis. When law enforcement agencies deploy officers for grant funded patrols and regular duty enforcement, we require agencies to contact neighboring departments to develop joint patrols on the same roads, at the same time and on the same day of the week. This cooperative enforcement model offers a wolf-pack effect and lead to the general deterrence which we strive for each time a patrol is dispatched.

Through RI's annual Highway Safety Champion Awards, state and local law enforcement agencies are recognized for participating in NHTSA's traffic safety national mobilizations and for requiring officers to continue weekly sustained enforcement efforts. All Rhode Island law enforcement agencies are encouraged to participate. The individual traffic safety officers from local agencies of equal size compete for top honors in each of the Highway Safety emphasis areas. This competitive spirit has seen an increase in applications for this prestigious recognition over the last five (5) years. Each year OHS includes other highway safety initiatives to the list of awards given to individual officers as well as leadership awards for law enforcement and civilians alike.

**Media, Education and Community Outreach:** In the upcoming Federal Fiscal Year 2022, the Office on Highway Safety has developed an operations approach program that offers each enforcement agencies a personally assigned OHS Program Coordinator who will help with their grant submissions, follow through, and invoicing for reimbursement. This will enable each agency grant manager to work with the OHS coordinator in all the NHTSA emphasis areas in a smaller group setting. The smaller working group will also allow Program Coordinators the ability to build trust and encourage more community-based programs and media outreach to help each grant manager within each police agency connect traffic safety issues to neighborhood data. The Program Coordinators will continue to champion their own specific expertise, as well as distribute materials throughout the state in the emphasis areas but also help with education and outreach.

In RI's Highway Safety guidelines for grant managers, it is strongly encouraged that partners reach out to the media to cover highway safety initiatives and events. The OHS will build on FFY 2021's successful use of media ride-along programs in calendar year 2020-21. We have seen individual Police Departments become more proactive with media events, press advisories and communications with local news outlets. We believe these partnerships became stronger following our Public Information Officers training session held in 2019. We are planning to offer another PIO training in FFY 2022.

The Rhode Island Police Chiefs Association received funding in FFY 2021 which helped each Police Department create a media event which offered safety messages using NHTSA and Rhode Island specific data. The OHS will support local police departments with data and technical advice so they can focus their safety message at the community level and the motoring public or visiting populations can benefit from their locally directed contacts. In FFY 2021 the Police Chiefs Association partnered with a public relations company and hosted several press conferences during peak traffic safety times and assisted agencies by creating and disseminating press advisories monthly.

**Monitoring Efforts:** As in past years, the Office on Highway Safety will continuously monitor and meet with sub-recipients virtually, in person, and by telephone and e-mails. These year-round meetings and contacts will ensure agencies are following the internal and external policies and procedures listed in their grant guidelines which are distributed yearly. During the COVID-19 pandemic all monitoring visits were conducted virtually and were successful and safe to all parties involved. This new communication tool will be utilized in FFY 2022 when needed to supplement the in-person visits.

- › The specific emphasis area program coordinators will review the monthly activity from each law enforcement sub-recipient monthly to ensure they are following the guidelines of the grant.
- › The OHS program coordinators will review each department's performance measures to ensure they are in line with the guidelines of the sub-recipient's initial goals and targets.
- › Request sub-grantees perform periodic surveys to determine if the motoring public has changed their driving behaviors.
- › Program coordinators will monitor changes in data in tandem with the sub-recipients.
- › Every two months the sub-recipients will report on the status of their problem identification to see if there have been any significant changes which may need to be addressed.
- › Assistance on the use of the best practices and additional use of Countermeasures that Work recommendations to help with the identified problem will be provided by OHS staff.

**Rhode Island State Police Impaired Driving Task Force:** Over the past five years Rhode Island ranked within the top four or five states with the worst alcohol related fatalities in the country. Even with the proactive enforcement programs in each law enforcement agency representing all communities across the state, our numbers of arrests remain at nearly 3,000 yearly. To that end, the Office on Highway Safety made the bold move to partner with the Rhode Island State Police and created an impaired driving task force. This dedicated unit exists solely to detect, arrest, and help prosecute the impaired driver. The State Police has set aside four troopers and their supervisors to patrol the Rhode Island roadways where and when the data dictates impaired driving arrests and crashes take place.

**Rhode Island Municipal Police Impaired Driving Task Force:** With the State Police Impaired Driving Task Force in place, the Office on Highway Safety set out to partner with the municipal police departments. Using the same model as the State Police's task force, the municipal effort will allow a partnership between agencies to assist with patrolling the cities and towns for impaired drivers. These two task force models will have vehicles and officers dedicated solely to detect and arrest impaired drivers. During FFY 2020 nine municipal police agencies received funding to purchase impaired driving vehicles. These vehicles and the accompanying Memorandum of Understanding creates another group of officers dedicated strictly to impaired driving enforcement.

**Municipalities Impaired Driving Breath Alcohol Testing Mobile (BAT):** The Providence Police Department schedules deployments of the state's BAT Vehicle throughout the state. They are responsible for all aspects of a deployment, from record keeping for all enforcement and educational events and coordinating partnerships with all the law enforcement agencies in the state. During the calendar year 2020, the BAT Vehicle's deployments were limited due to the pandemic. It was deployed to forty-two (42) locations throughout the state. Twenty (20) deployments were for enforcement, sixteen (16) for educational purposes and five (5) for training. The enforcement deployments resulted in eleven (11) individuals submitted to a chemical test, fourteen (14) refused to be tested and were charged and six (6) other individuals charged with other criminal

offenses. The BAT was deployed for a total of seven-hundred and ten hours for the entire grant period.

- › Municipalities Impaired Driving, Occupant Protection and Speed Enforcement Patrols (Including Drug Recognition Expert): During FFY 2021, thirty-eight (38) cities and towns participated in the Office on Highway Safety enforcement grant program. The emphasis areas included Impaired Driving, Occupant Protection, Speed Reduction, Distracted Driving, Drug Recognition Expert and Pedestrian and Bicycle Safety. The participating agencies followed the local, state, and federal guidelines for accepting and spending grant funds.
- › The planned activities which constitute the state's Evidence-Based Traffic safety Enforcement Program is reflected below: Most of the law enforcement agencies participate in the state and national campaigns; Drive Sober or Get Pulled Over, Obey the Sign or Pay the Fine, Drive Now Text Later and the Click-It-or-Ticket mobilizations. Rhode Island's law enforcement agencies follow the accepted practice of enforcement using statistical data from each community as well as from the Rhode Island Department of Transportation utilizing; High Visibility Engagement (HVE) efforts, Sustained Enforcement, Location Based Enforcement and Problem-Solving Enforcement models.
  - **Drive Sober or Get Pulled Over:** Rhode Island's impaired driving injuries and fatalities remain higher than the national average. Eight-five per cent (85%) of Rhode Island's law enforcement agencies deploy officers monthly, during special events and during the national mobilizations; Thanksgiving (Black Out Wednesday), Christmas and New Years', Super Bowl, St Patrick's Day, Cinco De Mayo, Memorial Day, 4th of July and Labor Day. Most of the Law Enforcement agencies work solo patrols, border to border, and inter-jurisdictional Northern and Southern Impaired Driving Task Forces. With sixty-four (64) Drug Recognition Experts among the 39 cities and towns, including the Rhode Island State Police, these agencies continue to participate in the Drive Sober Program weekly, monthly, and sponsor or participate in the Breath Alcohol Testing (BAT) Vehicle deployments, as well as the required national campaigns. Rhode Island utilizes the NHTSA tag lines; Drive Sober or Get Pulled Over and Drive High – Get a DUI. Rhode Island's statistical data indicates that approximately 40% of our fatal crashes are alcohol/drug related. Rhode Island's police departments utilize single officer patrols, border to border enforcement as well as joint jurisdictional mobilizations.
  - **Click-It-or-Ticket:** During FFY 2020, many law enforcement agencies scaled back their occupant protection enforcement efforts due to COVID-19. The Highway Safety Office continues supporting NHTSA guidelines and working with their law enforcement partners to develop hybrid programs to keep the motoring public aware of the police presence and concerns for death and injuries because of unbelted motorists. As Rhode Island continues its goal of 90% seat belt compliance, we are surveyed with a statewide rate is 88.3% and nearly 50% of our fatalities recorded are from crashes where the occupants were not belted. Eighty per-cent (80%) of the law enforcement agencies deployed officers during the five (5) weeks of enforcement; Thanksgiving (November), March (Saint Patrick's Day), May/June (National CIOT mobilization) and September (Back to school). Several

law enforcement agencies participate in the border-to-border national campaign to kick-off the national mobilization. Rhode Island has also been very successful teaming up with neighboring Rhode Island departments as well as with Massachusetts and Connecticut. Rhode Island's law enforcement agencies will continue setting up safety seat inspections stations throughout the year to educate parents and guardians on the proper method to protect their children. In addition to installations, agencies educate motorists on the child restraint laws and the proper installation of child safety seats. Utilizing information obtained during Law Enforcement Forums, several agencies added several additional days outside of the national occupant protection enforcements dates to conduct enforcement. This enforcement also included departments volunteering to conduct nighttime enforcement.

- **Speed Enforcement:** During FFY 2020, many law enforcement agencies scaled back their speed enforcement efforts due to COVID-19. Rhode Island's speed related fatalities and injuries are at 40%. Most of the law enforcement agencies deployed officers weekly, monthly, and during the months when COVID positive cases began to drop. The speed enforcement funding is the most popular and productive grant funded program offered to the law enforcement agencies. Performance efforts are higher when measuring them to the other emphasis areas conducted by law enforcement. Dedicated Speed funds are rarely returned yearly.
- **Distracted Driving/Texting Enforcement:** In FFY 2021, the Office on Highway Safety continued its leadership within the region by hosting four (4) distracted driving training at the Municipal Police Academy. Over one hundred (100) officers representing 24 law enforcement agencies attended the in-person classroom training sessions. In FFY 2021, all law enforcement agencies were awarded grant funding to conduct enforcement and education programs. Approximately 50% of those trained departments have conducted successful enforcement campaigns since their training. During FFY 2022 we expect all law enforcement partners to participate in enforcement campaigns as Rhode Island was a recipient of additional distracted driving funds. The Office on Highway Safety anticipates conducting another four (4) Distracted Driving trainings in FFY 2022.
- **Pedestrian/Bicycle Enforcement Programs:** The Office on Highway Safety developed a Pedestrian/Bicycle Safety Enforcement Program during FFY 2018. Using all the available resources from NHTSA, accepted successful programs from around the country and establishing a training of best practices, Rhode Island produced an extremely active enforcement/education program. In FFY 2021, one training session was scheduled and over twenty-two (22) law enforcement officers from twelve (12) agencies attend the training. The program includes a two-fold approach to the problem, an enforcement decoy pedestrian training along with a media component. The training has a complete set of guidelines to ensure the success when the classroom program is utilized during the decoy deployment section. As a result of these two training sessions, several law enforcement agencies attended and developed their own role-call type trainings in their own departments. The Office on Highway Safety anticipates two (2) trainings will be scheduled for FFY 2022.



- › **Law Enforcement Highway Safety Training Coordinator, State Agencies (Rhode Island Municipal Police Training Academy) Law Enforcement Highway Safety Training Coordinator (LEHSTC)/Grant Manager.** The LEHSTC is responsible for the coordination of statewide Drug Recognition Experts and is the state coordinator for the program at the IACP. The LEHSTC is involved in all aspects of the 39 cities/towns and State Police's planning, reporting, monitoring, funding, and participation in weekly, monthly, and yearly enforcement campaigns with the DRE Program. The LEHSTC is also Rhode Island's Field Sobriety Testing Coordinator and is responsible for all aspects of monitoring, training, deployment, reporting, record keeping, travel, etc. The LEHSTC is responsible for all aspects of the on-line and classroom ARIDE. In FFY 2021 Rhode Island trained twenty-four (24) new DRE's and recertified fifty-four (54) other DRE's. Rhode Island has a total of seventy-nine (79) active DRE's. The LEHSTC working with the Department of Health also assists in maintaining the certification and recertification of the states 1500 certified SFST officers. Each officer is recertified with a four (4) hour update yearly. In FFY 2021, Rhode Island trained over 60 officers in Advanced Roadside Impaired Driving Enforcement (ARIDE). Rhode Island continued the practice of requiring graduating academy recruits complete the on-line ARIDE training and in FFY 2021 forty-five (45) officers received certification.
- › **University of Rhode Island:** The University of Rhode Island Police Department participates in all the Office on Highway Safety mobilizations, High Visibility Engagement and Sustained Enforcement campaigns; Impaired Driving, Occupant Protection, Distracted Driving Pedestrian Safety and Speed Enforcement Patrols. Since the University of Rhode Island Police Department became a sub-recipient with the Office on Highway Safety, new officers sworn into their ranks have increased their highway safety activity and participation has increased during the past fiscal year. The University Police continue to train their on-duty officers in all aspects of the emphasis areas and ensure their on-duty officers enforce the highway laws on a regular basis. The URI Police are requesting to reserve a seat in the FFY 2022 Drug Recognition Expert School. Their officers have participated and are ARIDE certified.
- › **Rhode Island State Police:** The Rhode Island State Police continue to lead all law enforcement agencies in the state in several of the emphasis areas with respect to performance. They have presented impressive performance measures in Impaired Driving, Occupant Protection, Speed Enforcement, Distracted Driving, Drug Recognition Expert and Pedestrian Safety especially from the special task force. The Rhode Island State Police continue to reach successful levels of performance as one of the most proactive and productive law enforcement agencies in the state. Colonel Manni of the State Police has reached out to the municipalities to create partnerships to conduct joint traffic safety patrols. The State Police participated in all the emphasis area campaigns. During the past fiscal year, the State Police's newly formed impaired driving task force was limited in their activities due to COVID-19, but their enforcement increased as the assigned troopers increased their efforts over weekends and times as indicated by data collection of impaired driving arrests and crashes.
- › **Variable Message Board Contract:** All Rhode Island law enforcement agencies have received one or more grant funded variable message boards over the past ten (10) years. The Office on Highway Safety values the partnership but also has increased requirements for data. The OHS requests strategic highway speed data on specific

state and local roadways so they can plan enforcement programs and to help assist locate communities with their speeding issues. As part of the FFY 2021 grant cycle the Office on Highway Safety incorporated all variable message signs and contracts into one three (3) year contract with a state vendor. This contract created cloud stored collected data and ensured coverage and support on a 24/7 timetable. This increases local data collection by up to 80 message boards.

- › **Municipal Police Training Academy:** The recruits in Rhode Island's police academies received laptop computers in FFY 2021 which helped streamline their time spent collecting, analyzing, and completing important reports that are used by the Office on Highway Safety. By purchasing laptops, the recruits were able to tailor their training so that it mirrors the real day-to-day life of a street officer. The laptops help them transition from the academy to the streets of their respective cities and towns with the tools necessary to get the job done quicker and more efficient. These officers will be extremely comfortable transitioning from the training academy to their departments computer system seamlessly. Each laptop is equipped with templates for impaired driving arrests, crash investigations, all motor vehicle code violations, and other traffic safety materials are now items recruits can familiarize themselves with daily.
- › **Traffic Crash Investigation Training:** The Office on Highway Safety receives numerous requests throughout the year from the law enforcement agencies as well as the Office of Attorney's Generals requesting support for officers to learn crash investigation at an advanced level about what is taught in the Police Academies. During FFY 2021, a three (3) phase crash investigation school was conducted in Rhode Island with every police department offered a seat to any interested officers. The officers investigate crashes daily but when you are dealing with high profile or impaired driving crashes, a more sophisticated level of training and expertise is necessary. To that end, the Law Enforcement Liaison and the Traffic Safety Resource Prosecutor take a proactive approach and become involved with the training of graduates to ensure they become part of a statewide call out investigation team. The collaborative approach will help in the prosecuting of the cases and build a great team of professional investigators. The Reconstruction School graduated thirty-four (34) officers from 22 law enforcement agencies.
- › **Drug Recognition Expert Tablets:** The Office on Highway Safety invested funds which supported a contract to collect, report and analyze drugged driving information collected during an investigation of suspected drugged driver. In FFY 2020, the Office on Highway Safety allocated \$40,000 for the purchase of tablets, software, and a contractor to manage the system. Under the grant, thirty (30) tablets were purchased with the contract continuing for three (3) years. Rhode Island joined Massachusetts and Vermont as the only New England states with tablets. All three (3) states have their evaluations entered into a contract with the Institute of Traffic Safety Management and Research (ITSMR). The Institute manages all DRE evaluations and assists states with quarterly reports and year-end reports to the International Association of Chiefs of Police (IACP). In FFY 2022 the DRE Program will add another 25 tablets to add the twenty (20) newly certified DRE's who graduated in March 2021.



### 4.13 NHTSA Equipment Approval

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

### 4.14 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 2022 media plan will be finalized once NHTSA releases the 2022 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. 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.
- › 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.

# 5

## Cost Summary

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

**Table 5.1** indicates the project award number and award description, value of funds budgeted to the project, funding share to local for NHTSA federal funds, and state funding match.

**Table 5.2** lists all 38 municipalities and highlights funding to key program areas by municipality to show how funds are to be used statewide.

**Table 5.1 Cost Summary**

Award Number	Award Full Name	Budget Amount	Share to Local	Page #
NHTSA164PA2200	Audit Fees	\$24,000.00		129
NHTSA164AL2201	Salaries (Impaired Driving)	\$700,000.00		132
NHTSA164AL2202	Mid-Range DUI Coalition	\$200,000.00	\$80,000.00	109
NHTSA164AL2203	RIMPA State Agencies Law Enforcement Highway Safety Training Coordinator (LEHSTC) & Training	\$100,000.00	\$40,000.00	110
NHTSA164AL2204	RIPCA RI Police Chiefs Assn - Safety Partnership Program	\$45,000.00	\$18,000.00	61
NHTSA164AL2205	Alcohol Survey	\$15,000.00	\$6,000.00	53
NHTSA164AL2206	Alcohol Program Resources	\$15,000.00	\$6,000.00	54
NHTSA164AL2207	State DOH AI Tox and Batmobile Support	\$243,586.39	\$97,434.56	56
NHTSA164AL2208	URI State Agencies Alcohol Enforcement & Training	\$1,858.56	\$743.42	56
NHTSA164AL2209	Law Enforcement Training	\$15,000.00	\$6,000.00	60
NHTSA164AL2210	RMS Statewide	\$1,600,000.00	\$640,000.00	100
NHTSA164AL2211	RISP Crash Reconstruction Equipment to include DRONE	\$6,250.00	\$2,500.00	58
NHTSA164AL2212	VMS Message Boards and Cloud Services	\$100,000.00	\$40,000.00	111
NHTSA164AL2213	RISP SPECIALIZED UNIT Impaired Driving	\$1,504,800.00	\$601,920.00	60
NHTSA164AL2215	Work Zone Safety Media Awareness Campaign	\$30,000.00	\$12,000.00	55
NHTSA164PM2201	Paid Media (AL)	\$500,000.00	\$200,000.00	121
NHTSA164PM2202	Creative Media (AL)	\$400,000.00	\$160,000.00	121
NHTSA164PM2203	Newport Gulls Drunk Driving Education	\$6,000.00	\$2,400.00	122
<b>TOTAL 164 FUNDS</b>		<b>\$5,506,494.95</b>	<b>\$1,912,997.98</b>	
NHTSA402PA2200	Audit Fees	\$25,000.00	\$-	129
NHTSA402PA2201	Memberships and Dues	\$25,000.00	\$-	129
NHTSA402PA2202	Office Equipment	\$30,000.00	\$-	129
NHTSA402PA2203	Office Supplies	\$25,000.00	\$-	130
NHTSA402PA2204	Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report, support of SHSP activities (VHB)	\$150,000.00	\$-	130
NHTSA402PA2205	Travel and Training	\$30,000.00	\$-	130
NHTSA402PA2206	Grants Management System	\$200,000.00	\$-	131

Award Number	Award Full Name	Budget Amount	Share to Local	Page #
NHTSA402PA2207	OHS Web training development	\$5,000.00	\$-	131
NHTSA402MC2201	Salaries (Motorcycle)	\$65,000.00	\$-	132
NHTSA402OP2201	Salaries (OP)	\$325,000.00	\$-	132
NHTSA402OP2202	Genesis OP for Diverse Families	\$24,837.50	\$9,935.00	45
NHTSA402OP2203	Work Zone Safety Media Awareness Campaign	\$20,000.00	\$10,000.00	55
NHTSA402OP2204	CIOT DMV Intercept Survey	\$15,000.00		47
NHTSA402OP2205	CIOT Observational Surveys	\$76,000.00		48
NHTSA402OP2206	RISP Crash Reconstruction Equipment to include DRONE	\$6,250.00	\$2,500.00	58
NHTSA402OP2207	VMS Message Boards and Cloud Services	\$56,000.00	\$22,400.00	111
NHTSA402OP2209	EMS Crash Safety Equipment	\$50,000.00	\$20,000.00	48
NHTSA402PS2201	Salaries (Pedestrian/Bicycle)	\$125,000.00	\$-	132
NHTSA402PS2202	Bike Newport Road Share Education	\$76,980.00	\$30,792.00	91
NHTSA402PS2203	RI Bike Coalition - Statewide Smart Cycling Education	\$12,151.50	\$4,860.30	90
NHTSA402PS2204	ThinkFast Interactive High School Education Program	\$50,000.00	\$35,000.00	80
NHTSA402PS2205	PrevCon Educational High School Program	\$8,300.00	\$2,320.00	92
NHTSA402PS2206	RI HOSPITAL Injury Prevention Center Pedestrian Safety Program	\$35,000.00	\$-	93
NHTSA402PT2201	Salaries (Speed)	\$125,000.00	\$-	132
NHTSA402PT2202	RISP PT Enforcement/ Training	\$109,960.40	\$65,000.00	112
NHTSA402PT2203	RIMPA Law Enforcement Highway Safety Training Coordinator (LEHSTC)	\$65,000.00	\$26,000.00	110
NHTSA402PT2204	Municipalities PT Enforcement/ Training	\$500,000.00	\$400,000.00	113
NHTSA402PT2205	RISP Crash Reconstruction Equipment to include DRONE	\$6,250.00	\$2,500.00	58
NHTSA402PT2206	URI Speed Enforcement	\$4,646.40	\$1,858.56	113
NHTSA402PT2207	RIPCA RI Police Chiefs Assn - Safety Partnership Program	\$45,000.00	\$25,000.00	61
NHTSA402PT2208	VMS Message Boards and Cloud Services	\$56,000.00	\$22,400.00	111
NHTSA402PT2209	Citizens/Law Enforcement Community Outreach and Education Program	\$10,000.00	\$6,000.00	68
NHTSA402PT2210	Work Zone Safety Media Awareness Campaign	\$20,000.00	\$8,000.00	55
NHTSA402PT2214	Aging Road User Highway Safety Education Program	\$2,500.00	\$1,000.00	106
NHTSA402PT2215	EMS Crash Safety Equipment	\$50,000.00	\$20,000.00	48
NHTSA402PT2216	Community SPEED Tools/Equipment	\$250,000.00	\$100,000.00	67

Award Number	Award Full Name	Budget Amount	Share to Local	Page #
NHTSA402SA2201	Salaries (Young Drivers)	\$106,000.00	\$-	132
NHTSA402SA2202	Young Voices Keeping Young Drivers Safe	\$35,025.00	\$14,010.00	78
NHTSA402SA2103	ThinkFast Interactive High School Education Program	\$50,000.00	\$20,000.00	80
NHTSA402SA2204	RISAS - Youth Driven program	\$116,600.00	\$46,640.00	81
NHTSA402SA2205	RILL RI Interscholastic League - Traffic Safety Is a Team Sport	\$66,000.00	\$26,400.00	81
NHTSA402SA2206	Aging Road User Guide Book	\$5,391.00	\$2,156.40	82
NHTSA402PM2201	Paid Media (OP)	\$200,000.00	\$80,000.00	123
NHTSA402PM2202	Creative Media (OP)	\$100,000.00	\$40,000.00	123
NHTSA402PM2203	Paid Media (PT)	\$250,000.00	\$150,000.00	124
NHTSA402PM2204	Creative Media (PT)	\$100,000.00	\$60,000.00	124
NHTSA402PM2205	Paid Media (MC) Awareness Campaign (May)	\$110,000.00	\$50,000.00	124
NHTSA402PM2206	Creative Media (MC) Awareness Personal Protective Gear	\$100,000.00	\$50,000.00	122
NHTSA402DD2201	Salaries (Distracted Driving)	\$250,000.00	\$-	132
NHTSA402DD2202	RISP Crash Reconstruction Equipment to include DRONE	\$6,250.00	\$2,500.00	58
NHTSA402DD2203	Distracted Driving Injury Prevention High School Program	\$25,000.00	\$10,000.00	107
NHTSA402DD2204	RISP Distracted Driving & Training	\$59,402.20	\$30,000.00	118
NHTSA402DD2205	URI DD Enforcement & Training	\$3,484.80	\$1,393.92	118
NHTSA402DD2206	RIPCA RI Police Chiefs Assn - Safety Partnership Program	\$50,000.00	\$20,000.00	61
NHTSA402DD2207	ThinkFast Interactive High School Education Program	\$50,000.00	\$30,000.00	80
NHTSA402DD2209	Work Zone Safety Media Awareness Campaign	\$20,000.00	\$8,000.00	55
	<b>TOTAL 402 FUNDS</b>	<b>\$4,383,028.80</b>	<b>\$1,510,665.88</b>	
NHTSAF19062200	Audit Fees	\$2,800.00	\$-	129
NHTSAF19062201	Intuitive Public Access of Traffic Stop Data Survey	\$50,000.00	\$-	95
NHTSAF19062202	Data Analysis	\$100,000.00	\$-	96
NHTSAF19062204	Consultant Reports/Maintenance	\$100,000.00	\$-	97
NHTSAF19062205	CCPRA Regional Community Traffic Stop Analysis	\$100,000.00	\$-	97
NHTSAF19062206	Law Enforcement Training	\$20,000.00	\$-	98
	<b>Total 1906 Funds</b>	<b>\$422,800.00</b>	<b>\$-</b>	
NHTSAM2HVE2201	URI Seat Belt Law Enforcement Patrols	\$6,018.72	\$-	114

Award Number	Award Full Name	Budget Amount	Share to Local	Page #
NHTSAM2HVE2202	RIMPA Law Enforcement Highway Safety Training Coordinator (LEHSTC)	\$20,000.00	\$-	110
NHTSAM2HVE2203	Municipalities Seat Belt Law Enforcement Patrols & Training	\$246,399.60	\$-	114
NHTSAM2HVE2204	RISP Rollover Simulator Demonstrations	\$10,981.30	\$-	115
NHTSAM2HVE2205	RISP Seat Belt Law Enforcement Patrols & Training	\$13,708.20	\$-	116
NHTSAM2HVE2206	Municipalities Child Passenger Safety (CPS) & Training	\$123,114.10	\$-	116
NHTSAM2PE2201	RI Hospital Child Passenger Safety in Rhode Island	\$136,592.11	\$-	46
NHTSAM2PE2202	Aging Road User Highway Safety Project	\$5,000.00	\$-	106
NHTSAM2PE2203	Citizens/Law Enforcement Community Outreach and Education Program	\$10,000.00	\$-	68
NHTSAM2PE2204	Paid Media(CPS)	\$25,000.00	\$-	125
NHTSAM2X2200	Audit Fees	\$2,700.00	\$-	129
<b>Total 405 B LOW FUNDS</b>		<b>\$599,514.03</b>	<b>\$-</b>	
NHTSAM3DA2200	Audit Fees	\$2,700.00	\$-	129
NHTSAM3DA2201	Crash MMUCC Revisions Project	\$300,000.00	\$-	99
NHTSAM3DA2202	RI DOT OHS- Crash Form Training	\$75,000.00	\$-	100
NHTSAM3DA2203	DOH EMS Maint. Contract Fee	\$92,445.11	\$-	102
NHTSAM3DA2204	TRCC Support	\$75,000.00	\$-	102
NHTSAM3DA2205	MIRE Pedestrian Project	\$300,000.00	\$-	102
<b>Total 405 C MID FUNDS</b>		<b>\$845,145.11</b>	<b>\$-</b>	
NHTSAM6X2200	Audit Fees	\$5,000.00	\$-	129
NHTSAFDLIDC 2201	Salaries	\$80,000.00	\$-	132
NHTSAFDLCS2201	State Agencies (AG) Traffic Safety Resource Prosecutor (TSRP)	\$176,402.37	\$-	63
NHTSAFDLBAC2201	Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile Providence	\$60,000.00	\$-	116
NHTSAFDLBAC2202	RI DOH Forensic Toxicologist (TSRFT) and Preliminary Breath Testing	\$114,976.50	\$-	56
NHTSAFDLDATR2201	RIMPA Law Enforcement Highway Safety Training Coordinator (LEHSTC)	\$150,000.00	\$-	110
NHTSAFDLDATR2202	Judicial Training	\$100,000.00	\$-	57
NHTSAFDLDATR2203	Aging Road User Highway Safety Program	\$10,000.00	\$-	106
NHTSAFDLDATR2204	CCAP High School Education Program	\$63,480.00	\$-	54
NHTSAFDLDATR2205	LE Training	\$15,000.00	\$-	59
NHTSAFDLDATR2206	RISP Specialized Impaired Driving Task Force	\$220,000.00	\$-	60

Award Number	Award Full Name	Budget Amount	Share to Local	Page #
NHTSAFDL*SA2201	Mid Range DUI Coalition	\$200,000.00	\$-	109
NHTSAFDL*SA2202	Drugged Driving High School/Drivers Ed Initiative	\$50,000.00	\$-	64
NHTSAFDLHVE2201	Municipalities Impaired Driving Law Enforcement Patrols & Training	\$500,000.00	\$-	119
NHTSAFDLPEM2201	Sports Marketing Advocacy, Awareness, Education LEARFIELD	\$15,000.00	\$-	125
NHTSAFDL*EM2203	EMS Crash Safety Equipment	\$150,000.00	\$-	48
NHTSAFDL*CP2201	Citizens/Law Enforcement Community Outreach & Education Program	\$10,000.00	\$-	68
<b>Total 405 D Low FUNDS</b>		<b>\$1,919,858.87</b>	<b>\$-</b>	
NHTSAM5TR2101	VMS Boards and Cloud Services	\$50,000.00	\$-	111
<b>Total 405 D MAP 21 FUNDS</b>		<b>\$50,000.00</b>	<b>\$-</b>	
NHTSAFESDLE2201	RIMPA LEHSTC Distracted Driving	\$50,000.00	\$-	110
NHTSAFESX2200	Audit Fees	\$2,300.00	\$-	129
NHTSAM8SA2201	Aging Road User Highway Safety Project	\$5,000.00	\$-	106
NHTSAM8PE2201	ThinkFast Distracted Driver Employee Education	\$100,000.00	\$-	106
NHTSAM8PE2202	Citizens/Law Enforcement Community Outreach & Education Program	\$10,000.00	\$-	68
NHTSAM8PE 2203	Creative Media Distracted Driving (flex)	\$300,000.00	\$-	126
NHTSAM8PE2204	Paid Media Distracted Driving (flex)	\$300,000.00	\$-	126
NHTSAM8PE2205	Distracted Driving Injury Prevention EMPLOYER program	\$35,000.00	\$-	107
NHTSAM8DDLE2201	Municipal Distracted Driving Law Enf and training	\$300,000.00	\$-	118
NHTSAM8TR2201	RMS Statewide (flex)	\$1,000,000.00	\$-	100
NHTSAM8TS2201	VMS Message Boards and Cloud Services (flex)	\$50,000.00	\$-	111
NHTSAM8*EM2201	EMS Crash Safety Equipment (flex)	\$100,000.00	\$-	48
<b>Total 405 E FUNDS</b>		<b>\$2,252,300.00</b>	<b>\$-</b>	
NHTSAM9X2100F	Audit Fees	\$500.00	\$-	129
NHTSAM9MA2101	Motorcycle Public Education Awareness and Outreach Campaign	\$25,000.00	\$-	75
<b>Total 405 F FUNDS</b>		<b>\$25,500.00</b>	<b>\$-</b>	
NHTSAFHTR2201	RIMPA Ped/Bike Training	\$20,000.00	\$-	110
NHTSAFHLE2201	Municipalities Pedestrian/Bicycle Enforcement Patrols	\$113,663.73	\$-	117
NHTSAFHLE2202	Law Enforcement Training Ped/Bike Education	\$20,000.00	\$-	117
NHTSAFHLE2203	VMS Message Boards and Cloud Services	\$35,000.00	\$-	111

Award Number	Award Full Name	Budget Amount	Share to Local	Page #
NHTSAFHLE2204	URI Pedestrian/Bike Enforcement Patrols	\$3,067.55	\$-	119
NHTSAFHPE2200	Audit Fees	\$1,200.00	\$-	129
NHTSAFHPE2201	WRWC Youth Bike/Ped Safety Woonasquatucket River	\$80,000.00	\$-	92
NHTSAFHPE2202	Aging Road User Highway Safety Education Program	\$5,000.00	\$-	106
NHTSAFHPE2203	Citizens/Law Enforcement Community Outreach and Education Program	\$10,000.00	\$-	68
NHTSAFHPE2204	Paid Media (PS) Pedestrian/Bicycle Safety	\$200,000.00	\$-	126
NHTSAFHPE2205	Creative Media (PS) Pedestrian/Bicycle Safety Education	\$100,000.00	\$-	127
	<b>Total 405 H FUNDS</b>	<b>\$587,931.28</b>	<b>\$-</b>	
	<b>GRAND TOTAL</b>	<b>\$16,592,573.04</b>	<b>\$3,423,663.86</b>	



**Table 5.2 Cost Summary by Department**

DEPARTMENT	ALCOHOL NHTSA FDLSP2201 (405D)	CIOT NHTSA M2HVE2203	CPS/SEATS/ TRAINING NHTSA M2HVE2206	SPEED NHTSA 402PT2204	DISTRACTED DRIVING NHTSA M8DDLE 2201	PED/BIKE SAFETY NHTSA FHLE2201	EQUIPMENT Car Seat/ Training	EQUIPMENT Other	Indirect Funds	SFST	TOTAL
Barrington	\$5,500.00	\$4,400.00	\$1,100.00	\$6,600.00	\$3,300.00	\$1,100.00	\$615.00				\$22,615.00
Bristol	\$8,804.00	\$4,554.00	\$1,214.00	\$6,983.00	\$11,537.00	\$1,822.00	\$574.00				\$35,488.00
Burrillville	\$16,239.08	\$12,491.60	\$1,249.16	\$43,720.60	\$12,491.60						\$86,192.04
Central Falls	\$16,385.60	\$20,482.00	\$3,449.60	\$35,574.00	\$11,211.20	\$11,211.20	\$845.00	\$3,018.40			\$102,177.00
Charlestown	\$3,449.60	\$1,100.00	\$1,100.00	\$5,500.00	\$5,500.00		\$825.00				\$17,474.60
Coventry	\$6,394.96	\$4,427.28	\$11,806.08	\$8,362.64	\$2,459.60	\$2,459.60	\$750.04				\$36,660.20
Cranston	\$33,000.00	\$17,600.00	\$8,140.00	\$45,100.00	\$22,000.00	\$22,000.00	\$100.00	\$55,000.00			\$202,940.00
Cumberland	\$6,124.80	\$7,603.20	\$3,379.20	\$9,504.00	\$5,068.80	\$2,112.00	\$1,295.00				\$35,087.00
East Greenwich	\$1,673.98	\$1,913.12	\$239.14	\$1,913.12	\$1,913.12		\$605.00				\$8,257.48
East Providence	\$6,267.36	\$2,611.40	\$1,044.56	\$2,611.40	\$2,611.40	\$1,044.56	900				\$17,090.68
Foster	\$2,024.00	\$2,024.00		\$2,024.00	\$2,024.00						\$8,096.00
Glocester	\$1,264.80	\$3,267.40		\$2,160.70	\$2,160.70						\$8,853.60
Hopkinton	\$1,848.00	\$2,640.00		\$2,640.00	\$1,848.00						\$8,976.00
Jamestown	\$15,726.08	\$6,650.33	\$927.00	\$9,183.55	\$9,183.55		\$664.80				\$42,335.31
Johnston	\$1,445.40	\$3,613.50	\$2,890.80	\$2,890.80	\$2,890.80		\$1,190.00				\$14,921.30
Lincoln	\$7,920.00	\$7,920.00	\$1,320.00	\$7,920.00	\$2,640.00	\$2,640.00					\$30,360.00
Little Compton	\$4,665.76	\$4,665.76	\$424.16	\$3,393.28	\$3,393.28		\$625.00				\$17,167.24
Middletown	\$3,300.00	\$5,500.00	\$1,650.00	\$3,850.00	\$3,300.00		\$735.00				\$18,335.00
Narragansett	\$9,244.97	\$3,301.33	\$2,200.90	\$8,250.22	\$2,200.90						\$25,198.32
New Shoreham	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$500				\$9,500.00
Newport	\$2,640.00	\$3,300.00		\$3,300.00	\$3,300.00						\$12,540.00
North Kingstown	\$15,125.00	\$1,650.00		\$5,500.00	\$1,375.00						\$23,650.00
North Providence	\$8,833.00	\$6,655.00	\$1,694.00	\$8,833.00	\$8,833.00		\$500.00				\$35,348.00
North Smithfield	\$5,524.92	\$2,404.96	\$649.99	\$2,599.96	\$3,640.34	\$519.99	\$200.00				\$15,540.16

DEPARTMENT	ALCOHOL NHTSA FDLSP2201 (405D)	CIOT NHTSA M2HVE2203	CPS/SEATS/ TRAINING NHTSA M2HVE2206	SPEED NHTSA 402PT2204	DISTRACTED DRIVING NHTSA M8DDLE 2201	PED/BIKE SAFETY NHTSA FHLE2201	EQUIPMENT Car Seat/ Training	EQUIPMENT Other	Indirect Funds	SFST	TOTAL
Pawtucket	\$12,145.98	\$5,520.90	\$5,520.90	\$45,050.54	\$5,520.90	\$1,325.02					\$75,084.24
Portsmouth	\$16,478.00	\$9,886.80	\$1,318.24	\$16,478.00	\$6,591.20	\$6,591.20	\$1,600.00				\$58,943.44
Providence	\$57,200.00	\$27,500.00	\$11,000.00	\$27,500.00	\$27,500.00	\$19,800.00		60,000.00			\$230,500.00
Richmond	\$5,000.00	\$1,000.00	\$1,000.00	\$2,000.00	\$2,000.00						\$11,000.00
Scituate	\$2,200.00	\$2,200.00	\$440.00	\$6,600.00	\$6,600.00		\$200.00				\$18,240.00
Smithfield	\$6,262.30	\$4,699.20	\$2,504.92	\$6,262.30	\$2,504.92		\$900.00				\$23,133.64
South Kingstown	\$29,700.00	\$6,600.00	\$9,900.00	\$19,800.00	\$5,280.00	\$5,280.00	\$1,250.00				\$77,810.00
Tiverton	\$7,700.00	\$4,400.00	\$2,750.00	\$3,300.00	\$3,960.00	\$2,200.00	\$725.00				\$25,035.00
Warren	\$2,851.20	\$2,376.00	\$950.40	\$2,613.60	\$2,138.40	\$1,188.00	\$970.00				\$13,087.60
Warwick	\$52,525.00	\$30,250.00	\$16,225.00	\$59,125.00	\$21,450.00	\$22,825.00	\$1,599.90	\$7,425.00			\$211,424.90
West Greenwich	\$2,764.08	\$1,151.70		\$4,606.80	\$691.02						\$9,213.60
West Warwick	\$7,966.38	\$2,274.12	\$2,274.12	\$7,966.38	\$2,274.12	\$2,274.12					\$25,029.24
Westerly	\$10,384.00	\$10,384.00	\$4,023.80	\$4,413.20	\$3,634.40	\$3,634.40	\$775.00				\$37,248.80
Woonsocket	\$9,828.54	\$5,555.26	\$1,119.43	\$13,888.16	\$2,243.48	\$2,136.64					\$34,771.51
<b>Total</b>	<b>\$407,906.79</b>	<b>\$246,072.86</b>	<b>\$105,005.40</b>	<b>\$449,518.25</b>	<b>\$218,770.73</b>	<b>\$113,663.73</b>	<b>\$18,943.74</b>	<b>\$125,443.40</b>			<b>\$1,685,324.90</b>

## 6

## Certifications and Assurances

### Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2022 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: 2022

**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.fsr.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSR.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, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (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 74087-74100).

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 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;
- Agrees to 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:
  - 1. The dangers of drug abuse in the workplace;
  - 2. The grantee's policy of maintaining a drug-free workplace;
  - 3. Any available drug counseling, rehabilitation, and employee assistance programs;
  - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
  - 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - 1. Abide by the terms of the statement;
  - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;

- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –
  - 1. Taking appropriate personnel action against such an employee, up to and including termination;
  - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**POLITICAL ACTIVITY (HATCH ACT)**  
**(applies to subrecipients as well as States)**

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

**CERTIFICATION REGARDING FEDERAL LOBBYING**  
**(applies to subrecipients as well as States)**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

- 1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
- 2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-L.L.L., "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 Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.



5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate the transaction for cause or default.

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

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

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

(2) Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

*Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:*

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



**BUY AMERICA 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 with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

**PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**

**(applies to subrecipients as well as States)**

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

**POLICY ON SEAT BELT USE**

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

**POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

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

**SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the 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 seat belts by occupants of motor vehicles;
  - Submission of information regarding mobilization participation into the HIVE 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 States;

OR

Is unable to certify that automated traffic enforcement systems are not use on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 U.S.C. 402(c)(4)(C) AND will submit the survey results to the NHTSA Regional Office no later than March 1, 2022.

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

 \_\_\_\_\_  
Signature Governor's Representative for Highway Safety      Date 6/3/21

**Peter Alviti, Jr., PE**

Printed name of Governor's Representative for Highway Safety

# 7

## Section 405 Grant Program

For FFY 2021, 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)
- › Distracted Driving (23 U.S.C. 405(e)) (23CFR 1300.24)
- › Motorcyclist Safety (23 U.S.C. 405(f)) (23 CFR 1200.25)
- › Non-Motorized Safety (23U.S.C. 405(h)) (23CFR 1300.27)
- › 1906 Racial Profiling Data Collection

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

This page intentionally left blank.