

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

Fiscal Year	2019
NHTSA Grant Application	RHODE ISLAND - Highway Safety Plan - FY 2019
State Office	Rhode Island Office of Highway Safety
Application Status	Submitted

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	RHODE ISLAND - Highway Safety Plan - FY 2019
Application Version:	3.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	Yes
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 405(h) Nonmotorized Safety:	Yes
S. 1906 Racial Profiling Data Collection:	Yes

STATUS INFORMATION

Submitted By:	Gabrielle Abbate
Submission On:	7/1/2018 12:06 AM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

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 2018 the OHS continued to lead in the development and implementation of the State SHSP, providing expertise related to driver behavioral issues, education, and enforcement-related countermeasures. The OHS works closely within the RIDOT to ensure coordination between the HSP and the SHSP, ideally resulting in one comprehensive and strategic highway safety program for the State. The newest SHSP is for the five-year period between 2017 and 2022. This FFY 2019 SHSP is intended 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 HSP for FFY 2019 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.

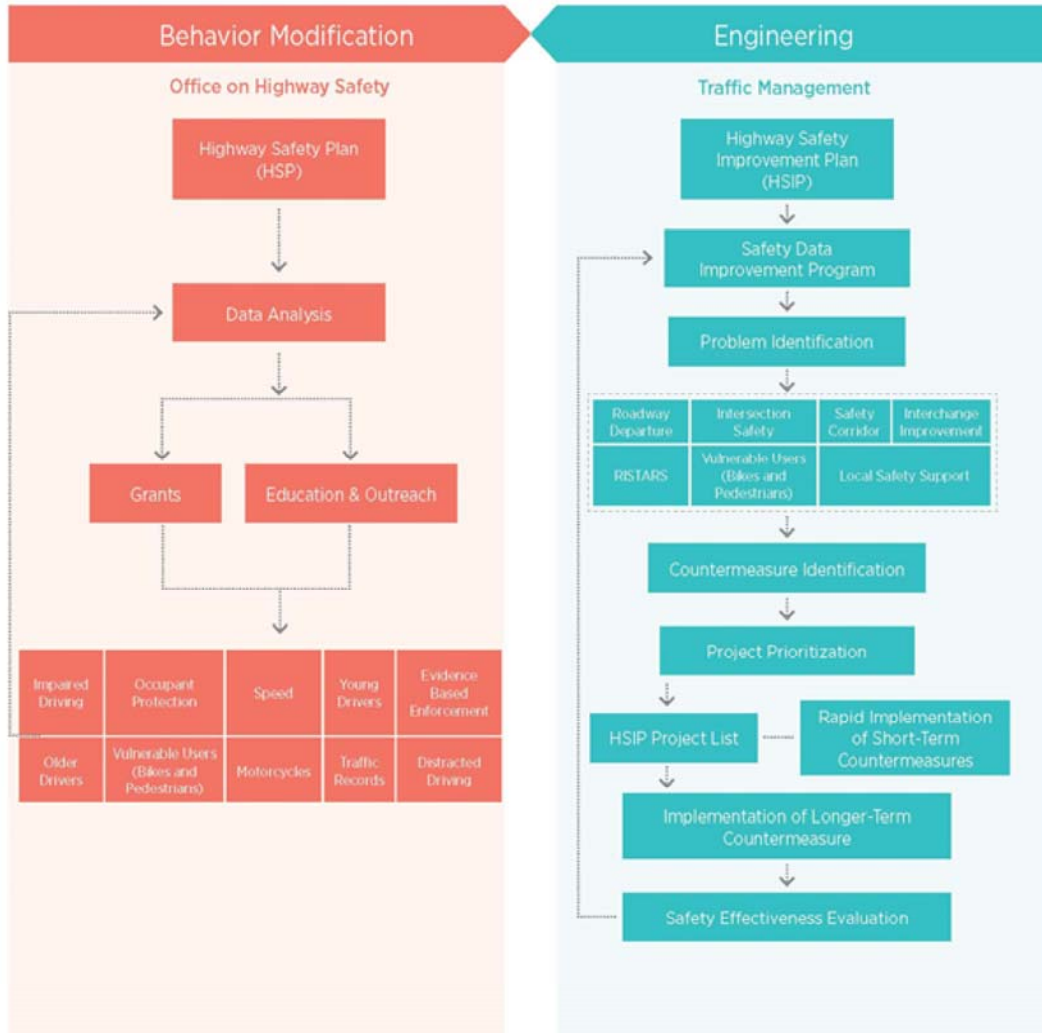
RIDOT Highway Safety Program Relationship System



RIDOT's Highway Safety Programs



Speed and Aggressive Driving | Young Drivers and Older Drivers | Occupant Protection
 Intersections and Run-Off-The-Road | Vulnerable Users | Impaired Driving



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.

Rhode Island Office on Highway Safety Annual Safety Planning Calendar

Month	Activities
January-March	<ul style="list-style-type: none"> Staff conducts grant oversight and monitoring visits.

Month	Activities
	<ul style="list-style-type: none"> • Section 405 grant application preparation. • Plan spring and summer safety campaigns to include outreach that complements the work in all Rhode Island municipalities.
February-April	<ul style="list-style-type: none"> • Staff conducts data collection, grant oversight and monitoring. • Develop all the activities to support the national Click It or Ticket (CIOT) campaign in May. • Staff conducts strategic planning and sessions with key stakeholders to review recent crash trends and emerging issues and to create project proposals within each program area. • Applications and instructions for Grant Funding (HS 1) proposals are issued based on the projected availability of Federal funding to state agencies, law enforcement agencies, and community stakeholders and advocates.
May-June	<ul style="list-style-type: none"> • Submitted Grant applications are reviewed by the OHS team. Applications which support targets and performance measures are approved as submitted or returned for modifications. • A draft of the HSP is prepared for review and approval by OHS staff. • Staff prepares Sections 405 grant applications. • Staff supports all activities to support the national "Drive Sober or Get Pulled Over" (DSOGPO) and Border to Border Campaigns.
July	<ul style="list-style-type: none"> • The final HSP is submitted to NHTSA. Meetings are held with potential grantees.
August-September	<ul style="list-style-type: none"> • Request for Proposals (RFP) are issued or received based on availability of Federal funding. FFY 2019 grants and contracts are finalized. • Staff conducts activities to support the "Drive Sober or Get Pulled Over" campaign (conducted in late August through Labor Day).
October	<ul style="list-style-type: none"> • Begin work on the FFY 2018 Annual Report.
November-December	<ul style="list-style-type: none"> • The FFY 2018 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.

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:

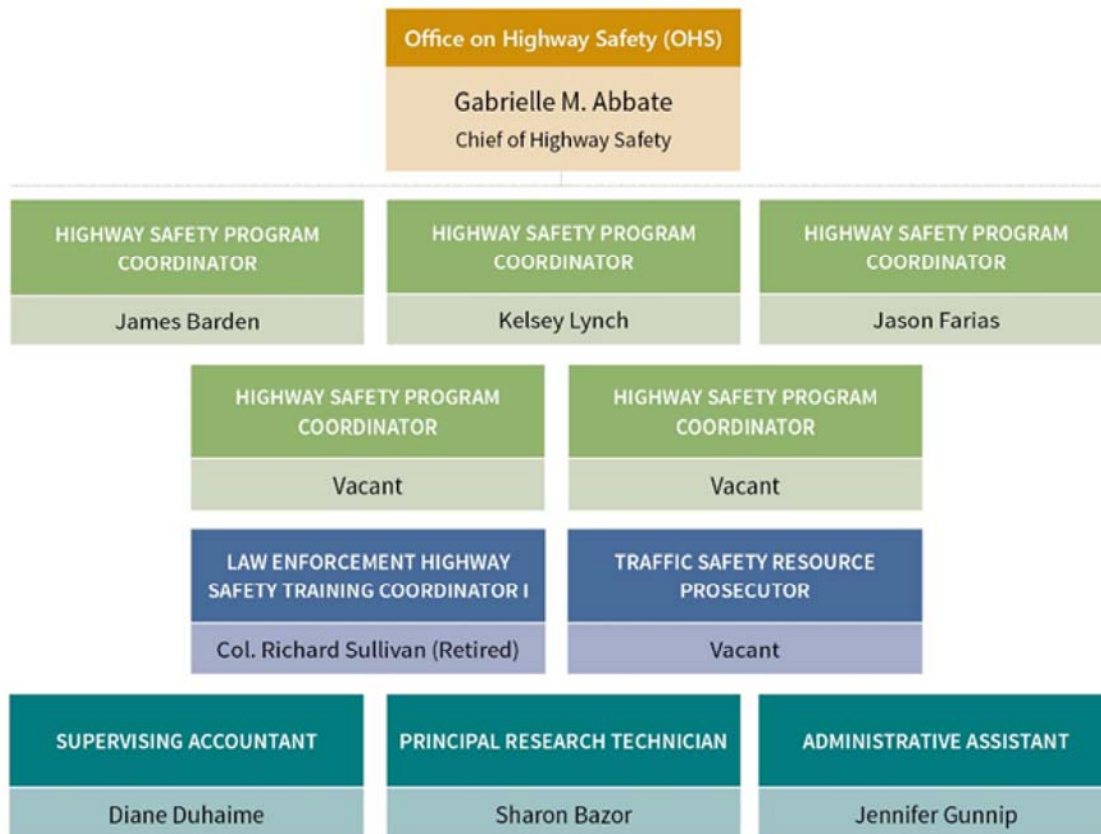
- Using data, highway safety research, and prior experience to identify problem areas
- Soliciting input and project proposals from local and regional organizations having expertise in areas relevant to highway safety
- Analyzing trends in serious injury and fatality rates and comparing them to regional and national trends
- Reviewing highway safety data and researching best practices including the following:
 - FARS
 - NHTSA
 - National Occupant Protection Use Survey (NOPUS)
 - RIDOT OHS
 - Rhode Island DMV
 - Rhode Island Department of Health
 - Rhode Island Police Chiefs Association
 - Rhode Island State Police
 - Rhode Island Statewide Planning Program
 - RIDOT's Crash Data Management System (CDMS)
 - Rhode Island Attorney General's Office
 - Rhode Island Courts
- 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
 - 2017 Rhode Island Observed Restraint Use Surveys
 - National Highway Traffic Safety Administration
 - Rhode Island Department of Health, Forensic Sciences Unit
 - Online System for Crash Analysis and Reporting (OSCAR)

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

Organization and Staffing

The figure below 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

RIDOT OHS Organizational Chart



OHS Personnel

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

NHTSA and Governors Highway Safety Association (GHSA) courses:

- Highway Safety Program Management, 2015, 2017

- Managing Federal Finances, 2015
- GHSA Executive Seminar, 2015
- Impaired Driving, 2016
- Marijuana Regulation summit, 2016
- GHSA Annual Training/Conference, 2017
- Instructor Development, 2013
- Public Information Officer, 2010
- Ignition Interlock Institute, 2011
- Marijuana Workshop, 2013

Founding Member and Facilitator of:

- RI's Traffic Safety Coalition

Member of:

- Co-Founder of the RI Impaired Driving Task Force
- RI Prevention Advisory Committee
- Providence Police Chief Advisory Member
- Providence Commissioner of Public Safety Advisory Board Member
- Graduate of RI State Police Community Citizen Academy

James Barden, Jr.
Highway Safety
Program Coordinator

Mr. Barden has been a Highway Safety Program Coordinator with OHS for the past 12 years. He has the longest institutional knowledge and relationship with the NHTSA Regional Office in Cambridge, Massachusetts. He has garnered their respect and acknowledgment for his capabilities, knowledge and skills and serves as the point person for all staff on programming and procedural issues. He is a Traffic Occupant Protection Strategies Instructor (TOPS).

Mr. Barden coordinates the Distracted Driving, Older Driving, Strategic Communications and Policy Programs.

NHTSA and GHSA courses:

- | | |
|---|--|
| ■ Highway Safety Program Management (3), 2016 | ■ Public Information Officer (2), 2010 |
| ■ Managing Federal Finances, 2007 | ■ Ignition Interlock Institute, 2011 |

- Data Analysis, 2008
- Instructor Development, 2010
- Impaired Driving (2), 2015
- Occupant Protection (2), 2014
- Traffic Occupant Protection Strategies, 2000
- Child Passenger Safety Technician Certification, 2000 - 2017
- Media Skills Workshop, 2001
- Communications Workshop, 2007
- Simulated Impaired Driving Experience, 2013
- Marijuana Workshop, 2013
- Motorcycle Safety Program Management (Virtual Live), 2017
- Pedestrian Safety Program Management (Virtual Live), 2017

Kelsey Lynch
Highway Safety
Program
Coordinator

Kelsey Lynch has been a Highway Safety Program Coordinator with the Office of Highway Safety since May 2018. She has two bachelor's degrees from Keene State College in English and Secondary Education. Ms. Lynch's background in teaching for many different types of classrooms has made her an asset in the OHS. Kelsey has taught within a wide variety of populations ranging from Nursery school to Middle school as well behavioral and severely handicapped classrooms. The skills that Ms. Lynch acquired during her experience in education will enable her to bring a fresh and informed voice to young driver programs supported by the OHS.

Ms. Lynch will be trained to become a Child Passenger Safety Technician (CPST) in September 2018. She is currently reviewing Community Based Organization grants for programs included within her target area of Occupant Protection, including Child Passenger Safety in Rhode Island and Young Voices.

Ms. Lynch has received certification in the following courses through NHTSA's Traffic Safety Institute:

- Milestones of Highway Safety Program Development E-learning
- History of Impaired Driving E-learning
- History of Speed Program Management E-learning
- Data Driven Highway Safety Planning Course (Online)
- History of Occupant Protection E-learning
- Educating Law Enforcement Officers on Older Driver Issues

Jason Farias
 Highway Safety
 Program Coordinator

Mr. Farias has been a Highway Safety coordinator with the OHS since April 2018. He recently retired as a Detective from the Warwick R.I. Police Department. He served in the Patrol, Traffic, Prosecution and Detective Divisions and on several tactical teams. He was certified as an instructor in Traffic Occupant Protection Strategies (TOPS), Traffic

Incident Management (TIM), Work Zone Safety, Domestic Violence/Sexual Assault, Radar, WMD and Less Lethal Force Options.

Some other certifications and training included being a Field Training Officer (FTO), Drug Recognition Expert (DRE), Child Passenger Safety Technician (CPST), Safe Travel for All Children (Transporting Children with Special Healthcare Needs), Accident Reconstructionist (Levels I, II, II, Pedestrian, Bicycle, Pole Strike, Rollover, Occupant ID and Motorcycle), Commercial Enforcement (including Hazardous Materials and Cargo Tanks), Federal Emergency Management ((FEMA) National Incident Management System (NIMS)), Police Motorcycle Operation, and Grant Writing. He is also a recipient of a Highway Safety Champion Award.

As a Program Coordinator Mr. Farias has responsibilities in both community based initiatives and in the emphasis areas of Speed, Motorcycle and Impaired Driving.

Member of the following:

- Rhode Island Traffic Safety Coalition
- Rhode Island Strategic Highway Safety Plan Management, 2018

NHTSA, USDOT and FHWA Courses (WB Web Based) (VL Virtual Live) (IP In-person):

- Distracted Driving and Pedestrian Safety Summit (IP), April 2018
- Milestones of Highway Safety Program Development (WB), April 2018
- Data Driven Highway Safety Planning (WB), April 2018
- History of Impaired Driving (WB), April 2018
- History of Speed Program Management (WB), April 2018
- Educating Law Enforcement Officers on Older Driver Issues (WB), April 2018
- History of Occupant Protection (WB), April 2018
- Preparing for Connected Vehicle Deployment (IP), May 2018
- Introduction to Transportation Asset Management (WB), May 2018
- Intro to Financial Planning- Transportation Asset Management (WB), May 2018
- Intelligent Traffic Systems (ITS) Awareness (WB), May 2018

- Road Safety Assessments Workshop (IP), May 2018
- Highway Safety Manual Overview (WB), May 2018
- Introducing Highway Federal-Aid (WB), May 2018
- Safe & Effective Use of Law Enforcement Personnel in Work Zones (WB), May 2018
- National Traffic Incident Management Responder Training (WB), May 2018
- Communications Skills for the Highway Safety Professional (IP), June 2018
- Introduction to Pedestrian & Bicycle Safety Program Management (VL), June 2018

Diane Duhaime

Supervising
Accountant

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

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

NHTSA courses:

- Managing Federal Finances, 2010
- Program Management 2017

Sharon Bazor

Principal Research
Technician

Ms. Bazor has been with OHS for 19 years. She is the Principal Research Technician responsible for the Fatality Analysis Reporting System (FARS) as the FARS analyst and as such, she is responsible for gathering and reporting all motor vehicle-related fatalities within the State to NHTSA. This data is then utilized by NHTSA to develop their national analysis on crashes, including causation, trends, and potential programming. The data required for each crash comes from many sources, including crash reports, the medical examiner's office, Department of Health (HEALTH) (Vital Records, Toxicology Laboratory), Emergency Medical Technician (EMT) Units, Department of Motor Vehicles (DMV), state and local police departments, and Attorney General's Office. Due to different reporting time requirements for each agency, cases may not close out for many months. This information also is used by OHS to develop the yearly HSP and AR, as well as custom queries for other divisions within the RIDOT, DMV, law enforcement partners, media inquiries, and many of our stakeholders. Ms. Bazor is the main point person for the RIDOT in the development of any fatalities report.

NHTSA courses:

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

**Colonel (Retired)
Richard Sullivan**

Law Enforcement
Highway Safety
Training Coordinator

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

- Traffic Safety Coalition tri-chair.
- Liaison for the Rhode Island Police Teaming for Impaired Driving Enforcement (RIPTIDE), as well as speed enforcement, impaired driving enforcement; pedestrian, bicycle, distracted driving training, occupant protection grants, and Variable Message Signs (VMS).
- Rhode Island Drug Recognition Expert (DRE) Coordinator. Responsible for the 72 existing DREs, ensuring that they are updated on the latest impaired driving information, as well as keeper of records for the DRE (eight-hour in-service requirement), evaluations conducted on impaired drivers, and maintaining the International Association of Chiefs of Police (IACP) database.
 - Responsible for 15 DRE instructors to ensure they are on call and available for other DREs to assist in investigations.
 - Responsible for all aspects of training, travel, lodging, applications, interviews, etc., for all DRE candidates.
- Coordinate all aspects of SFST Schools, ARIDE training, DRE Schools, and DRE Instructor Schools to include manuals, travel, reimbursements, hotels, and printing.
- Rhode Island Advanced Roadside Impaired Driving Enforcement (ARIDE) Coordinator, to ensure the same requirements as DRE (stated above). ARIDE is the “bridge” between the SFST and DRE trainings.
- Rhode Island SFST Coordinator, responsible for the three-year in-service training for 23 instructors, as well as ensuring that up-to-date materials are utilized in current training.
- Rhode Island TOPS training, police academies recruit training, as well as in-service.
- Rhode Island coordinator for Saved by the Belt with law enforcement.

- Rhode Island coordinator for Law Enforcement Challenge (officer and department recognition awards) Highway Safety Champion Award.
- Rhode Island Coordinator of the Drug Impairment Training for Educational Professionals (DITEP) (not compensated with NHTSA funds).
- Rhode Island coordinator for the Data-Driven Approach to Crime and Traffic Safety (DDACTS).
- Oversee police departments' involvement in child passenger safety (CPS) programs and training.
- Instruct Law Enforcement in the Older Driver NHTSA training (not compensated with NHTSA funds).
- Instruct Highway Safety advocates in Safe and Effective Use of Personnel in the
- Work Zone (not compensated with NHTSA funds)
- Instruct Highway Safety advocates in Traffic Incident Management (not compensated with NHTSA funds)
- Instructor Highway Safety advocates in Pedestrian Safety – and School Crossing Guards.
- Member of National LEL newsletter committee.
- Assists police departments with scheduling and deploying the BAT Vehicle.
- Liaison with Community College of Rhode Island (CCRI) in DWI, Motorcycle, Student Driver Education, Driver Improvement Program, and Offenders Alcohol School (not compensated with NHTSA funds).
- Liaison with RIDOT's OHS on all aspects of law enforcement involvement of the safety programs; press events; weekly, monthly, and special holiday enforcement campaigns; as well as schedule annual meetings as well as midyear meetings.
- NHTSA Region 1 liaison for Rhode Island training, speed management, media, instructor development, occupant protection, and national LEL training.
- Member of the following:
 - TRCC
 - Rhode Island SHSP

Jennifer Gunnip

Administrative
Assistant

Ms. Gunnip is the support staff within the Office of Highway Safety, and specifically serves as assistant to the Supervisor of OHS. She coordinates meetings, prepares documents for media buys, produces draft and final copies of correspondence.

Jennifer initializes grantee awards by processing requisitions and preparing grantee award letters. She also is involved in preparing and processing paperwork like financial forms, travel reimbursements, requisitions and ordering office supplies. Ms. Gunnip is responsible for establishing and maintaining the OHS central program files.

Ms. Gunnip also assists with outreach events. Coordinates the time sheets for all staff and processes interoffice communications for the chief. She is the point person for the Supervisor on day to day operations and the necessary administrative duties to support the office.

Strategic Partners and Stakeholders

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

- American Automobile Association, Southern New England (AAA)
- Bike Newport
- Brain Injury Association of Rhode Island (BIARI)
- Community College of Rhode Island (CCRI)
- Connecting for Children and Families, Inc. – Woonsocket COZ Safe Communities (CCF)
- Cranston Child Opportunity Zone (COZ)
- Mothers Against Drunk Driving (MADD)
- Oasis International
- Rhode Island Bike Coalition
- Rhode Island Department of Revenue, Division of Motor Vehicles (RIDMV)
- 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 Hospital – Injury Prevention Center
- Rhode Island Hospitality and Tourism Association – Rhode Island Hospitality Association Education Foundation
- Rhode Island Motorcycle Association
- Rhode Island Municipal Police Academy
- Rhode Island Office of the Attorney General
- Rhode Island Police Chiefs Association (RIPCA)
- Rhode Island State Police (RISP)
- Rhode Island Student Assistance Services (RISAS)
- Rhode Island Traffic Tribunal
- Riverzedge Arts

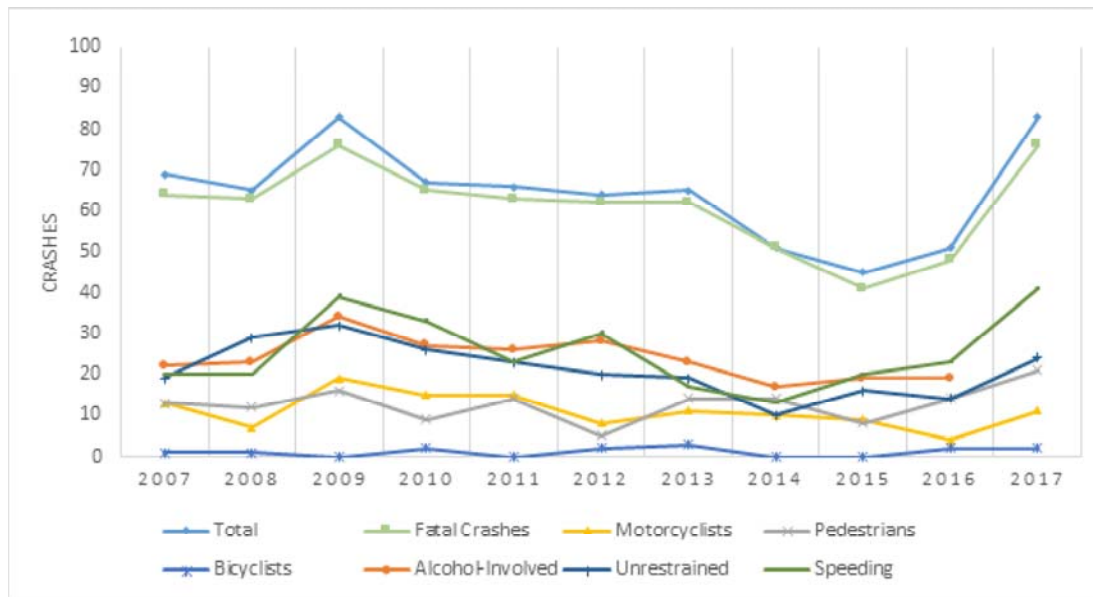
- Nobidade TV
- The Genesis Center
- Young Voices
- Statewide Substance Abuse Task Forces

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

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

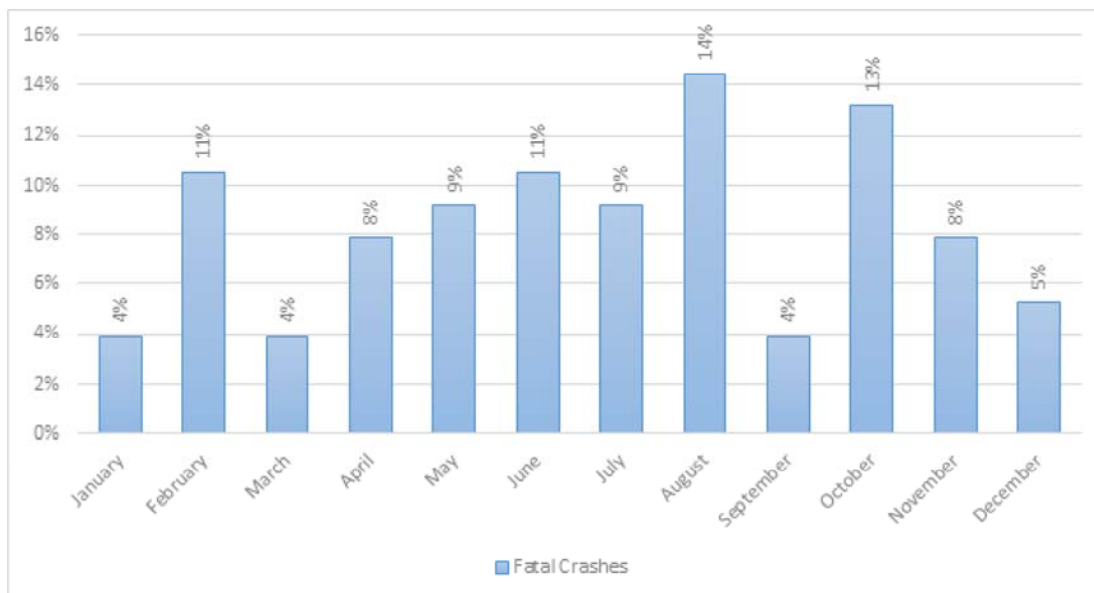
Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

The figure below on annual fatalities by factor 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 2019 HSP. Not shown in the figure, but also priority program areas for FFY 2019, are older drivers and younger drivers. Speeding crashes has returned to become a more significant issue in recent years, with fatalities exceeding that of impaired driving. Pedestrian fatalities have also increased in recent years. The OHS will continue to concentrate on improving State traffic records through crash data collection and reporting as part of the Section 405c records grant process. The HSP also addresses agency planning and administration functions.



Any traffic deaths in Rhode Island are unacceptable, unaffordable, and avoidable. The figures below show temporal trends in Rhode Island crashes. In 2017, the highest percentage of fatal crashes in Rhode Island occurred in the summer months. Noticeable spikes in fatalities also occurred in October. 20 percent of fatal crashes occurred on Mondays followed by 18 percent on Thursday. One-quarter of crashes occurred between the hours of 7:00 p.m. and 10:00 p.m. This data helps to inform on how enforcement strategies may be deployed.

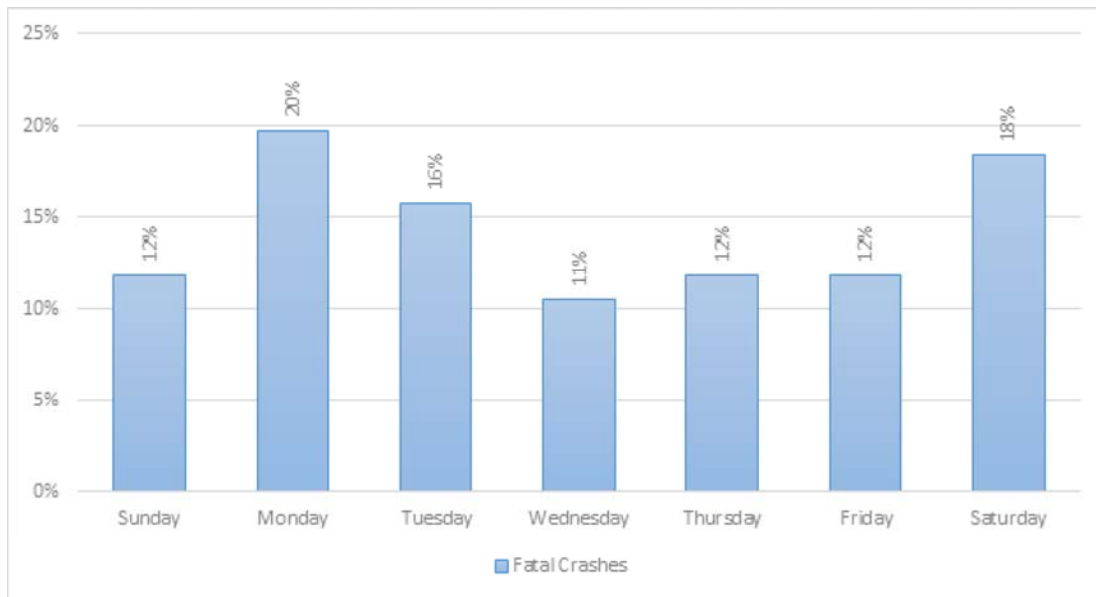
Percentage of Rhode Island Fatal Crashes by Month-of-Year (2017)



Source: RIDOT/OHS (2018) and FARS (2018).

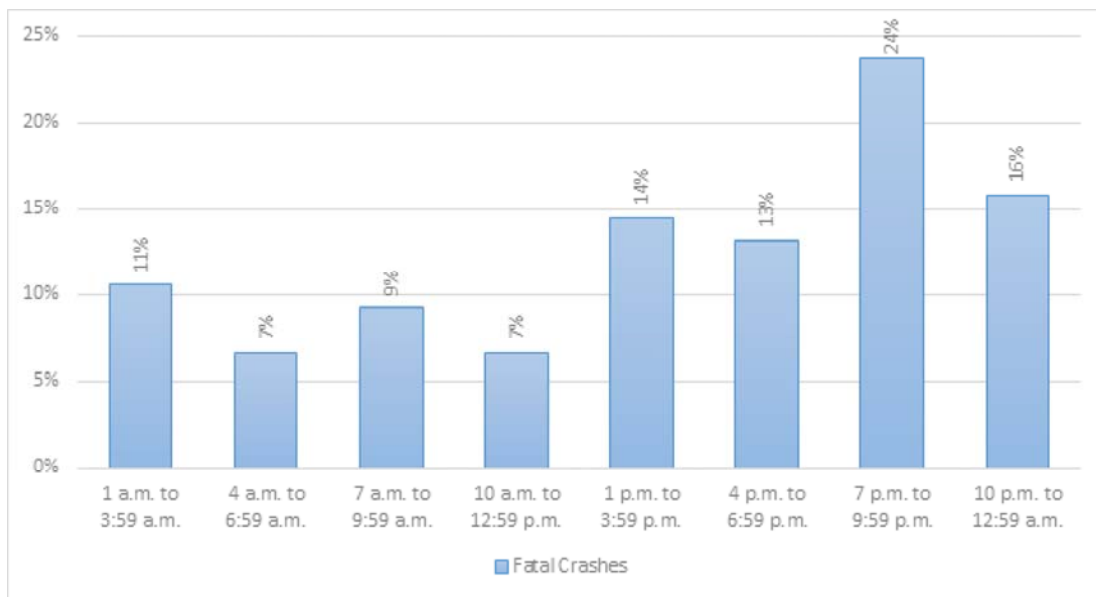
Note: Missing bars indicate 0% of crashes occurring.

Percentage of Rhode Island Fatal Crashes by Day of Week (2017)



Source: RIDOT/OHS (2018) and FARS (2018).

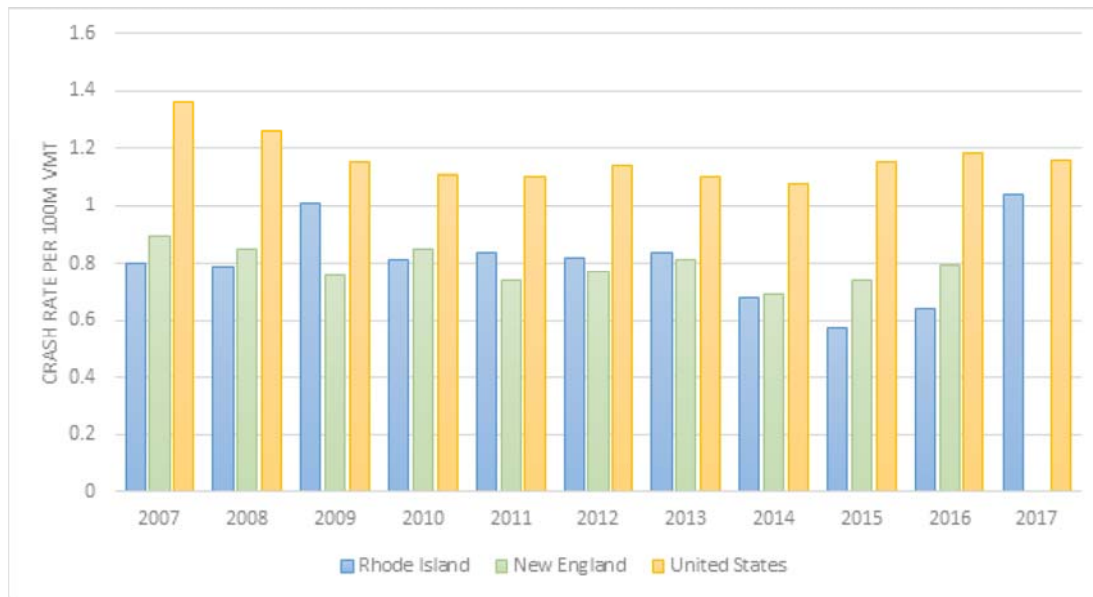
Percentage of Rhode Island Fatal and Serious Injury Crashes by Time of Day (2017)



Source: RIDOT/OHS (2018) and FARS (2018).

Rhode Island has consistently had a lower fatality rate (per 100 million VMT) than the national average. The Rhode Island fatality rate also has been lower than the New England region fatality rate at various times throughout the period from 2007 to 2015, including 2007, 2008, 2010, 2014, 2015, and 2016. Rhode Island also shows higher percentages of speed-related and pedestrian crashes compared to New England and the United States as a whole. This information helps to inform the investments that are made in the HSP.

Fatality Rates (Per 100 Million VMT)



Source: RIDOT/OHS (2018) and FARS (2018)

Note: Regional data not currently available for 2017. Rhode Island data is preliminary for 2017.

Crash Conditions as Percent of Total Fatalities (2016)

	Unbelted Vehicle Occupant	Alcohol-Impaired	Motorcycle	Speed Related	Bicycle	Pedestrian
Fatalities						
Rhode Island	29%	37%	8%	45%	4%	27%
New England	29%	33%	14%	34%	2%	18%
USA	28%	28%	14%	27%	2%	16%

Source: FARS (2018).

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

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

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

The OHS received multiple grants from new and past grant sub-recipients. Some of the applicants include law enforcement agencies, community advocates, state agency representatives, minority community advocates, and substance abuse prevention specialists. Each stakeholder received attachments which included a new condensed application, application instructions, budget sheet, and a PowerPoint listing target audiences, performance measures, and updated fatality and serious injury data. They also received copies of NHTSA countermeasures and the 2018 HSP. This was the second year that grant submissions were accepted on-line into a secured DOT electronic mailbox. OHS staff worked as a unit to create a streamlined process that benefits both the state and its sub-recipients. A due date for submissions was offered and 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, financial accountant, and the Rhode Island LEL. The OHS staff applies the guidelines within a listed criteria sheet to score each application. Every applicant is required to provide a 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.

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

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

OHS grant partners are essential for the ultimate success of the Rhode Island HSP. They develop, implement, and evaluate programs designed to target Highway Safety Performance Measures and Outcomes.

Enter list of information and data sources consulted.

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).

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

The OHS has been an active partner in the Strategic Highway Safety Plan (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 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, which account for more than 50 percent of the total 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 the TRCC handle the data deficiency issues as part of their work. The final decision was to have the TRCC handle this issue. The TRCC coordinator is a member of the SHSP Steering Committee, 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. A number of 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.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	

	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
A - 1) Seatbelt Citations	In Progress
A - 2) Impaired Driving Arrests	In Progress
A - 3) Speeding Citations	In Progress
Pickup Truck Belt Use	In Progress
Perception of being ticketed for failure to wear seat belts	In Progress
Awareness of CIOT slogan	In Progress
Perception of being ticketed for drinking and driving	In Progress
Awareness of DSoGPO slogan	In Progress
Impaired Pedestrians	In Progress
Citation Records - Percentage of records with missing critical elements	In Progress
Lat/Long Values - Percentage of crash records with entered values	In Progress
Linked Records - Percentage of crash records linked to another database	In Progress
Integrated Records - Percentage of crash records integrated with the crime database	In Progress
Distracted Driving Survey Response	In Progress
Planning and Administration	

	In Progress
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C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Performance Measure	Performance Target	Realized
C-1 Reduce traffic fatalities	Reduce the five-year average traffic fatalities by 9 percent Baseline: 58 fatalities (2011-2015) Target: 53 fatalities (2014-2018)	Preliminary data indications 2017: 84 fatalities 2013-2017 average: 59 fatalities Average trending upward

C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Performance Measure	Performance Target	Realized
C-2 Reduce serious injuries (SI)	Reduce the five-year average serious injuries by 12 percent Baseline: 422 SI (2011-2015) Target: 373 SI (2014-2018)	Preliminary data indications 2017: 322 SI 2013-2017 average: 392 SI Average trending downward

C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Performance Measure	Performance Target	Realized
C-3 Reduce the rate of traffic fatalities per 100 million vehicle miles traveled (VMT)	Reduce the five-year average traffic fatalities per 100 million VMT by 9 percent Baseline: 0.75 (2011-2015) Target: 0.68 (2014-2018)	Preliminary data indications 2017: 1.04 fatalities per 100M VMT 2013-2017 average: 0.75 fatalities per 100M VMT Average trending upward

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Performance Measure	Performance Target	Realized
C-4 Reduce unrestrained occupant fatalities	Reduce the five-year average unrestrained occupant fatalities by 11 percent Baseline: 18 fatalities (2011-2015) Target: 16 fatalities (2014-2018)	Preliminary data indications 2017: 24 fatalities 2013-2017 average: 17 fatalities Average trending upward

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Performance Measure	Performance Target	Realized
C-5 Decrease alcohol impaired driving fatalities involving driver or motorcycle operator with a blood alcohol content (BAC) of 0.08 or greater a	Reduce the five-year average impaired driving fatalities by 9 percent Baseline: 23 fatalities (2011-2015) Target: 21 fatalities (2014-2018)	Preliminary data indications 2016: 19 fatalities 2012-2016 average: 21 fatalities Average trending downward

C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure	Performance Target	Realized a
C-6 Reduce speed-related fatalities	Reduce the five-year average speed-related fatalities by 10 percent Baseline: 21 fatalities (2011-2015) Target: 19 fatalities (2014-2018)	Preliminary data indications 2017: 41 fatalities 2013-2017 average: 23 fatalities Average trending upward

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure	Performance Target	Realized
C-7 Reduce motorcycle fatalities	Reduce the five-year average motorcyclist fatalities by 36 percent Baseline: 11 fatalities (2011-2015) Target: 7 fatalities (2014-2018)	Preliminary data indications 2017: 11 fatalities 2013-2017 average: 9 fatalities Average trending upward

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure	Performance Target	Realized
C-8 Reduce unhelmeted motorcyclist fatalities	Reduce the five-year average unhelmeted motorcyclist fatalities by 33 percent Baseline: 6 fatalities (2011-2015) Target: 4 fatalities (2014-2018)	Preliminary data indications 2017: 5 fatalities 2013-2017 average: 5 fatalities Average trending flat

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Performance Measure	Performance Target	Realized
C-9 Reduce or maintain the number of drivers age 20 or younger involved in fatal crashes	Maintain number of drivers age 20 or younger involved in fatal crashes at 5 or below Baseline: 5 fatalities (2015 annual) Target: 5 or fewer annually (2018)	Preliminary data indications 2016: 13 fatalities 2013-2017 average: 8 fatalities Average trending upward

2017 NHTSA imputed data is not available to compared against the data for other years.

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Performance Measure	Performance Target	Realized
C-10 Reduce or maintain number of crash fatalities among pedestrians	Reduce the five-year average number of pedestrians in fatal crashes by 9 percent Baseline: 11 fatalities (2011-2015) Target: 10 fatalities (2014 to 2018)	Preliminary data indications 2017: 21 fatalities 2013-2017 average: 14 fatalities Average trending upward

C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Performance Measure	Performance Target	Realized
C-11 Maintain zero crash fatalities among bicyclists	Maintain the five-year average number of bicyclist fatalities Baseline: 1 fatality (2011-2015) Target: 1 fatality (2014-2018)	Preliminary data indications 2017: 2 fatalities 2013-2017 average: 1.4 fatalities Average is unchanged

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Performance Measure	Performance Target	Realized
B-1 Increase observed seat belt use	Increase observed seat belt use Baseline: 87.5 percent (2016) Target: 91 percent (2014-2018)	2017: 88.3 percent Survey indicates upward trend

A - 1) Seatbelt Citations

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Area tracked, but no goals set. 5,272 as of 12/1/17

A - 2) Impaired Driving Arrests

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Activity Measure Tracked but No Official Goal Set. 306 as of 12/1/17.

A - 3) Speeding Citations

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Activity Measure Tracked but No Official Goal Set. 10,798 as of 12/1/17

Pickup Truck Belt Use

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Performance Measure	Performance Target	Realized
Increase safety belt use among pickup truck drivers	Increase pickup truck driver safety belt usage Baseline: 76.7 percent (2016) Target: 80 percent (2018)	Observed pickup truck drivers safety belt use 2017: 79.0 percent Survey indicates upward trend

Perception of being ticketed for failure to wear seat belts

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Performance Measure	Performance Target	Realized
Increase perception of being ticketed for failure to wear safety belts “always” or “nearly always”	Increase public perception Baseline: 46.4 percent (2016) Target: 47 percent (2018)	Perception of being ticketed for failure to wear safety belts “Always” or “Nearly Always” 2017: 39.8 percent Survey indicates downward trend

Awareness of CIOT slogan

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Performance Measure	Performance Target	Realized
Increase perception of being ticketed for failure to wear safety belts “always” or “nearly always”	Increase public perception Baseline: 46.4 percent (2016) Target: 47 percent (2018)	Perception of being ticketed for failure to wear safety belts “Always” or “Nearly Always” 2017: 39.8 percent Survey indicates downward trend

Perception of being ticketed for drinking and driving

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Performance Measure	Performance Target	Realized
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Increase perception of being arrested by law enforcement after drinking and driving "Always" or "Nearly Always"	Increase public perception Baseline: 47.4 percent (2016) Target: 60 percent (2018)	Perception of being arrested for driving and driving "Always" or "Nearly Always" 2017: 49.6 percent
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Awareness of DSoGPO slogan

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure	Performance Target	Realized
Increase recognition of DSoGPO impaired driving enforcement slogan	Increase recognition Baseline: 55.8 percent (2016) Target: 65 percent (2018)	Recognition of "Drive Sober or Get Pulled Over" slogan 2017: 54.5 percent

Impaired Pedestrians

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The goal stated in the FY2018 HSP was to decrease the five-year average number of pedestrian fatalities testing positive for blood alcohol, by 15 percent from 2.6 (2011 to 2015) to 2.2 (2014 to 2018) by 2018. In 2016, there were 2 pedestrians with a recorded BAC level of at least 0.08.

Citation Records - Percentage of records with missing critical elements

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Rhode Island crash reports continue to show high accuracy based on MMUCC compliance. There is still a small percentage of reports that exhibit inaccuracies, however, that percentage continues to drop annually.

Maintained percentage of crash records with no errors in MMUCC critical data elements: 98.94% (April 2016 to March 2017) increased to 99.24% (April 2017 to March 2018).

Lat/Long Values - Percentage of crash records with entered values

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Increased completeness for reports with latitude and longitude values by 0.51% from 77.45% (April 2016 to March 2017) to 77.96% (April 2017 to March 2018).

Linked Records - Percentage of crash records linked to another database

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Rhode Island data partners are actively working on data integration efforts between agencies and are identifying steps and actions to enable these data integration activities.

Integrated Records - Percentage of crash records integrated with the crime database

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Rhode Island data partners are actively working on data integration efforts between agencies and are identifying steps and actions to enable these data integration activities.

Distracted Driving Survey Response

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Ideally this target should be set at 100 percent., however, as an interim target, reaching 75 percent can be attainable. The 2017 DMV survey results showed that 32 percent of respondents had a “never” answer. In the same survey, the number of respondents who “never” text while driving is 69 percent. With a cell phone ban starting in 2018, Rhode Island is encouraged more drivers will stop using their mobile devices while driving.

Planning and Administration

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

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.

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period (Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value (Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	57.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	369.0
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	0.720
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	16.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	20.0
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	21.0

C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	9.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	4.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	7.0
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	12.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	1.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2015	2019	92.0
Pickup Driver Belt Use	Annual	2019	2019	80.0
CIOT Slogan Awareness	Annual	2019	2019	92.0
Perception of being ticketed for failure to wear safety belts	Annual	2019	2019	47.0
Perception of being arrested after drinking and driving	Annual	2019	2019	60.0
Recognition of DSoGPO slogan	Annual	2019	2019	65.0
Impaired Pedestrian	Annual	2019	2019	2.2
Distracted Driving Survey Response	Annual	2019	2019	75.0
Citation Records - Percentage of records with missing critical elements	Annual	2019	2019	0.0
Lat/Long Values - Percentage of crash records with entered values	Annual	2019	2019	90.0
Linked Records - Percentage of crash records linked to another records database	Annual	2019	2019	5.0
Integrated Records - Percentage of crash records integrated with the crime database	Annual	2019	2019	2.0

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

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C-1) Number of traffic fatalities (FARS)-2019

Target Metric Type: Numeric

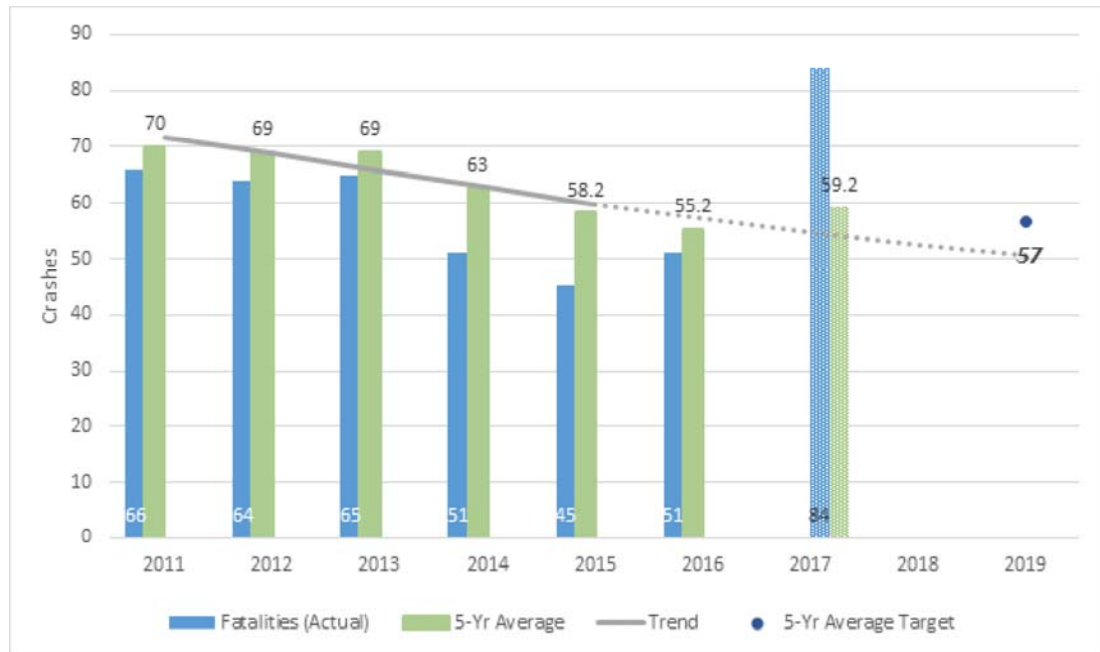
Target Value: 57.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Goal.** Reduce the five-year average traffic fatalities by 4 percent from 59 (2013 to 2017 average) to 57 (2015 to 2019 average) by December 31, 2019.
- **Justification.** Fatalities have steadily declined in recent years. Based on preliminary data there were 84 fatalities in 2017, an increase to levels seen in 2005 and 2006. This increase is associated with a rise in speeding, pedestrian, and young driver crashes. A conservative target of a two percent annual decrease was chosen that accounts for the 2017 increase but helps to push Rhode Island toward the original SHSP goal of TZD with a baseline of 2011.



Source: RIDOT/OHS (2018) and FARS (2018).

Note: 2017 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) Number of serious injuries in traffic crashes (State crash data files)

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019

Target Metric Type: Numeric

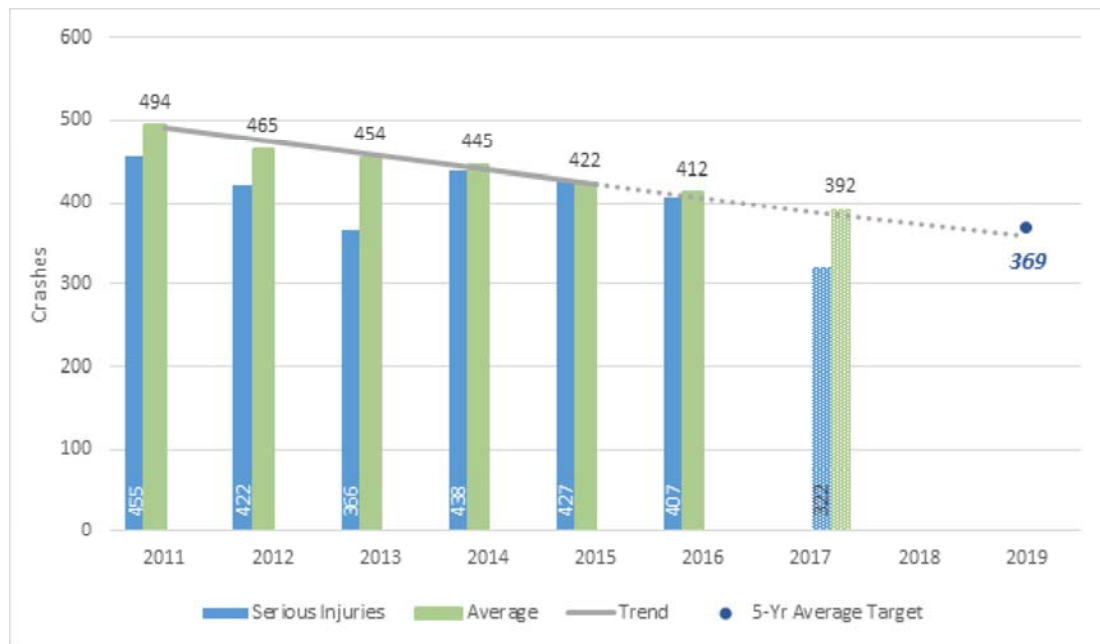
Target Value: 369.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Goal.** Reduce the five-year average serious injuries by 6 percent from 392 (2013 to 2017 average) to 369 (2015 to 2019 average) by December 31, 2019.
- **Justification.** The five-year rolling average for Rhode Island’s serious injuries have steadily decreased for the last five years, however the serious injuries per year have fluctuated with a low of 366 in 2013 and a high of 455 in 2011. Serious injuries are projected to be lower than average, with 322 in 2017. Rhode Island’s 2019 target maintains the course of working toward the SHSP goal of TZD with a baseline of 2011 and a three percent annual decrease.



Source: RIDOT/OHS (2018).

Note: 2017 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.

2011-2015 crashes have been reviewed and validated since the prior Highway Safety Plan submission. Values may not match prior reports.

C-3) Fatalities/VMT (FARS, FHWA)

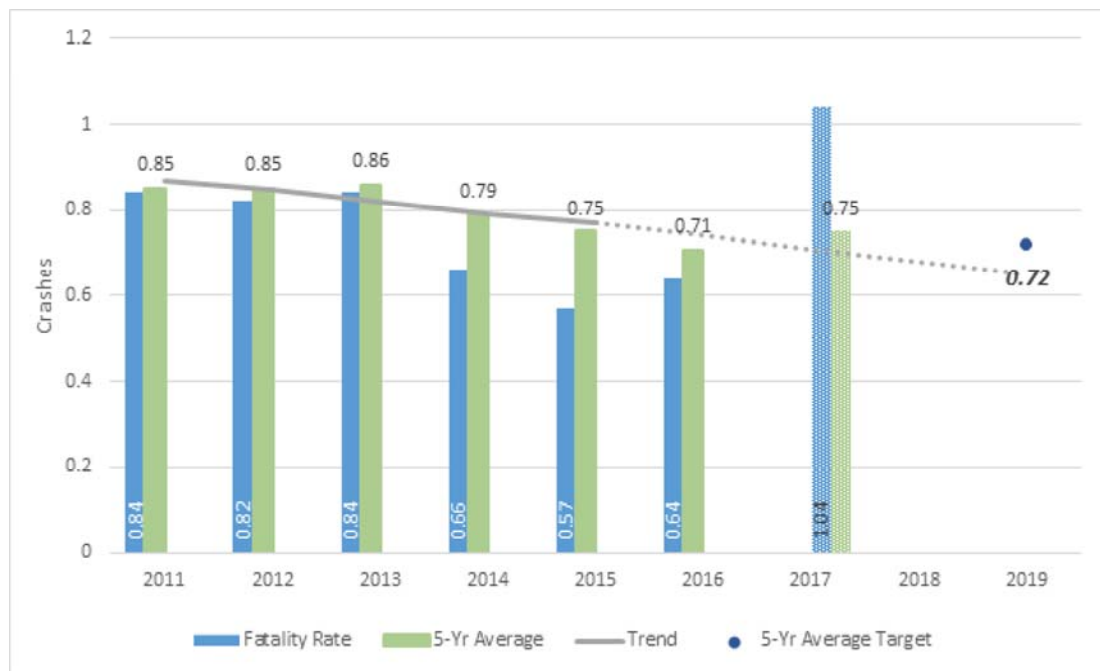
Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019
Target Metric Type: Numeric
Target Value: 0.720
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Goal.** Reduce the five-year average traffic fatalities per 100 million VMT by 4 percent from 0.75 (2013 to 2017 average) to 0.72 (2015 to 2019 average) by December 31, 2019.
- **Justification.** While the fatality crash rate has declined slightly in recent years, preliminary data in 2017 shows a increase back to 2015 levels. The conservative target of shown in the C-1 performance measure is also reflected here, with a long-term goal of moving back toward the SHSP goal of TZD with a baseline of 2011.



Source: RIDOT/OHS (2018) and FARS (2018).

Note: 2017 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) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

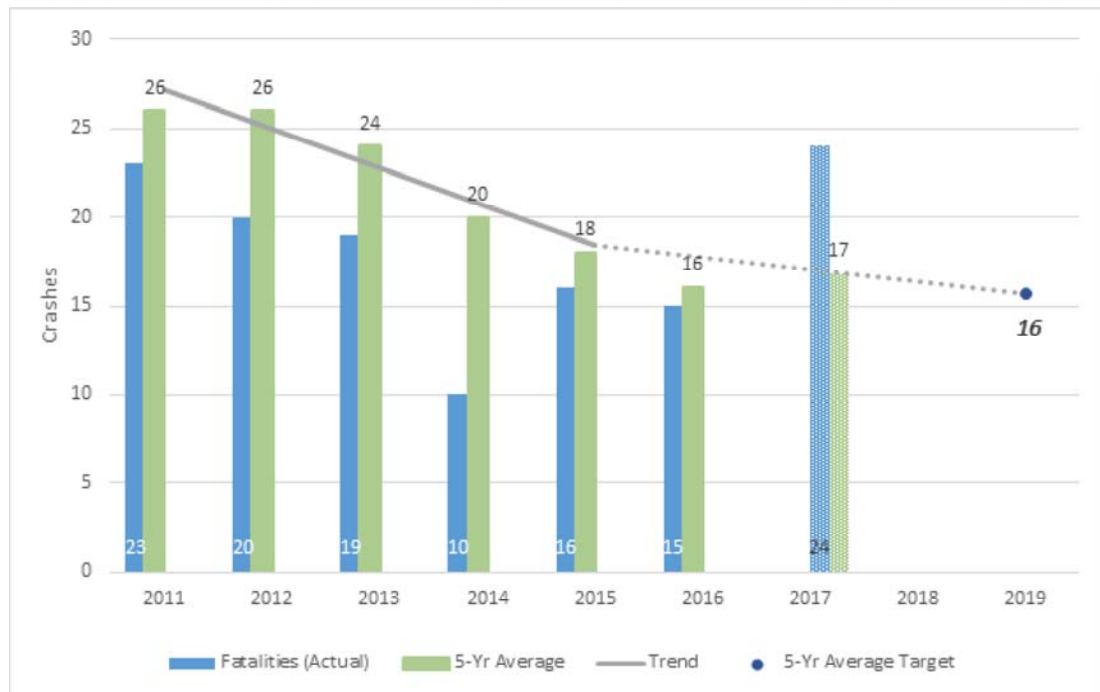
Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Numeric
Target Value: 16.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Goal.** Reduce the five-year average unrestrained occupant fatalities by 6 percent from 17 (2013 to 2017 average) to 16 (2015 to 2019 average) by December 31, 2019.
- **Justification.** Unrestrained fatalities have steadily decreased over the last five years. Preliminary data for 2017 suggests an increased number of fatalities. The SHSP goal of TZD with a baseline of 2011 equates to 19 fatalities (5-year average) in 2019. However, with continued observed increases in seatbelt use and continued coordinated seat belt enforcement between law enforcement agencies across Rhode Island, it is realistic to achieve lower unrestrained fatalities over the next two calendar years to result in an average of 16 fatalities in 2019.



Source: RIDOT/OHS (2018) and FARS (2018).

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

2017 crash values are preliminary

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019

Target Metric Type: Numeric

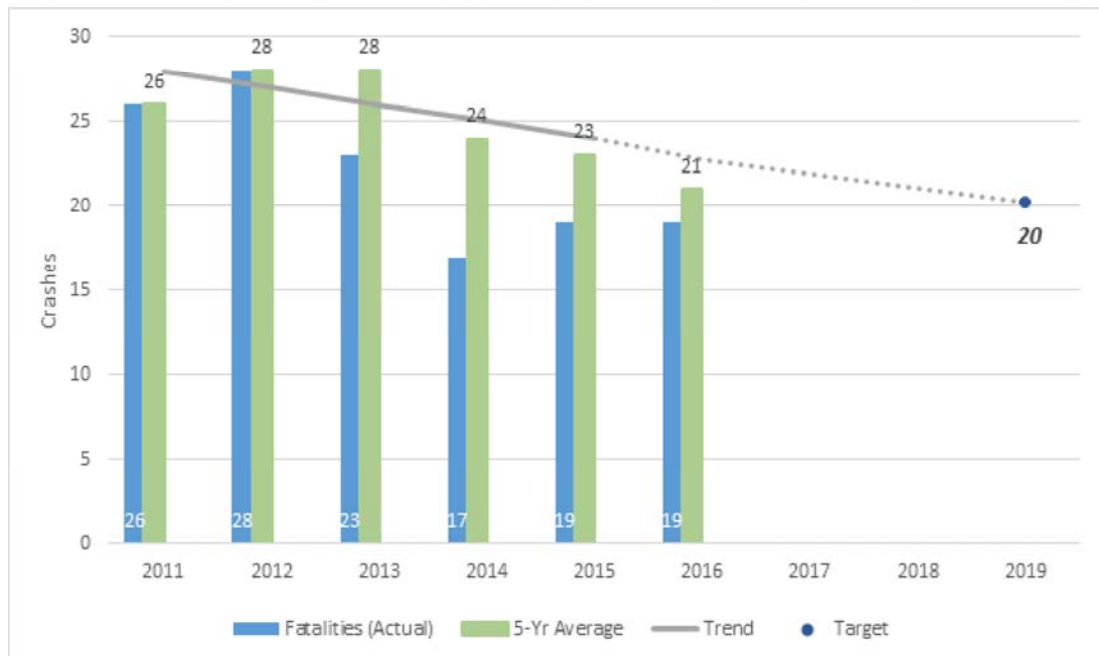
Target Value: 20.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Goal.** Reduce the five-year average impaired driving fatalities by 5 percent from 21 (2013 to 2017 average) to 20 (2015 to 2019 average) by December 31, 2019.
- **Justification.** Between 2012 and 2016 five-year average fatalities have remained between a low of 21 and a high of 28. The SHSP goal of TZD with a baseline of 2011 was chosen. This target is realistic as the number of impaired fatalities has shown a general downward trend and there are concerted efforts including an Impaired Driving Task Force and integrated enforcement efforts to reinforce and improve activities that address impairment.



Source: NHTSA Imputed data (2018).

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

2017 crash values not currently available.

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) Number of speeding-related fatalities (FARS)

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 21.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Goal.** Reduce the five-year average speed-related fatalities by 9 percent from 23 (2013 to 2017 average) to 21 (2015 to 2019 average) by December 31, 2019.
- **Justification.** Speed-related fatalities have fluctuated over the last few years, with as few as 13 in 2014 and has many as 30 in 2012. Preliminary 2017 values show a spike at 41 fatalities. Large fluctuations mean that the annual crashes and the five-year average will not easily align. Continued decreases in the five-year average are anticipated, however, our target is more cautious. With sustained enforcement and targeted communication campaigns, the chosen target that is congruent with the SHSP goal of TZD with a baseline of 2011 is realistic.



Source: RIDOT/OHS (2018) and FARS (2018).

Note: 2017 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) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

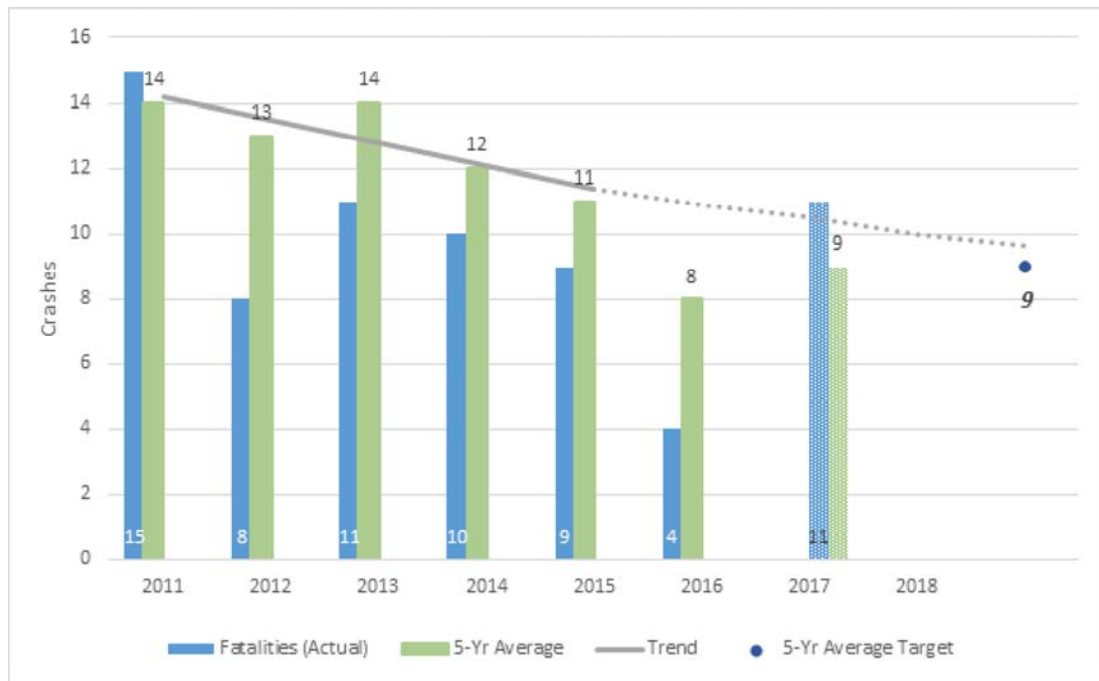
Target Value: 9.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Goal.** Maintain the five-year average motorcyclist fatalities at 9 or below by December 31, 2019.
- **Justification.** Motorcycle fatalities have been somewhat inconsistent over the last five years with an overall downward trend. Preliminary data for 2017 suggests 11 motorcycle fatalities. Even with the preliminary spike in 2017, a target of 9 in 2019 that is more aggressive than the TZD trajectory is possible. This target is achievable with the implementation of targeted training and outreach activities identified in this HSP.



Source: RIDOT/OHS (2018) and FARS (2018).

Note: 2017 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) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

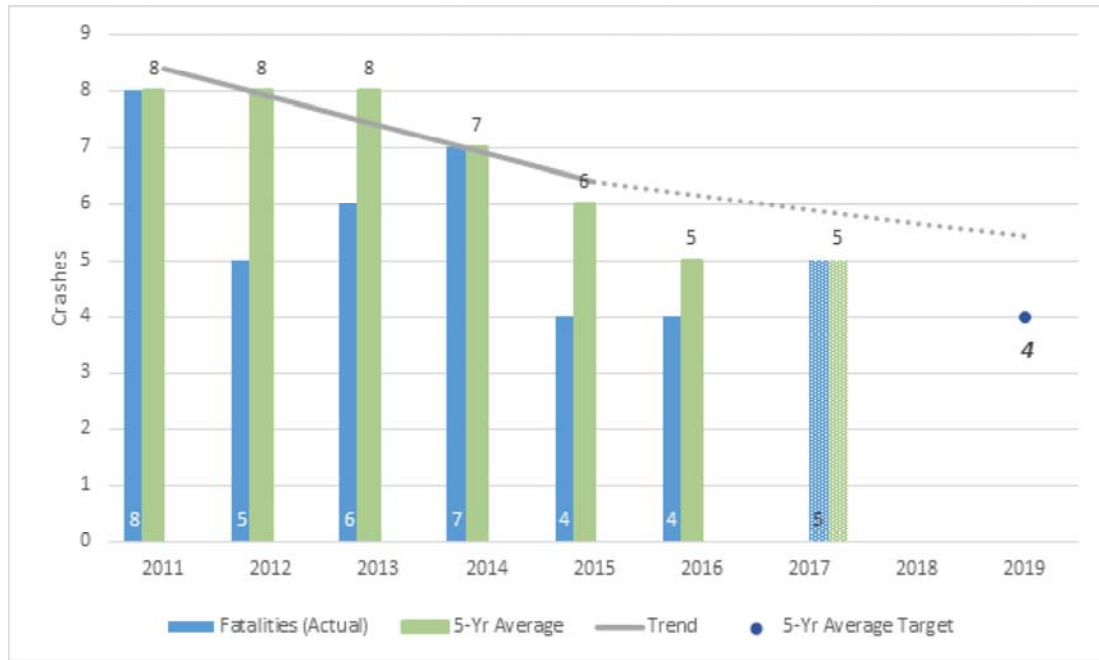
Target Value: 4.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Goal.** Reduce the five-year average unhelmeted motorcyclist fatalities by 20 percent from 5 (2013 to 2017 average) to 4 (2015 to 2019 average) by December 31, 2019.
- **Justification.** The overall unhelmeted fatality numbers have decreased over recent years. As the number of fatalities gets smaller it will be harder to further reduce. The 2016 NHTSA motorcycle assessment recommendations are anticipated to help OHS reach this target.



Source: RIDOT/OHS (2018) and FARS (2018).

Note: 2017 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) Number of drivers age 20 or younger involved in fatal crashes (FARS)

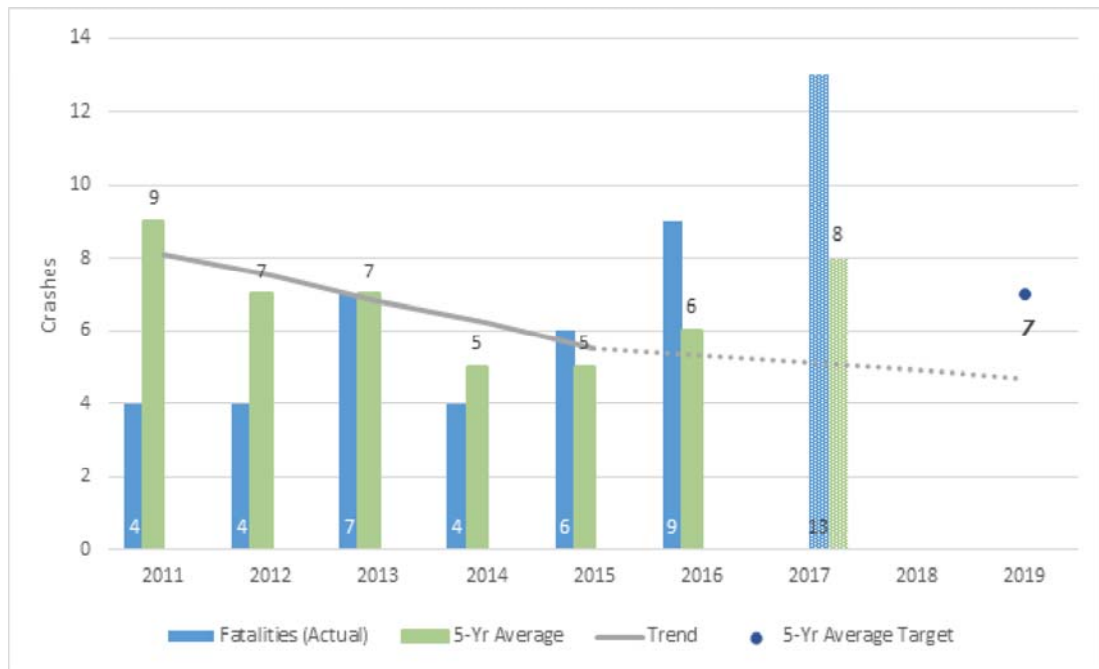
Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Numeric
Target Value: 7.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Goal.** Reduce the five-year average number of drivers age 20 or younger involved in fatal crashes by 13 percent from 8 (2013 to 2017 average) to 7 (2015 to 2019 average) by December 31, 2019.
- **Justification.** Preliminarily the number of 2017 fatalities is 15 compared to 9 in 2015. This shows a significant increase compared to recent years. A goal of 7 fatalities (2015 to 2019 average) has been chosen to return to prior levels and move toward the TZD trend based on a 2011 baseline. The implementation of school programs and targeted communication campaigns will help Rhode Island meet this target.



Source: RIDOT/OHS (2018) and FARS (2018).

Note: 2017 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) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

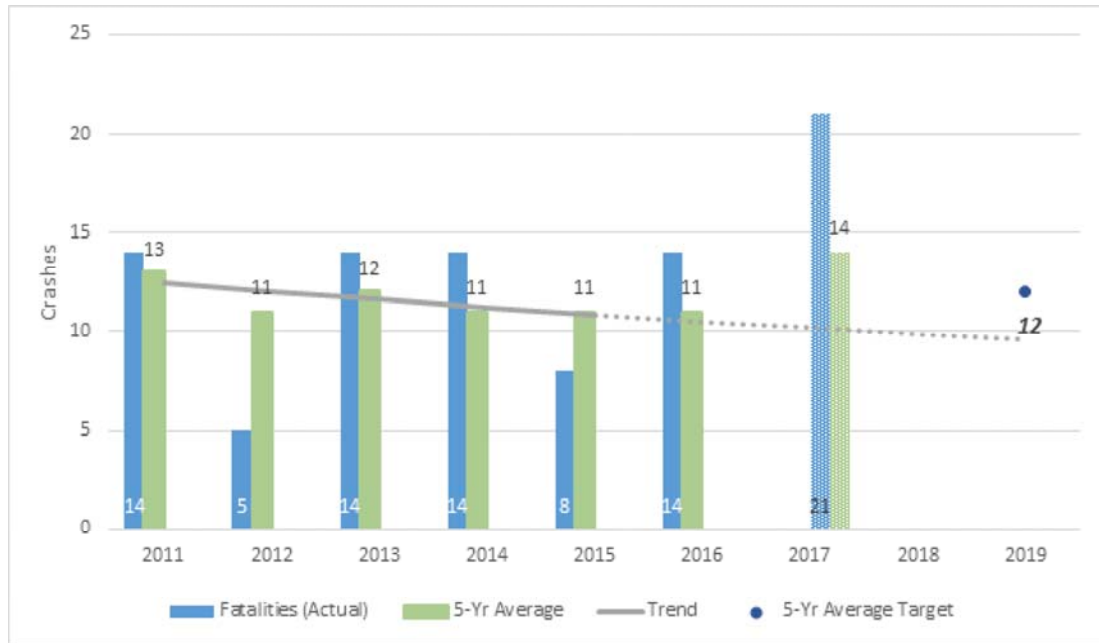
No

C-10) Number of pedestrian fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 12.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Goal.** Reduce the five-year average number of pedestrians in fatal crashes by 14 percent from 14 (2013 to 2017 average) to 12 (2015 to 2019) by December 31, 2019.
- **Justification.** Preliminary data indicate there were 21 pedestrian fatalities in 2017, which is 50 percent higher than in 2016. However, with increased focus on statewide vulnerable road user programs targeting

Providence and other municipalities with high pedestrian crashes, we believe we will move back toward the TZD trend.



Source: RIDOT/OHS (2018) and FARS (2018).

Note: 2017 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) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 1.0

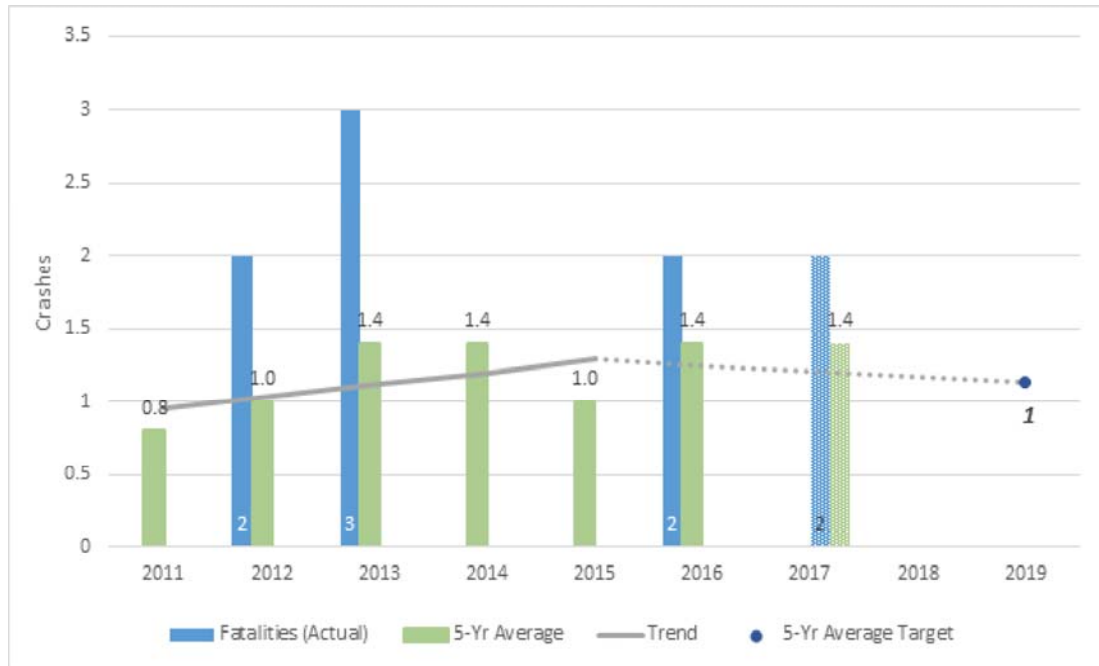
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Goal.** Maintain the five-year average number of bicyclist fatalities at or below one by December 31, 2019.
- **Justification.** Bicyclist fatalities have been very low in Rhode Island over the past five years. Preliminary 2017 values show two fatalities, which is the same as in 2016. On average, between 2012 and 2017, 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.



Source: RIDOT/OHS (2018) and FARS (2018).

Note: 2016 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

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019

Target Metric Type: Numeric

Target Value: 92.0

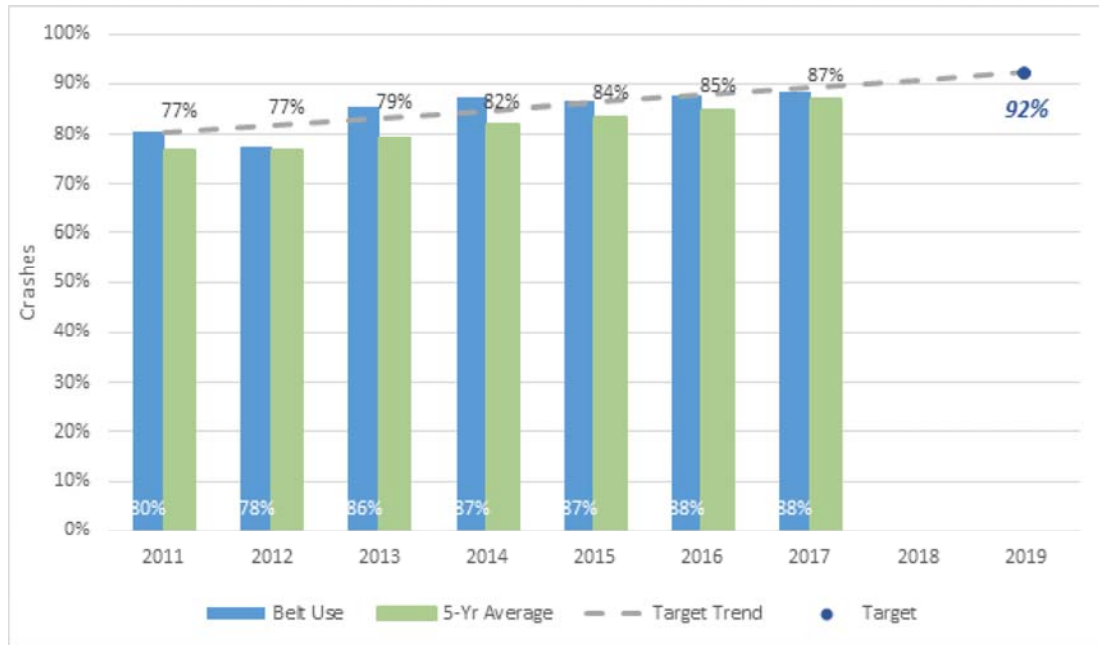
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- **Goal.** Increase observed seat belt use from 88.3 percent in 2017 to 92 percent by 2019.
- **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 92 percent by 2019,

which is achievable with the continuation of the primary seat belt law, fines, enforcement, and education programs.



Source: RIDOT/OHS (2018) and FARS (2018).

Pickup Driver Belt Use

Is this a traffic records system performance measure?

No

Pickup Driver Belt Use-2019
Target Metric Type: Percentage
Target Value: 80.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The 2017 value was 2.3 percent higher than in 2016, 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.

CIOT Slogan Awareness

Is this a traffic records system performance measure?

No

CIOT Slogan Awareness-2019
Target Metric Type: Percentage
Target Value: 92.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The previous goal of 92 percent remains in effect as public awareness of the slogan did rise from 88.9 percent in 2016 to 89.5 in 2017. Rhode Island survey respondents in prior years exhibited an awareness of the CIOT slogan above 90 percent. With dedicated efforts between CIOT partners, Rhode Island can move toward this target.

Perception of being ticketed for failure to wear safety belts

Is this a traffic records system performance measure?

No

Perception of being ticketed for failure to wear safety belts-2019
Target Metric Type: Percentage
Target Value: 47.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The percentage response dipped from 46.4 to 39.8, which was discouraging, however, with improved communication and enforcement efforts, there is an opportunity to raise the response back to or exceed 2016 levels. The percentage of responses to this survey question that are "always" or "nearly always" increased from 41 percent in 2014 to over 46 percent in 2016. Building on the exhibited success of Rhode Island efforts will continue to move this percentage upward

Perception of being arrested after drinking and driving

Is this a traffic records system performance measure?

No

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Perception of being arrested after drinking and driving-2019

Target Metric Type: Percentage

Target Value: 60.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The 2017 is moving in the right (upward) direction toward the 2018 goal of 60 percent. Maintaining a similar goal for 2019 is reasonable if Rhode Island falls short in 2018. The percentage of responses to this survey question that are "always" or "nearly always" was 60 percent in 2014. Recalibrating enforcement and education efforts will help move the percentage back and beyond previously exhibited results.

Recognition of DSoGPO slogan

Is this a traffic records system performance measure?

No

Recognition of DSoGPO slogan-2019

Target Metric Type: Percentage

Target Value: 65.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The 2017 response rate was lower than 2016, however, with refocused efforts, there is an opportunity to increase awareness toward a 2019 target that is the same as 2018.

Impaired Pedestrian

Is this a traffic records system performance measure?

No

Impaired Pedestrian-2019

Target Metric Type: Numeric

Target Value: 2.2

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The average annual number of impaired pedestrian fatalities was 4 from 2006-2010. This average has declined over the five subsequent years. Continued enforcement and education efforts will help drive the number down, however, Rhode Island recognizes increased pedestrian volumes may negate some successes

Distracted Driving Survey Response

Is this a traffic records system performance measure?

No

Distracted Driving Survey Response-2019
 Target Metric Type: Percentage
 Target Value: 75.0
 Target Period: Annual
 Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The target is to increase the number of DMV survey respondents who never talk on a hand-held cellular phone while driving from 32 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 2017 DMV survey results showed that 32 percent of respondents had a "never" answer. In the same survey, the number of respondents who "never" text while driving is 69 percent. With a cell phone ban starting in 2018, Rhode Island is encouraged more drivers will stop using their mobile devices while driving.

Citation Records - Percentage of records with missing critical elements

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Completeness
Core traffic records data system to be impacted:	Citation/Adjudication

Citation Records-2019
 Target Metric Type: Numeric

Target Value: 0.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Rhode Island crash reports continue to show high accuracy based on MMUCC compliance. There is still a small percentage of reports that exhibit inaccuracies, however, that percentage continues to drop annually. The target of 0% of records with missing critical elements is attainable as Rhode Island has achieved 99.24% accuracy over the last year of data.

Lat/Long Values - Percentage of crash records with entered values

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Completeness
Core traffic records data system to be impacted:	Crash

Lat/Long Values-2019

Target Metric Type: Percentage

Target Value: 90.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The percentage of crash reports with complete location data measurements increased by 22 percent in 2014 to 78 percent in 2018. This success is expected to continue as Rhode Island data partners work together to improve their data systems. The goal may be achieved by post processing the data here at RIDOT. RIDOT's contract with Ledge Light Technologies (LLT) contains the development of map interface that will allow RIDOT to assign missing Lat/Lon to crashes that were not transmitted with this information. Also, RIDOT Traffic Research has been working with our GIS section and LLT to improve the existing automatic post processing of Lat/Lon assignments.

Linked Records - Percentage of crash records linked to another records database

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Integration
--------------------------------	-------------

Core traffic records data system to be impacted: Crash

Linked Records-2019
 Target Metric Type: Percentage
 Target Value: 5.0
 Target Period: Annual
 Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Rhode Island data partners are actively working on data integration efforts between agencies and are identifying steps and actions to enable these data integration activities. The SHSP Data Group is currently establishing formal relationships with the Hospitals and EMS to make this a reality. The goal in September 2019 is a modest milestone that Rhode Island believes can be made. Rhode Island believes that the linking of the crash data to the roadway data that exists at RIDOT is possible by September 2019. But it will involve a greater commitment at RIDOT to achieve.

Integrated Records - Percentage of crash records integrated with the crime database

Is this a traffic records system performance measure?

Yes

Primary performance attribute: Integration
 Core traffic records data system to be impacted: Crash

Integrated Records-2019
 Target Metric Type: Percentage
 Target Value: 2.0
 Target Period: Annual
 Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Rhode Island data partners are actively working on data integration efforts between agencies and are identifying steps and actions to enable these data integration activities. Meeting this goal will depend on the readiness of the Police Chiefs Association’s RMS. Once the RMS is completed then all crashes that involve crimes will be linked due to the normal function of the RMS. There may be the need to push the target out by at least a year.

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

Check the box if the statement is correct.

Yes

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Fiscal year	2017
Seat belt citations	5272

A-2) Number of impaired driving arrests made during grant-funded enforcement activities

Fiscal year	2017
Impaired driving arrests	306

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Fiscal year	2017
Speeding citations	10798

5 Program areas

Program Area Hierarchy

1. Impaired Driving (Drug and Alcohol)
 - SFST training for Law Enforcement Officers
 - Training/Education/Wet Labs
 - 164 Transfer Funds-AL
 - SFST Training Assessment
 - FAST Act 405d Impaired Driving Low
 - Prosecutor Training
 - State Agencies (AG) Traffic Safety Resource Prosecutor (TSRP)
 - FAST Act 405d Impaired Driving Low
 - Law Enforcement Training
 - RI Police Chiefs Association - Safety Partnership Program
 - 164 Transfer Funds-AL
 - Law Enforcement Outreach Liaison

- State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)
 - FAST Act 405d Impaired Driving Low
 - 164 Transfer Funds-AL
- Judicial Education
 - State Agencies RI BHDDH- JUDICIARY TRAINING ON TREATMENT
 - 164 Transfer Funds-AL
 - Criminal Justice Training
 - 164 Transfer Funds-AL
 - FAST Act 405d Impaired Driving Low
- Integrated Enforcement
 - State Agencies (RISP) Crash Reconstruction Equipment
 - 164 Transfer Funds-AL
- Highway Safety Office Program Management
 - Salaries (Impaired Driving)
 - 164 Transfer Funds-AL
 - Alcohol Program Resources
 - 164 Transfer Funds-AL
 - Audit Fees
 - 164 Transfer Funds-PA
 - Travel/Training
 - 164 Transfer Funds-PA
 - Audit Fees
 - FAST Act 405d Impaired Driving Low
- High Visibility Enforcement
 - State Agencies (URI) Alcohol Enforcement
 - 164 Transfer Funds-AL
 - Municipalities Impaired Driving Law Enforcement Patrols
 - FAST Act 405d Impaired Driving Low
 - State Agencies (RISP) RI Impaired Driving Enforcement
 - 164 Transfer Funds-AL
 - State Agencies (RISP) RI Impaired Driving
 - 164 Transfer Funds-AL
- Communication Campaign
 - Alcohol Survey
 - 164 Transfer Funds-AL
 - VMS Message Boards
 - 164 Transfer Funds-AL
 - Leadership Committee/Outreach
 - 164 Transfer Funds-AL
 - Paid Media (AL)
 - 164 Transfer Funds-PM
 - Creative Media (AL)
 - 164 Transfer Funds-PM
 - RI Hospital Trauma Education
 - FAST Act 405d Impaired Driving Low
 - Traffic Safety Academy
 - FAST Act 405d Impaired Driving Low

- Breath Test Devices
 - State Agencies (HEALTH) Alcohol Toxicology & BAT Mobile Support
 - 164 Transfer Funds-AL
 - Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile Providence
 - FAST Act 405d Impaired Driving Low
 - State Agencies (HEALTH) Forensic Toxicologist (TSRFT) and Preliminary Breath Testing
 - FAST Act 405d Impaired Driving Low
- 2. Occupant Protection (Adult and Child Passenger Safety)
 - Sustained Enforcement
 - State Agencies (RISP) Child Passenger Safety (CPS)
 - FAST Act 405b OP Low
 - State Agencies (RISP) Crash Reconstruction Equipment
 - FAST Act NHTSA 402
 - RI Police Chiefs Association - Safety Partnership Program
 - FAST Act NHTSA 402
 - State Agencies (URI) Seat Belt Law Enforcement Patrols
 - FAST Act 405b OP Low
 - State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)
 - FAST Act 405b OP Low
 - Municipalities Seat Belt Law Enforcement Patrols
 - FAST Act 405b OP Low
 - Highway Safety Office Program Management
 - Salaries (OP)
 - FAST Act NHTSA 402
 - CIOT DMV Intercept Survey
 - FAST Act NHTSA 402
 - CIOT Observational Surveys
 - FAST Act NHTSA 402
 - Audit Fees
 - FAST Act 405b OP Low
 - Communication Campaign
 - Paid Media (OP)
 - FAST Act NHTSA 402
 - Creative Media (OP)
 - FAST Act NHTSA 402
 - State Agencies (RISP) Rollover Simulator Demonstrations
 - FAST Act 405b OP Low
 - Paid Media (CPS)
 - FAST Act 405b OP Low
 - Child Restraint System Inspection Station(s)
 - State Agencies (RISP) Child Passenger Safety (CPS)
 - FAST Act NHTSA 402
 - Municipalities Child Passenger Safety (CPS)
 - FAST Act 405b OP Low
 - RI Hospital Child Passenger Safety in Rhode Island
 - FAST Act 405b OP Low

3. Speed Management

- Sustained Enforcement
 - State Agencies (RISP) Speed Enforcement/Equipment
 - FAST Act NHTSA 402
 - State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program & ATS
 - FAST Act NHTSA 402
 - Municipalities Speed Enforcement/Equipment
 - FAST Act NHTSA 402
 - State Agencies (RISP) Crash Reconstruction Equipment
 - FAST Act NHTSA 402
 - State Agencies (URI) Speed Enforcement
 - FAST Act NHTSA 402
 - RI Police Chiefs Association - Safety Partnership Program
 - FAST Act NHTSA 402
 - Municipalities Speed Initiative
 - FAST Act NHTSA 402
- Highway Safety Office Program Management
 - Salaries (Speed)
 - FAST Act NHTSA 402
 - Speed Assessment
 - FAST Act NHTSA 402
- Communication Campaign
 - Paid Media (PT)
 - FAST Act NHTSA 402
 - Creative Media (PT)
 - FAST Act NHTSA 402

4. Motorcycle Safety

- Motorcycle Rider Training
 - State Agency CCRI Rider Program
 - FAST Act 405f Motorcycle Programs
- Highway Safety Office Program Management
 - Salaries (Motorcycle)
 - FAST Act NHTSA 402
 - Audit Fees
 - FAST Act 405f Motorcycle Programs
- Communication Campaign
 - Creative Media (MC) Awareness Personal Protective Gear
 - FAST Act NHTSA 402
 - Paid Media (MC) Awareness Campaign (May)
 - FAST Act NHTSA 402
 - Motorcycle Public Education Awareness and Outreach Campaign
 - FAST Act NHTSA 402

5. Young Drivers

- School Programs
 - ThinkFast Interactive High School Education Program
 - FAST Act NHTSA 402

- Comprehensive Youth Educational Traffic Safety Model
 - FAST Act NHTSA 402
 - Student/Intern Safety Education
 - FAST Act NHTSA 402
 - Highway Safety Office Program Management
 - Driver's Education Assessment
 - FAST Act NHTSA 402
 - Salaries (Young Drivers)
 - FAST Act NHTSA 402
 - State Agencies (HEALTH) YRBS Survey
 - FAST Act NHTSA 402
 - Communication Campaign
 - Cranston Child Opportunity Zone (COZ) Passport to Safety
 - FAST Act NHTSA 402
 - Young Voices Keeping Young Drivers Safe
 - FAST Act NHTSA 402
 - RI Interscholastic League - Traffic Safety Is A Team Sport
 - FAST Act NHTSA 402
 - AAA Northeast - Young Driver Summit
 - FAST Act NHTSA 402
 - JSI Research & Training Institute
 - FAST Act NHTSA 402
6. Non-motorized (Pedestrians and Bicyclist)
- Reduce and Enforce Speed Limits
 - Municipal Pedestrian Bicycle Enforcement Patrols
 - FAST Act 405h Nonmotorized Safety
 - Pedestrian/ Bike Public Education LE
 - FAST Act 405h Nonmotorized Safety
 - State Agencies (RISP) Ped/Bike Enforcement
 - FAST Act 405h Nonmotorized Safety
 - Highway Safety Office Program Management
 - Salaries (Pedestrian/Bicycle)
 - FAST Act NHTSA 402
 - Audit Fees
 - FAST Act 405h Nonmotorized Safety
 - Communication Campaign
 - Pedestrian/ Bike Public Education Public
 - FAST Act 405h Nonmotorized Safety
 - Creative Media (PS) Pedestrian/Bicycle Safety Education
 - FAST Act 405h Nonmotorized Safety
 - Paid Media (PS) Pedestrian/Bicycle Safety
 - FAST Act 405h Nonmotorized Safety
 - Youth Bike/Ped Safety Woonasquatucket River
 - FAST Act 405h Nonmotorized Safety
 - State Agencies (RIMPA) Ped/Bike Training
 - FAST Act 405h Nonmotorized Safety
 - Bike Newport Road Share Education
 - FAST Act NHTSA 402

- RI Bike Coalition - Statewide Smart Cycling Education
 - FAST Act NHTSA 402
- ThinkFast Interactive High School Education Program
 - FAST Act NHTSA 402
- Traffic Safety Academy
 - FAST Act 405h Nonmotorized Safety
- VMS Message Boards
 - FAST Act 405h Nonmotorized Safety

7. Traffic Records

- Improves uniformity of a core highway safety database
 - Crash MMUCC Revisions
 - FAST Act 405c Data Program
 - RI Police Chiefs Association Statewide RMS Traffic Records System
 - FAST Act 405c Data Program
- Improves integration between one or more core highway safety databases
 - State Agencies (HEALTH) EMS
 - FAST Act 405c Data Program
 - Traffic Records Data Warehouse
 - FAST Act 405c Data Program
- Highway Safety Office Program Management
 - Salaries (Traffic Records Research)
 - FAST Act NHTSA 402
 - Audit Fees
 - FAST Act 405c Data Program
 - RI DOT OHS- Crash Form Training
 - FAST Act 405c Data Program
 - Audit Fees
 - FAST Act 1906 Prohibit Racial Profiling
 - Consultant Annual Reports/Maint.
 - FAST Act 1906 Prohibit Racial Profiling
 - Data Analysis
 - FAST Act 1906 Prohibit Racial Profiling

8. Distracted Driving

- Highway Safety Office Program Management
 - Audit Fees
 - FAST Act 405e Special Distracted Driving
 - Salaries (Distracted Driving)
 - FAST Act NHTSA 402
- High Visibility Cellphone/Text Messaging Enforcement
 - State Agencies (RISP) Crash Reconstruction Equipment
 - FAST Act NHTSA 402
 - State Agencies (RISP) Distracted Driving
 - FAST Act NHTSA 402
 - State Agencies (URI) DD Enforcement
 - FAST Act NHTSA 402
 - State Agencies (RISP) Distracted Driving
 - FAST Act 405e Special Distracted Driving
 - State Agencies (RIMPA) Distracted Driving

- FAST Act 405e Special Distracted Driving
 - Municipal Enforcement Distracted Driving Campaigns
 - FAST Act NHTSA 402
 - Communication Campaign
 - ThinkFast Interactive High School Education Program
 - FAST Act NHTSA 402
 - Creative Media Distracted Driving
 - FAST Act 405e Special Distracted Driving
 - Paid Media Distracted Driving
 - FAST Act 405e Special Distracted Driving
 - RI Police Chiefs Association - Safety Partnership Program
 - FAST Act NHTSA 402
 - Traffic Safety Academy
 - FAST Act 405b OP Low
 - FAST Act 405e Special Distracted Driving
 - VMS Message Boards
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
9. Planning & Administration
- (none)
 - Audit Fees
 - FAST Act NHTSA 402
 - Memberships and Dues
 - FAST Act NHTSA 402
 - Office Equipment
 - FAST Act NHTSA 402
 - Office Supplies
 - FAST Act NHTSA 402
 - Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report (VHB)
 - FAST Act NHTSA 402
 - Travel and Training
 - FAST Act NHTSA 402
 - Safety Messages Display Monitors
 - FAST Act NHTSA 402
 - Photography and Video
 - FAST Act NHTSA 402

5.1 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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 37 percent of the total crashes in 2017, second to speed-related at 41 percent. **Figure 4.5** shows that alcohol impairment in fatal crashes in Rhode Island in 2016 significantly exceeded that of New England (33%) and the nation (28%). This trend of Rhode Island having a higher proportion of impaired driving fatalities than New England or the nation has been true for eight of the last 10 years. Based on NHTSA imputed data from 2011 through 2016, the majority of Rhode Island's alcohol-related fatalities involved a driver or motorcycle operator with a BAC greater than or equal to the legal limit of 0.08, as shown in **Figure 4.6**.

Over a quarter (28%) of impaired driving fatal crashes involved a driver age 25-34 years old. The Cities of Providence, Warwick, and Coventry have the highest number of impaired driver fatal crashes over the most recent five year period (2013-2017).

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

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

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

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 66 drivers and motorcycle operators involved in fatal crashes in 2015, 49 were male and 17 were female.

Drugs also are prevalent in the State's motor vehicle crashes. The data were obtained from medical examiner and law enforcement cases.

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.

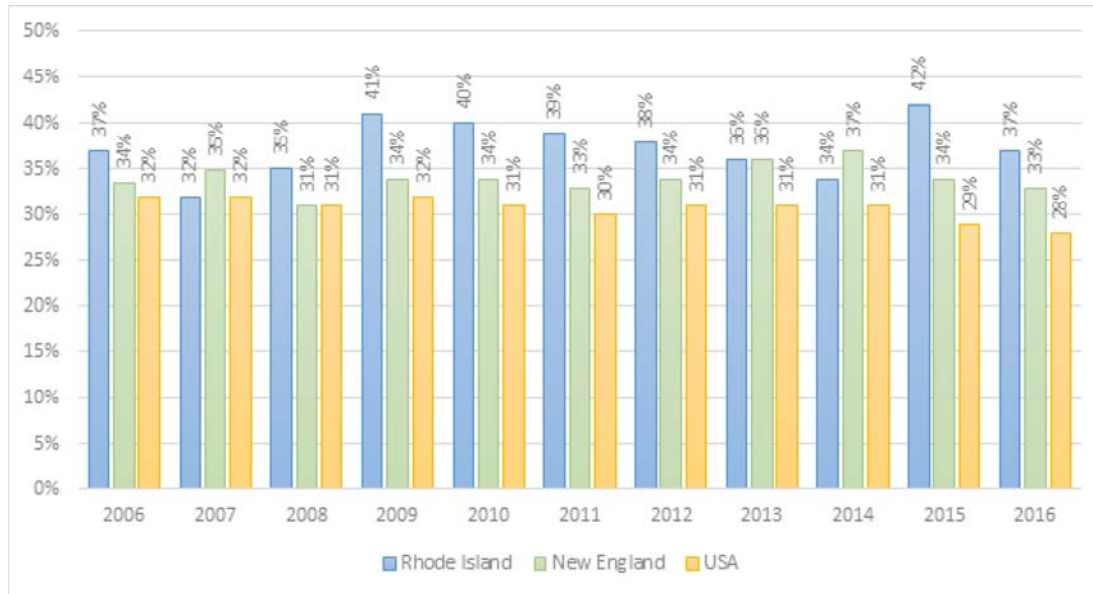
During FFY 2016 RIDOT OHS invited NHTSA to lead an impaired Driving Assessment. During FFY 2019 OHS will continue to make efforts to employ strategies which support many of the recommendations. Some of the recommendations we hope to realize during FFY 2019 are listed below.

Key Impaired Driving Assessment Recommendations

- **Program Management and Strategic Planning**
 - Continue the Rhode Island Impaired Driving Alliance.
- **Prevention**
 - Conduct an analysis of the relationship between tax, price, sales and consumption in Rhode Island to understand the recent dramatic change in apparent consumption and determine the potential impact of sustaining recent temporary tax increases.
 - Enact a comprehensive social host liability statute.
 - Integrate needs assessment and prevention goals and objectives from the Strategic Plan for Substance Abuse Prevention; the Preventing Violence and Injuries a Plan for the State and other alcohol and substance abuse and health promotion plans with highway safety plans.
- **Criminal Justice System**
 - Strengthen sanctions for DUI.
 - Pass a law or Constitutional Amendment specifically sanctioning sobriety checkpoints.
 - Pass a statute creating an enhanced penalty for DUI where any injury occurs.
 - Amend the law to allow for officers to seek and secure blood draw warrants to gather evidence in all DUI cases.
 - Continue to provide traffic data to law enforcement agencies and encourage data driven traffic enforcement initiatives.
 - Execute a thorough examination of the statewide practices of sentencing and reductions and create data driven uniformity of terms, appropriate monitoring of offenders and enforcement of terms for consistency across the State.
 - Prohibit the practice of attorneys serving as both prosecuting Solicitors and defense attorneys.
 - **Develop a DUI tracking system that is available to all those who interact with impaired drivers so that a driver can be tracked from arrest through adjudication to post-adjudication treatment and compliance.**
- **Program Evaluation and Data**

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

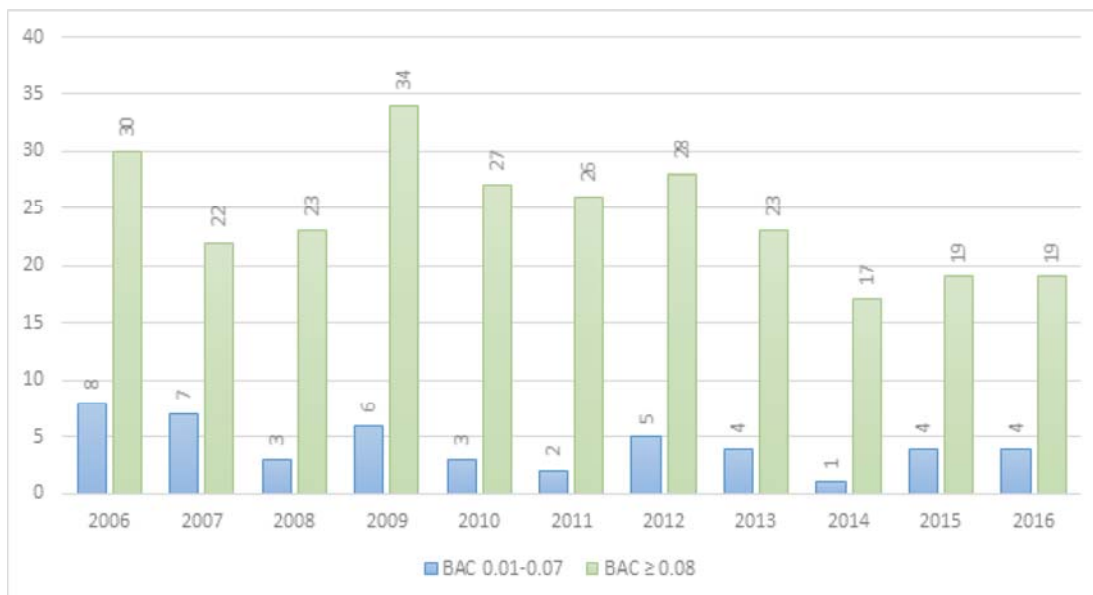
Driving Fatalities Involving BAC ≥ 0.08



Source: FARS (2018).

Note: Reflects NHTSA imputed data.

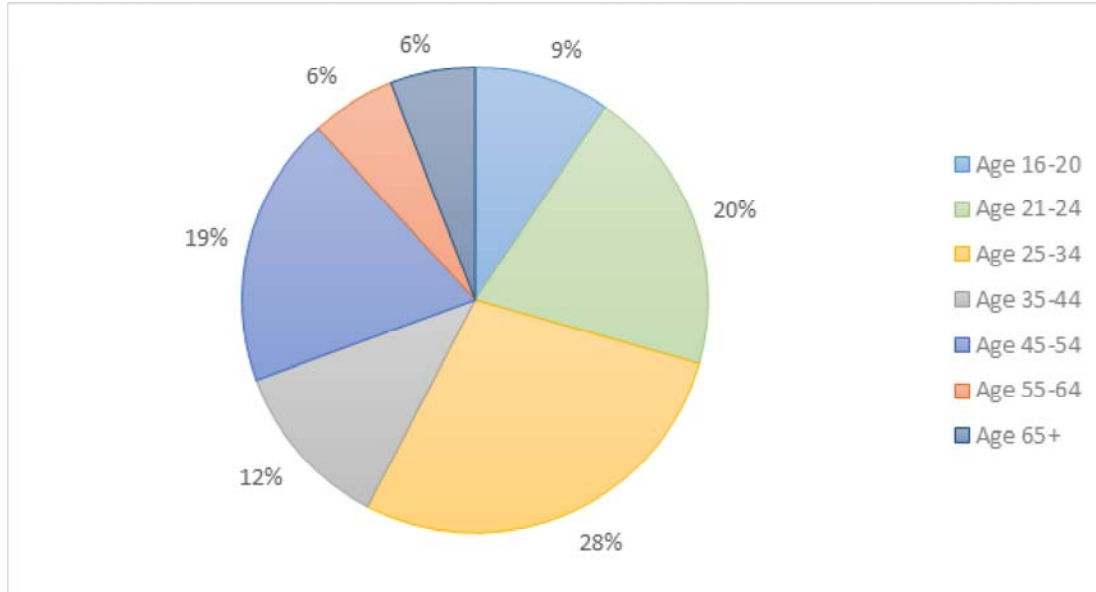
Alcohol-Related Fatalities



Source: FARS (2018).

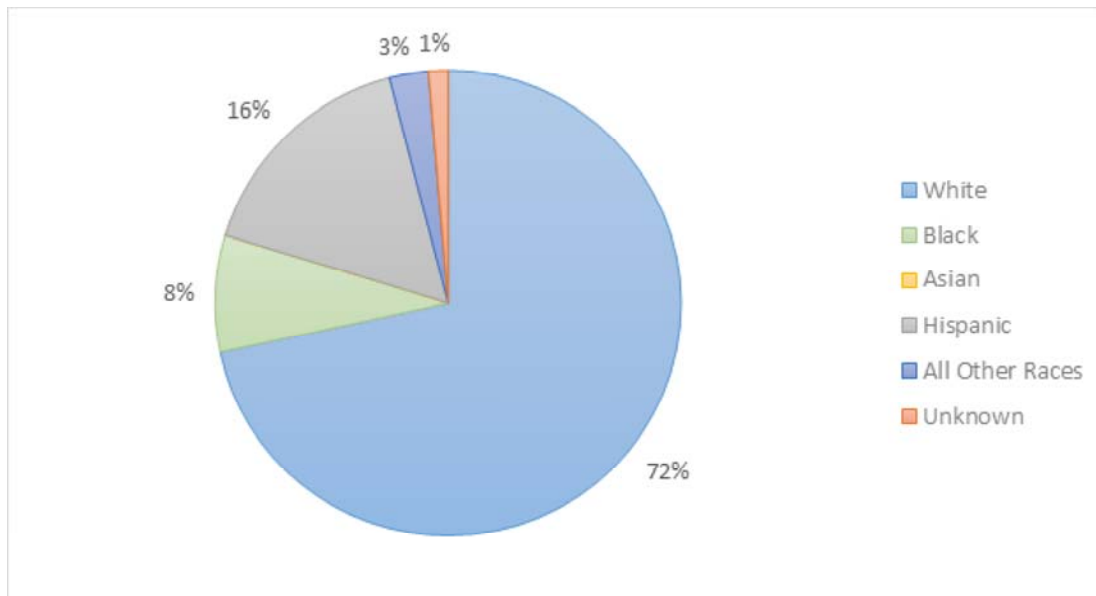
Note: Reflects NHTSA imputed data.

Drivers and Motorcycle Operators in Fatal Crashes with BAC ≥ 0.08 by age (2013 to 2017)



Source: FARS (2018).

Figure 4.8 Alcohol Involved Drivers in Fatal Crashes by Race 2013 to 2017



Source: FARS (2018).

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

Top Five Cities/Towns by Fatal Impaired Driving Crashes

City/Town	2013	2014	2015	2016	2017	Total

Providence	4	1	5	3	4	17
Warwick	2	2	1	0	3	8
Coventry	1	2	1	3	1	8
Cranston	0	2	1	1	2	6
North Providence	0	1	0	1	3	5

Source: RIDOT/OHS (2018)

BAC Test Results and Gender for Drivers or Motorcycle Operators Involved in Fatal Crashes (2016)

	Male	Female	Unknown/Blank	Total
BAC Test None Given	18	13	0	31
BAC 0.00	15	2	0	17
BAC 0.01-0.07	3	0	0	3
BAC 0.08-0.14	4	0	0	4
BAC 0.15-0.19	3	0	0	3
BAC greater than 0.19	5	2	0	7
Blank	1	0	0	1
Total	49	17	0	66
Total BAC 0.01+	15	2	0	17
Total BAC 0.08+	12	2	0	14

Source: FARS (2018).

Most Frequently Detected Drugs in Motor Vehicle-Related Cases (2016)

Detected Drug	Detection Frequency (Percent of Total Cases) (N=203)
THC and/or metabolites (marijuana)	63%
Narcotic analgesics/Opiates	57%
Benzodiazepines	49%
Antidepressants/psychotics	12%
Cocaine and/or metabolites	16%
Other CNS Depressants (Sedatives, sleeping agents, muscle relaxants)	13%
Amphetamine	2%

Source: Statistics compiled by the Forensic Toxicology Laboratory (RIDOH Forensic Sciences Unit), 2017.

Strategic Partners

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

Alignment with the SHSP

The 2017-2022 SHSP includes the following strategies to reduce impaired driving fatalities:

- Leadership
 - Develop an Impaired Driving and Drugged Driving Plan and update it on a regular basis.
 - Establish an Impaired and Drugged Driving Commission.
 - Recruit active involvement of State agency directors, local representatives, and business leaders.
 - Recruit alternative driving leaders.
 - Create joint media efforts between other state agencies and businesses.
- Criminal Justice System

- Explore legislation to strengthen impaired driving laws and the enforcement of these laws.
- Establish training for law enforcement and officers of the court on best practices for impaired and drugged driving policies.

- Prevention & Treatment
 - Conduct public training on impaired driving identification.
 - Identify legislative actions to prevent driving impairment.
 - Develop advertising that is unique to Rhode Island.
 - Identify legislative actions to address treatment of substance abusers.
 - Create effective DUI offender tracking system statewide.
 - Identify training opportunities to educate key stakeholders on treatment options.
 - Provide recommendations on how DUI and drugs are handled by the court system.

- Evaluation
 - Obtain data on dispositions of arrests for DUI and Refusal, calculate conviction rate and compare rates of A.G.'s Office vs. Municipal Solicitors.
 - Obtain number of interlocks installed monthly and annually.
 - Conduct Data Driven Approach to Crime and Traffic Safety (DDACTS) training for all law enforcement.
 - Implement mandatory evaluation for all OHS supported sub-recipients.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period (Performance Target)	Target End Year	Target Value (Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	20.0
2019	Perception of being arrested after drinking and driving	Annual	2019	60.0
2019	Recognition of DSoGPO slogan	Annual	2019	65.0
2019	Impaired Pedestrian	Annual	2019	2.2

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	SFST training for Law Enforcement Officers
2019	Prosecutor Training
2019	Law Enforcement Training
2019	Law Enforcement Outreach Liaison
2019	Judicial Education
2019	Integrated Enforcement
2019	Highway Safety Office Program Management
2019	High Visibility Enforcement
2019	Communication Campaign
2019	Communication Campaign
2019	Breath Test Devices

5.1.1 Countermeasure Strategy: SFST training for Law Enforcement Officers

Program area	Impaired Driving (Drug and Alcohol)
---------------------	-------------------------------------

Countermeasure strategy : SFST training for Law Enforcement Officers

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This strategy will help 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Refresher training as a result of this strategy will improve SFST implementation and the quality of data collected.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This was NHTSA a recommended strategy.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 164 AL 19 10	Training/Education/Wet Labs	SFST training for Law Enforcement Officers
NHTSA M6 OT 19 01(405D)	SFST Training Assessment	SFST training for Law Enforcement Officers

5.1.1.1 Planned Activity: Training/Education/Wet Labs

Planned activity name	Training/Education/Wet Labs
Planned activity number	NHTSA 164 AL 19 10
Primary countermeasure strategy	SFST training for Law Enforcement Officers

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Office on Highway Safety will fund a "Wet Lab" demonstration project. This is also referred to as a "Live Alcohol Workshop" or a "Controlled Drinking Practice Session" and will be geared towards educating the public and local businesses about alcohol impairment.

The "wet Lab" will be staffed by experienced highway safety professionals and members of law enforcement who are experienced in conducting these types of training events.

Volunteer drinkers will be dosed with alcohol, using a scientific formula, to safely have them achieve a particular Blood Alcohol Content which will be verified using a breathalyzer machine.

Field Sobriety Tests will then be conducted on the volunteers by experienced law enforcement officers to show how an individual will show signs of impairment in the Standardized Field Sobriety Tests. These demonstration projects highlight how an individual is unable to divide their attention and will show how an impaired person performs the psychophysical tests.

This project will be professionally produced and recorded and will then be distributed to local businesses and other suitable recipients.

It will show the targeted segment in a normal situation that is very relatable, while consuming alcohol and the effects it will have on their abilities to safely operate a motor vehicle. RI has witnessed an unusual change in its targeted work in impaired driving trends. Instead of the usual 18-34 males we are seeing an increased involvement of males 30-50. In order to target that particular group, it is important to educate that population of the changes we are seeing and re-educate them about BAC levels and driving impairment realities. We believe we can create an environmental testing and educational experience using a wet lab model with this demographic as participants. A local restaurant has offered to host an event for this purpose. By showing the effects during what is considered a normal every day event, to the targeted age group, this will educate them of the effects alcohol can have on the body, even when you're not "partying" and just hanging out.

The budget would support dedicated development of a video of the event, copies of the video and disbursement of that video. There may be a need to rent a space and provide written material that will also be produced. There may be the need for the Andreozzi foundation to support an overhaul of details to assure that law enforcement will be part of the training and evaluation components.

Enter intended subrecipients.

Tori Lynn Andreozzi Foundation

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	SFST training for Law Enforcement Officers

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$50,000.00		\$20,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.1.2 Planned Activity: SFST Training Assessment

Planned activity name	SFST Training Assessment
Planned activity number	NHTSA M6 OT 19 01(405D)

Primary countermeasure strategy SFST training for Law Enforcement Officers

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS has requested NHTSA to initiate a comprehensive assessment of all aspects of the State's SFST program, including initial recruit training at Rhode Island's three police academies as well as refresher training.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	SFST training for Law Enforcement Officers

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Other Based on Problem ID (FAST)	\$40,000.00	\$10,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.2 Countermeasure Strategy: Prosecutor Training

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Prosecutor Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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."

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA FDLCS 19 01(405D)	State Agencies (AG) Traffic Safety Resource Prosecutor (TSRP)	Prosecutor Training

5.1.2.1 Planned Activity: State Agencies (AG) Traffic Safety Resource Prosecutor (TSRP)

Planned activity name	State Agencies (AG) Traffic Safety Resource Prosecutor (TSRP)
Planned activity number	NHTSA FDLCS 19 01(405D)
Primary countermeasure strategy	Prosecutor Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will pay 75% of the salary of a prosecuting attorney from

the Attorney General's staff, to serve as the TSRP. The TSRP will:

The TSRP will be an active member on the Traffic Safety Coalition and agree to attend monthly meetings. 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, Speeding, OP, and Young Driver teams.

The TSRP will organize and lead a committee (to include the OHS) to review RI's Impaired Driving statute in order 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 on NHTSA TSRP focused webinars and teleconferences on behalf of the OHS.

Enter intended subrecipients.

Rhode Island Attorney General's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Prosecutor Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Court Support	\$140,000.00	\$35,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.3 Countermeasure Strategy: Law Enforcement Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy	Law Enforcement Training
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Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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. National studies have shown that an efficient and effective impaired driving control system includes training and education for law enforcement.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Consistency in law enforcement efforts is helpful to maintain uniformity in the application of traffic laws across the State. National research has shown increased involvement of law enforcement agencies has proven to contribute to crash reductions.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This activity is designed to disseminate information to all law enforcement agencies across the State.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 164 AL 19 04	RI Police Chiefs Association - Safety Partnership Program	Law Enforcement Training

5.1.3.1 Planned Activity: RI Police Chiefs Association - Safety Partnership Program

Planned activity name	RI Police Chiefs Association - Safety Partnership Program
Planned activity number	NHTSA 164 AL 19 04
Primary countermeasure strategy	Law Enforcement Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on

impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

There is increasing need for statewide law enforcement executive oversight of Highway Safety funds in order to promote more efficient and effective use of them in every municipality to maintain consistent law enforcement efforts and introduce information and training opportunities targeting highway safety initiatives. Promoting that at the Chiefs' level will elevate it to priority status. RIDOT is dependent upon all police departments in the state to submit specific data in order for RIDOT to give accurate statistical information to NHTSA which in turn justifies the request for future funding within the state. Many times, the data transfers depend on department leadership priorities. The RIPCA will encourage priority of data collection at an Executive Level. The partnership between RIPCA and RIDOT/OHS is currently being handled by individuals at local levels as well as through the Executive Board at RIPCA. RIPCA has recognized that full time chiefs do not have the time necessary to handle these issues on a statewide basis. RIDOT/OHS will partner with RIPCA on other traffic safety initiatives to include distracted driving and pedestrian safety.

Funding will allow the RIPCA to disseminate information from the Office on Highway Safety to all active law enforcement leadership entities and other state agencies (ie; DEM). The RIPCA will also lead a media effort which includes law enforcement safety information by all municipalities. This project supports a portion of the salary of the RI Police Chiefs' Executive Director's salary. It also affords the membership of the RIPCA an opportunity to create and buy media pieces which highlight municipal law enforcement messages and efforts. Any media 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.

Enter intended subrecipients.

Rhode Island Police Chiefs Association (RIPCA)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$48,925.00		\$19,570.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.4 Countermeasure Strategy: Law Enforcement Outreach Liaison

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Law Enforcement Outreach Liaison

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

With one-quarter to one-third of fatalities in Rhode Island associated with an impaired driver, training law enforcement on how to address this unsafe driving behavior can make a significant reduction in the number of fatalities and crashes on State roadways. National research has shown that involvement of law enforcement liaisons has increased the number of law enforcement agencies participating in traffic safety activities which in turn contributes to crash reductions.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The LEHSTC can train law enforcement agencies on how to address impaired driving across State while promoting consistency. Promoting a coordinated Statewide approach can help Rhode Island lower its share of all fatalities that involve impaired driving to a percentage that is the same or lower than that of New England and the United States.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This strategy helps to provide consistency on how impaired driving is addressed by law enforcement agencies across the State.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
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NHTSA FDLDATR 19 01 (405D)	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)	Law Enforcement Outreach Liaison
NHTSA 164 AL 19 03	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)	Law Enforcement Outreach Liaison

5.1.4.1 Planned Activity: State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)

Planned activity name	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)
Planned activity number	NHTSA FDLDATR 19 01(405D)
Primary countermeasure strategy	Law Enforcement Outreach Liaison

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail

required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will contract with a qualified consultant to serve as the LEHSTC. The LEHSTC will work as the liaison through the Office of Highway Safety and will promote law enforcement participation in Operation Blue RIPTIDE and other program areas, conduct outreach to police chiefs, and provide traffic safety training. The LEHSTC will also serve as the Program Coordinator for the Standardized Field Sobriety Testing (SFST) Refresher Training courses.

OHS will continue to reinvigorate DRE training and program implementation through the Law Enforcement Highway Safety Training Coordinator. DRE duties will include; maintaining certifications for 72+ DRE's as well as planned training for DRE, SFST, and ARIDE courses, to include instructions on alcohol/drug blocks at the recruit level training at all Rhode Island police academies; Rhode Island Municipal Police Training Academy, Providence Police, and Rhode Island State Police. The grant period; October 1, 2018 through September 30, 2019 will include additional duties as the Rhode Island DRE Coordinator as well Rhode Island's SFST Coordinator, and will account for an additional percentage of the LEHSTC's total time.

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

Enter intended subrecipients.

Rhode Island Municipal Police Academy

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Law Enforcement Outreach Liaison
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Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Drug and Alcohol Training	\$85,000.00	\$21,250.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.4.2 Planned Activity: State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)

Planned activity name	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)
Planned activity number	NHTSA 164 AL 19 03
Primary countermeasure strategy	Law Enforcement Outreach Liaison

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger

safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will contract with a qualified consultant to serve as the LEHSTC. The LEHSTC will work as the liaison through the Office of Highway Safety and will promote law enforcement participation in Operation Blue RIPTIDE, conduct outreach to police chiefs, and provide traffic safety training. The LEHSTC will also serve as the Program Coordinator for the Standardized Field Sobriety Testing (SFST) Refresher Training courses.

OHS will continue to reinvigorate DRE training and program implementation through the Law Enforcement Highway Safety Training Coordinator. DRE duties will include; maintaining certifications for 72+ DRE's as well as planned training for DRE, SFST, and ARIDE courses, to include instructions on alcohol/drug blocks at the recruit level training at all Rhode Island police academies; Rhode Island Municipal Police Training Academy, Providence Police, and Rhode Island State Police. The grant period; October 1, 2018 through September 30, 2019 will include additional duties as the Rhode Island DRE

Coordinator as well Rhode Island's SFST Coordinator, and will account for an additional percentage of the LEHSTC's total time.

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

Enter intended subrecipients.

RI Municipal Police Academy

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Outreach Liaison

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$56,000.00		\$22,400.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.5 Countermeasure Strategy: Judicial Education

Program area	Impaired Driving (Drug and Alcohol)
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Countermeasure strategy Judicial Education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The judiciary plays a role in recidivism rates which can affect the potential for reduction in the number of fatalities and crashes on State roadways. In NHTSA's *Guidelines for Creating State Judicial Outreach Liaisons*, a criminal justice system is described as having a critical role in deterring unsafe driving behaviors and assigning appropriate consequences for driving offenses. The report indicates peer-to-peer training, education, and outreach are found as effective in promoting proven and promises practices to criminal justice professionals.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This strategy helps to train the judiciary to improve their knowledge on impaired driving issues which ultimately can lead to more informed decision making, affecting sentencing and/or recidivism rates.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The activities are designed to train the judiciary.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 164 AL 19 07	State Agencies RI BHDDH- JUDICIARY TRAINING ON TREATMENT	Judicial Education
NHTSA 164 AL 19 11	Criminal Justice Training	Judicial Education
NHTSA FDLDATR 19 02 (405D)	Criminal Justice Training	Judicial Education

5.1.5.1 Planned Activity: State Agencies RI BHDDH- JUDICIARY TRAINING ON TREATMENT

Planned activity name	State Agencies RI BHDDH- JUDICIARY TRAINING ON TREATMENT
Planned activity number	NHTSA 164 AL 19 07
Primary countermeasure strategy	Judicial Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will fund a training program targeting the judiciary which will be conducted by BHDDH. This training will highlight the benefits of using treatment as a sentencing option as it relates to impaired driving defendants. By partnering with mental health professionals and services, training provided to the Judicial Staff can give them options to provide care as part of the disposition of a case to ensure the offender gets needed treatment which could prevent repeat offenses.

Enter intended subrecipients.

Dept. of Behavioral Healthcare, Developmental Disabilities and Hospitals.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Judicial Education

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$100,000.00		\$40,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.5.2 Planned Activity: Criminal Justice Training

Planned activity name	Criminal Justice Training
Planned activity number	NHTSA 164 AL 19 11
Primary countermeasure strategy	Judicial Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger

safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

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

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

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

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Judicial Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$70,000.00		\$28,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.5.3 Planned Activity: Criminal Justice Training

Planned activity name	Criminal Justice Training
Planned activity number	NHTSA FDLATR 19 02 (405D)
Primary countermeasure strategy	Judicial Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Members of the Judiciary will be educated on the effectiveness of Standardized Field Sobriety Testing and the Drug Recognition Expert Program. There have been many other states which have taken Judicial Notice regarding these two programs which law enforcement uses and it is necessary to educate the judiciary on just how effective they are in identifying impaired drivers. These programs are excellent at identifying both alcohol and drug impaired drivers and use a good amount of science. To accomplish this task a multimedia presentation will be produced by Highway Safety Professionals, and Law Enforcement Officers, showing the effectiveness of the SFST and DRE programs. A summit will be conducted utilizing subject matter experts to include other Judges and Medical Doctors. Several sessions will be conducted throughout the fiscal year to ensure all relevant members of the judiciary have an opportunity to partake in this educational undertaking.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Judicial Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$70,000.00	\$17,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.6 Countermeasure Strategy: Integrated Enforcement

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Integrated Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

With one-quarter to one-third of fatalities in Rhode Island associated with an impaired driver, better understanding of this unsafe driving behavior can help inform investments that can lead to a significant reduction in the number of fatalities and crashes on State roadways. National research shows that integrated enforcement efforts can address multiple driving behaviors, such as a combination of impaired driving and speeding exhibited by a single driver. Improvements in the quality of data can help with better identification of linkages between different crash types.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This strategy helps to strengthen the quality of data collected at the scene of impaired driving crashes. While national research shows no data on how frequently integrated enforcement methods are used, examples of individual integrated enforcement efforts show encouraging results, such as 10 to 35 percent reduction in alcohol crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This strategy helps to strengthen the quality of data collected at the scene of impaired driving crashes.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 164 AL 19 12	State Agencies (RISP) Crash Reconstruction Equipment	Integrated Enforcement

5.1.6.1 Planned Activity: State Agencies (RISP) Crash Reconstruction Equipment

Planned activity name	State Agencies (RISP) Crash Reconstruction Equipment
Planned activity number	NHTSA 164 AL 19 12
Primary countermeasure strategy	Integrated Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

RISP from Approved Vendor

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Integrated Enforcement

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$1,631.00		\$652.40

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.7 Countermeasure Strategy: Highway Safety Office Program Management

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 address the higher proportion of alcohol-impaired crashes when compared to the rest of New England and the United States as a whole. These resources are coordinated with the increased emphasis placed by the RIDOT Director on impaired driving crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is used primarily to fund staff salaries to maintain consistent day-to-day implementation of program area activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 164 AL 19 01	Salaries (Impaired Driving)	Highway Safety Office Program Management
NHTSA 164 AL 19 06	Alcohol Program Resources	Highway Safety Office Program Management
NHTSA 164 PA 19 00	Audit Fees	Highway Safety Office Program Management
NHTSA 164 PA 19 01	Travel/Training	Highway Safety Office Program Management

NHTSA M6 X 19 00(405D)	Audit Fees	Highway Safety Office Program Management
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5.1.7.1 Planned Activity: Salaries (Impaired Driving)

Planned activity name	Salaries (Impaired Driving)
Planned activity number	NHTSA 164 AL 19 01
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Fees charged to NHTSA accounts for all Program Coordinators, as well as, interns/co-op students, and any additional staff secured.

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$948,600.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.7.2 Planned Activity: Alcohol Program Resources

Planned activity name	Alcohol Program Resources
Planned activity number	NHTSA 164 AL 19 06
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will develop, maintain, and disseminate appropriate resource and educational materials for use by local and state programs addressing “DSOGPO” and underage alcohol use in regards to dangerous driving behaviors. 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.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$50,000.00		\$20,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.7.3 Planned Activity: Audit Fees

Planned activity name	Audit Fees
Planned activity number	NHTSA 164 PA 19 00
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-PA	164 Planning and Administration	\$22,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.7.4 Planned Activity: Travel/Training

Planned activity name	Travel/Training
Planned activity number	NHTSA 164 PA 19 01
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-PA	164 Planning and Administration	\$4,500.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.7.5 Planned Activity: Audit Fees

Planned activity name	Audit Fees
Planned activity number	NHTSA M6 X 19 00(405D)
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$5,000.00	\$1,250.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.8 Countermeasure Strategy: High Visibility Enforcement

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	High Visibility Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4)
[Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B)
[Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

With one-quarter to one-third of fatalities in Rhode Island associated with an impaired driver, the use of nationally-recognized high visibility enforcement programs can make a significant reduction in the number of fatalities and crashes on State roadways.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Law enforcement agencies can target their enforcement patrols in areas overrepresented in impaired driving crashes and fatalities. National research shows that highly visible saturation patrols are effective in arresting impaired drivers. Such effective programs can help to reduce the proportion of crashes in the State that involved alcohol, a proportion that is higher than New England and the United States.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 164 AL 19 09	State Agencies (URI) Alcohol Enforcement	High Visibility Enforcement
NHTSA FDLSP 19 01(405D)	Municipalities Impaired Driving Law Enforcement Patrols	High Visibility Enforcement
NHTSA 164 AL 19 02	State Agencies (RISP) RI Impaired Driving Enforcement	High Visibility Enforcement
NHTSA 164 AL 19 15	State Agencies (RISP) RI Impaired Driving	High Visibility Enforcement

5.1.8.1 Planned Activity: State Agencies (URI) Alcohol Enforcement

Planned activity name	State Agencies (URI) Alcohol Enforcement
Planned activity number	NHTSA 164 AL 19 09
Primary countermeasure strategy	High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required

under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will fund implementation of the "DSOGPO" impaired driving enforcement patrols by the University of Rhode Island Police. Patrols are conducted during 24 hours and there is mandatory participation in one annual enforcement period, during the third week of August. The project will fund 160 enforcement hours.

Enter intended subrecipients.

University of Rhode Island

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$7,000.00		\$2,800.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.8.2 Planned Activity: Municipalities Impaired Driving Law Enforcement Patrols

Planned activity name	Municipalities Impaired Driving Law Enforcement Patrols
Planned activity number	NHTSA FDLSP 19 01(405D)
Primary countermeasure strategy	High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Implementation of Drive Sober or Get Pulled Over (DSoGPO)

overtime enforcement patrols by various municipalities. Each law enforcement agency is funded to participate in the two DSoGPO annual mobilizations scheduled for December 18, 2018 to January 3, 2019 and August 16 to September 3, 2019, as well as monthly sustained enforcement. Patrols are conducted on Thursday, Friday, and Saturday evenings.

Participating officers must be fully trained in the use of SFST or DRE detection techniques. Includes funding for overtime for Drug Recognition Experts to perform evaluations of drivers suspected to be under the influence of drugs other than alcohol on an as-needed basis by various local police departments. The amounts allocated to each municipality were determined based on the problem need, historical liquidation rates, and amount requested by the enforcement agency. 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.

Enter intended subrecipients.

All Municipal Police Departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Speed Enforcement	\$260,963.00	\$65,240.75	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.8.3 Planned Activity: State Agencies (RISP) RI Impaired Driving Enforcement

Planned activity name	State Agencies (RISP) RI Impaired Driving Enforcement
Planned activity number	NHTSA 164 AL 19 02
Primary countermeasure strategy	High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The RISP with the guidance of leaders and partners from Rhode Island’s Traffic Safety Coalition will be responsible for organizing monthly meetings, trainings for committee members on various impaired driving goals and initiatives, coordinating community outreach efforts, tracking supported policy changes, assisting each subcommittee created within the IDPA and their activities, increasing the capacity, outreach and identity of the impaired driving emphasis team, as well as other responsibilities outlined in a scope of work to be developed and approved by the OHS, and the State Police. Funds will be set aside for a coordinator, impaired driving trainings for law enforcement and other individuals associated with the scope of work listed within the Strategic Plan.

Enter intended subrecipients.

Rhode Island State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$171,000.00		\$68,400.60

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.8.4 Planned Activity: State Agencies (RISP) RI Impaired Driving

Planned activity name	State Agencies (RISP) RI Impaired Driving
Planned activity number	NHTSA 164 AL 19 15
Primary countermeasure strategy	High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Implementation of Drive Sober or Get Pulled Over (DSoGPO) overtime enforcement patrols by the RISP. RISP is funded to participate in the two DSoGPO annual mobilizations scheduled for December 17, 2018 to January 2, 2019 and August 18 to September 4, 2019, as well as monthly sustained enforcement. Patrols are conducted on Thursday, Friday, and Saturday evenings. Participating officers must be fully trained in the use of SFST detection techniques.

Enter intended subrecipients.

Rhode Island State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$121,164.00		\$48,465.60

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.9 Countermeasure Strategy: Communication Campaign

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This strategy helps to promote safe driving with the public and to target communities that are overrepresented in impaired driving crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 164 AL 19 05	Alcohol Survey	Communication Campaign
NHTSA 164 AL 19 13	VMS Message Boards	Communication Campaign
NHTSA 164 AL 19 14	Leadership CommitteStatue/Outreach	Communication Campaign
NHTSA 164 PM 19 01	Paid Media (AL)	Communication Campaign
NHTSA 164 PM 19 02	Creative Media (AL)	Communication Campaign
NHTSA M6 X 19 01(405D)	RI Hospital Trauma Education	Communication Campaign
NHTSA FDLDATR 19 03 (405D)	Traffic Safety Academy	Communication Campaign

5.1.9.1 Planned Activity: Alcohol Survey

Planned activity name	Alcohol Survey
Planned activity number	NHTSA 164 AL 19 05

Primary countermeasure strategy: Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Office on Highway Safety will facilitate a survey, targeting the general public, which will effectively gauge the level of risk which people perceive while utilizing the roadways within the State.

This survey will be created utilizing a scientific approach by a reputable corporation experienced in polling and conducting surveys.

This survey will help the Office on Highway Safety in planning a strategic plan to address the public's perception and alleviate any fears or concerns which are not based upon data or statistics.

Survey locations will be at DMV offices in Cranston, Middletown, and Woonsocket with pre-surveys taking place in late-July 2019 and post-surveys in early September 2019.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$13,000.00		\$5,200.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.9.2 Planned Activity: VMS Message Boards

Planned activity name	VMS Message Boards
Planned activity number	NHTSA 164 AL 19 13
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Portable Variable Message Boards to display the “Drive Sober or Get Pulled Over” or other High Visibility of DUI laws messages for law enforcement agencies to be used as part of the two national “Drive Sober or Get Pulled Over” impaired driving crackdowns as well as for monthly sustained enforcement as part of the HVE program funded by OHS with NTHSA monies. 10 cities/towns will be chosen based on data and those who help coordinate the States’ DUI task force details.

Enter intended subrecipients.

law enforcement agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		164 Alcohol	\$100,000.00		\$40,000.00

	164 Transfer Funds-AL				
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Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.9.3 Planned Activity: Leadership CommitteStatue/Outreach

Planned activity name	Leadership CommitteStatue/Outreach
Planned activity number	NHTSA 164 AL 19 14
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Office on Highway Safety will conduct outreach activities for local government leaders with relevant highway safety information.

A multimedia informational package will be created which will address highway safety issues in Rhode Island and highlight countermeasures that work in an attempt to create a holistic approach to combating serious injuries and deaths on our roadways and allow the state's policy makers to have relevant information at their disposal.

The OHS will provide educational information packets for each participant that focus on impaired (alcohol) driving as designated in our State's 10 year Impaired driving plan. The packets will NOT include any information targeting, resembling or addressing traffic safety lobbying efforts.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$50,000.00		\$20,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.9.4 Planned Activity: Paid Media (AL)

Planned activity name	Paid Media (AL)
Planned activity number	NHTSA 164 PM 19 01
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger

safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will develop and implement a statewide paid media campaign for the DSoGPO campaigns to coincide with enforcement mobilizations scheduled for December 2018 and August/September 2019 in addition to supporting monthly sustained enforcement. The target audience is 30- to 50-yearold males. The media buy is expected to cover print, online/web/Internet and “out of home” (billboard/bus/movie theater). Media materials are produced in both English and Spanish and the venues are chosen based on market data for each audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. When OHS implements a media plan we receive reach and frequency numbers and impressions listed to answer the “penetration of the target audience”. It is significant – we will have 90+ reach and a lot of frequency. There is a need to create more localized messages that highlight local stories, local issues, local strengths and local partners. OHS will also increase our Social media presence.

We also use our DMV survey data and we rely on Providence media expertise to purchase media buys and media creative.

Enter intended subrecipients.

State-Approved Media Vendor

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-PM	164 Paid Media	\$1,300,000.00		\$520,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.9.5 Planned Activity: Creative Media (AL)

Planned activity name	Creative Media (AL)
Planned activity number	NHTSA 164 PM 19 02
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will enter into a contract with a public relations firm (listed on our state’s MPA list) for creative media to create and produce an impaired driving campaign that will serve as a “part 3” in our #Beyondthecrash and “Ripple Effect” efforts. Both of those campaigns have offered increased awareness and education regarding Traffic Safety countermeasures targeting the reduction of impaired driving behavior. These campaigns specifically target alcohol related traffic behavior and fatalities.

Enter intended subrecipients.

State-Approved Media Vendor

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-PM	164 Paid Media	\$870,000.00		\$348,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.9.6 Planned Activity: RI Hospital Trauma Education

Planned activity name	RI Hospital Trauma Education
Planned activity number	NHTSA M6 X 19 01(405D)
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The OHS will partner with the Chief of Trauma Services, and his staff, at RI Hospital to develop an education program targeting how trauma is created by dangerous driving behavior and the after effects of those actions. We will target the general public and introduce first responder stories as a continued vehicle to share data and We will also work to create a shared data plan since we do not have a statewide trauma registry in RI at this time. We have created this new partnership with RI Hospital's Trauma Center to assist our efforts with serious injury data collection as well as educational efforts to increase awareness of serious injury crashes. The educational program will mirror and complement Dr. Adams' commentary in our 2018 Ripple Effect media campaign where he offered his desire of raising impaired driving knowledge and awareness. We will distribute information created through the efforts of the members of RI's Traffic Safety Coalition and their related organizational memberships. We are hoping that during the first year 100 people will receive the training.

Enter intended subrecipients.

Rhode Island Hospital

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$35,000.00	\$8,750.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.9.7 Planned Activity: Traffic Safety Academy

Planned activity name	Traffic Safety Academy
Planned activity number	NHTSA FDLATR 19 03 (405D)
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will fund implementation of a Traffic Safety Academy similar to a Citizens Police Academy. Current departments that have such a program will be asked to partner for this program focusing on the emphasis areas of the SHSP. The program will use classroom instruction paired with demonstrations/participation blocks to raise awareness and change behaviors. The program will be able to target specific target audience agendas based on the community in which the program is presented. Earned media will be expected. Education is the driving force behind this program with increased 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.

Enter intended subrecipients.

State/Local Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$25,000.00	\$6,250.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.10 Countermeasure Strategy: Communication Campaign

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in

geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

With one-quarter to one-third of fatalities in Rhode Island associated with an impaired driver, strategically identifying partners and resources to address driving behavior can make a significant reduction in the number of fatalities and crashes on State

roadways.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The task force can collaborate and identify and prioritize resources to address impaired driving in specific areas and populations identified by data.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

5.1.11 Countermeasure Strategy: Breath Test Devices

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Breath Test Devices

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This strategy helps to strengthen the quality of evidence available for a driving while intoxicated arrest and remove the driver from operating the vehicle.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Countermeasures That Work list 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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 164 AL 19 08	State Agencies (HEALTH) Alcohol Toxicology & BAT Mobile Support	Breath Test Devices
NHTSA FDLBAC 19 01 (405D)	Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile Providence	Breath Test Devices
NHTSA FDLBAC 19 02 (405D)	State Agencies (HEALTH) Forensic Toxicologist (TSRFT) and Preliminary Breath Testing	Breath Test Devices

5.1.11.1 Planned Activity: State Agencies (HEALTH) Alcohol Toxicology & BAT Mobile Support

Planned activity name	State Agencies (HEALTH) Alcohol Toxicology & BAT Mobile Support
Planned activity number	NHTSA 164 AL 19 08
Primary countermeasure strategy	Breath Test Devices

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will reimburse 60% of the salary of a Traffic Safety Resource Forensic Toxicologist at the Rhode Island Department of Health, Forensics Laboratory. We will also support 40% of the salary of a forensic scientist and the full salary 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 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. He maintains all PBT's for the federally funded DRE program and plays a critical role in transitioning the entire state to the new units purchased by federal funding. The lab technician duties are to implement, certify, and maintain monthly certification on the Intoxilyzer 9000 and PBT's, all purchased solely with federal funds.

Enter intended subrecipients.

Rhode Island Department of Health

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Breath Test Devices

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$135,000.00		\$54,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.11.2 Planned Activity: Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile Providence

Planned activity name	Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile Providence
Planned activity number	NHTSA FDLBAC 19 01(405D)
Primary countermeasure strategy	Breath Test Devices

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will reimburse the Providence Police Department (PPD) for all necessary B.A.T. equipment, and overtime for the PPD at two officers per day for three days per week for at least 18 weeks of the FFY, gas, maintenance, specialized "Impaired Driving Task Force" safety vests, and two Guth Simulators to calibrate the Intoxilyzer 9000s There is no equipment over \$5000.00 to be acquired as part of this project.

BATMobile Mobilization Calendar

10/08: (Columbus Day)

10/20

10/31: (Halloween)

11/11

11/22: (Thanksgiving Eve)

12/14

12/20

12/22

12/23

12/31: New Year's Eve

1/12

1/27

2/4: Superbowl Sunday

2/14

3/10: Newport St. Patrick's Day Parade

3/17: St. Patrick's Day

3/31

4/13

4/28

5/5: Cinco de Mayo

5/26

6/9

6/22

7/3: Bristol's 4th of July Parade

7/4

7/20

8/11

8/31: Labor Day Weekend

9/2: Labor Day Weekend

9/21

Enter intended subrecipients.

Providence Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Breath Test Devices

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low BAC Testing/Reporting	\$56,500.00	\$14,125.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.11.3 Planned Activity: State Agencies (HEALTH) Forensic Toxicologist (TSRFT) and Preliminary Breath Testing

Planned activity name	State Agencies (HEALTH) Forensic Toxicologist (TSRFT) and Preliminary Breath Testing
Planned activity number	NHTSA FDLBAC 19 02(405D)
Primary countermeasure strategy	Breath Test Devices

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will reimburse 60% of the salary of a Traffic Safety Resource Forensic Toxicologist at the Rhode Island Department of Health, Forensics Laboratory. We will also support 40% of the salary of a forensic scientist and the full salary of a senior laboratory technician. Includes equipment with a per-unit cost of less than \$5,000. Includes an FTE as well as overtime in HEALTH's Forensics Unit, Breath Analysis Section to calibrate Preliminary Breath Testers to expand use of these instruments and to calibrate and set up Intoxilyzer 9000s in the lab.

The Toxicologist continues operating the federally funded GC/MS instrument, and she is instrumental in the validation of the federally funded headspace GC on a previous award cycle.

Through this program the Forensic Toxicology Laboratory has been able to place on-line via a new instrument, screens for the presence of 18 different classes of drugs, and the Toxicologist performed all law enforcement drug confirmations while working on new method development. We have validated an in-house method for Tetrahydrocannabinol during the 2016 grant period.

This is important as the State of R.I. has enacted medical marijuana legislation, and decriminalized smaller amounts of the drug, resulting in more drivers under the influence. With more states adapting recreational marijuana legislation, R.I. has placed this topic for discussion with our state legislature. This may increase the number of cases involving drugged driving. In 2017, the federally funded Toxicologist (60%) and the Forensic Scientist (40%) have worked extensively to validate a new LC/MS/MS instrument. This validation was completed with the Tetrahydrocannabinol (THC) method using the new instrument as opposed to the instrument in the Biological Sciences Section of the Laboratories we were using for the initial validation of the THC method. Currently, they are focusing their efforts on development of an opioid panel using the LC/MS/MS, and the method was on-line by May 1, 2018.

The Toxicologist has also and will continue to participate in recruit training at the Municipal Police Academy and Providence Police Academy and will assist as needed with live alcohol workshops during this federal fiscal year.

Enter intended subrecipients.

Rhode Island Department of Health

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Breath Test Devices

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low BAC Testing/Reporting	\$65,000.00	\$16,250.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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 29 percent of the total fatalities in 2016. The safety belt use rate for Rhode Island has been well below the national rate over the last decade with usage in 2014 matching the national rate. The increase in safety belt use also appears to be associated with the continued decline of unrestrained fatalities.

Additional analysis of 2013-2017 data show that the majority of unrestrained drivers in fatal crashes are white (77%). 30 percent of occupants are under age 25, however, none were under age 16. The city of Providence has the highest numbers of unrestrained motor vehicle occupant fatalities.

All of this information, as well as, the key recommendations listed below 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.

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.

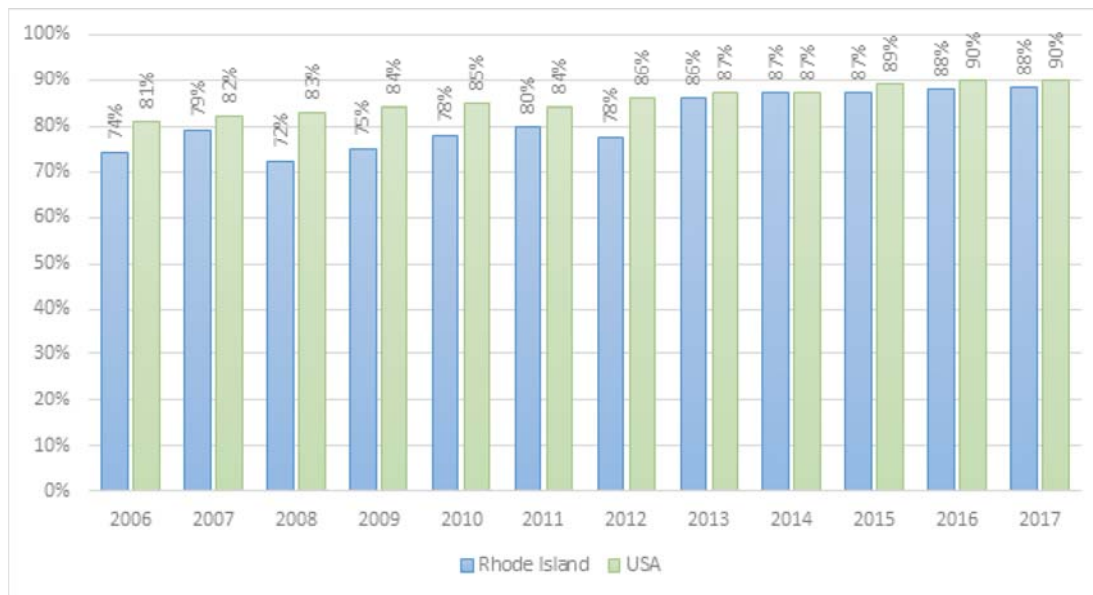
Key Assessment Recommendations:

- Program Management
 - Engage leadership on the importance of occupant protection so that it becomes a priority within the State. This message from the top down will create momentum in the program to reach the State's goal of 90 percent seat belt use.
 - Hire personnel to fill vacant OHS positions and, once fully staffed, prioritize staff to high risk emphasis areas. This may require reorganization of existing personnel to separate major emphasis areas from single staff members which will allow more centralization of time and effort to meet performance goals for occupant protection.
- Legislation/Regulation And Policy
 - Engage law enforcement to conduct sustained occupant protection high visibility enforcement with coordinated media and educational efforts that address all age groups.
 - Develop and make readily accessible occupant protection fact sheets to include highlights of the law, consequences of not buckling, and the economic impact of unrestrained injuries and fatalities.

- **Law Enforcement**
 - Develop a statewide occupant protection work plan using elements of community oriented policing, a community based intervention model (from the Centers for Disease Control and Prevention), and DDACTS to reduce unrestrained crashes, injuries and deaths.
 - Develop, and distribute a law enforcement agency survey to assess how officers use their professional discretion when performing seat belt enforcement activities. The purpose of this survey is to better understand officers' decision-making process and how the OHS may refine and clarify their expectations when communicating with law enforcement agencies.
 - Sponsor a program to advocate for all law enforcement agencies to adopt the principles of the "Below 100" program endorsed by the International Association of Chiefs of Police and the National Sheriffs Association, and create a roll call training video emphasizing the importance for seat belt use for officer safety.
- **Communication**
 - Advertise all four enforcement mobilizations with earned and paid media and a strong enforcement-focused message (e.g., extra patrols on now) with localized ads that feature Rhode Island law enforcement.
 - Develop a unified, multi-faceted, enforcement-focused communications campaign that includes print materials that are designed to carry forward the messages and look of the television and radio ads. Work with the media buy contractor to determine which print elements will be needed. As an example, web ads could make use of bonus media opportunities and billboard visuals. Ensure that the entire campaign uses similar fonts, colors and themes so motorists know the messages are connected.
 - Contract with a public relations specialist who will assist the OHS team in identifying fresh news approaches for messaging and who will aggressively pitch news stories to reporters with the end goal of obtaining the most comprehensive news coverage and message exposure possible and the ability to measure results.
- **Occupant Protection For Children**
 - Seek alternative funding for purchase of car seats to help meet the demand.
 - Obtain injury data, child passenger observational surveys and car seat misuse information to support child passenger safety programming.
- **Outreach**
 - Create an educational program for law enforcement officers to identify proper child car seat use and law violations by developing a roll call video with a pocket card containing key messages. Measure to determine if this effort results in an increase in child passenger safety citations.
 - Sponsor training on media outreach, grant writing, program evaluation and strategic planning to facilitate communication among the many traffic safety stakeholder organizations and grant recipients. Ensure ample time is left on the agenda for informal networking and the sharing of creative ideas and best practices.
- **Data and Evaluation**
 - Undertake an analysis of data from the observational and attitudinal surveys to identify locations and populations where seat belt usage is below the State average.
 - Improve information collected regarding citations.

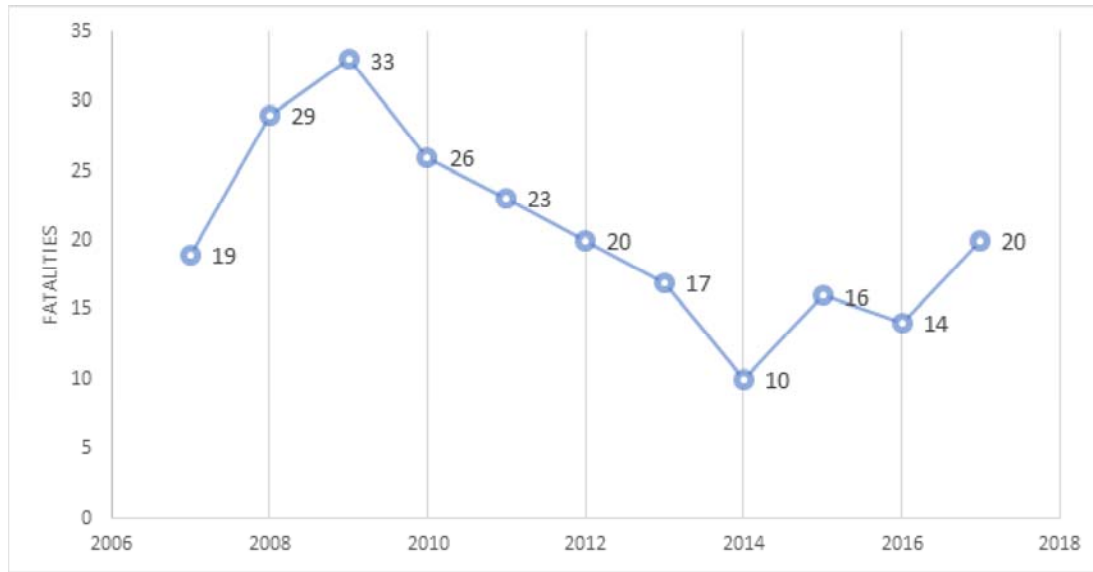
- Work with the Rhode Island Traffic Tribunal to obtain counts of seat belt and child restraint citations.
- Develop a citation tracking system to determine the eventual outcome of all seat belt and child restraint citations.
- Require agencies to report seat belt and child restraint citations written outside of grant-funded activities.
- Conduct an analysis of morbidity data to evaluate the burden of motor vehicle crashes within Rhode Island.
- Analyze data from the Rhode Island Hospital and Hasbro Children’s Hospital trauma registry to determine the experiences of the most severely injured crash victims.
- Utilize contacts within the TRCC to conduct an analysis of the emergency department and hospital discharge databases to gain a broader picture of injuries resulting from motor vehicle crashes.
- Reestablish efforts to link the motor vehicle crash and hospital databases

Observed Safety Belt Use Rate (Rhode Island and Nationwide)



Source: RIDOT/OHS (2018); FARS (2018).

Restraint Nonuse for Rhode Island Motor Vehicle Fatalities



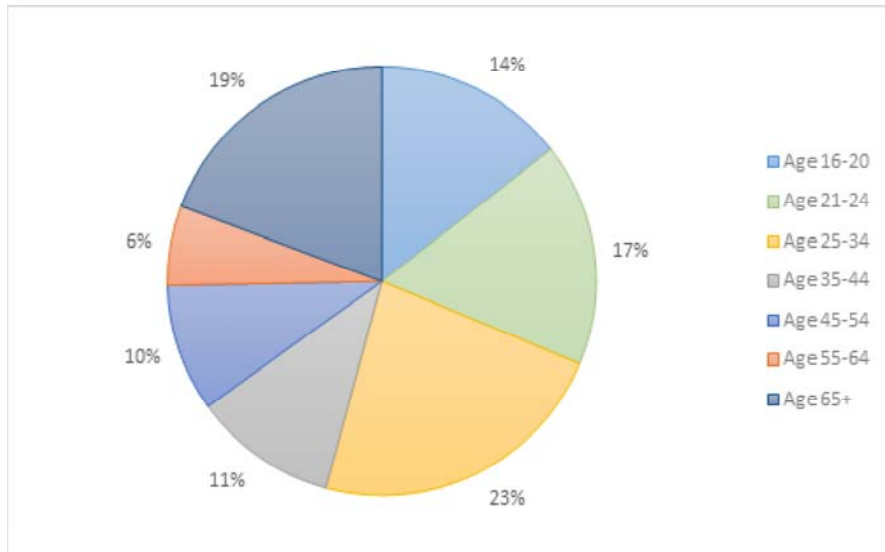
Source: RIDOT/OHS (2018).

Table 4.1 Motor Vehicle Fatalities by Restraint System – Use and Nonuse (2017)

	Driver	Passenger	Total
None Used/Not Applicable	14	6	20
Lap Belt Only Used	0	2	2
Shoulder and Lap Belt	16	4	20
Child Restraints	0	0	0
Unknown	2	1	3
Total	32	13	45

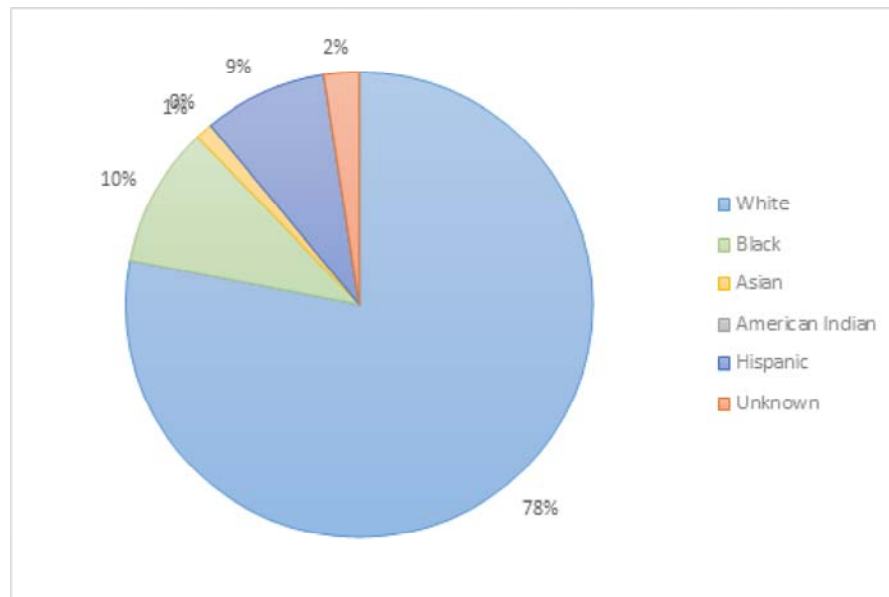
Source: FARS (2018) - Preliminary.

Number of Unrestrained Fatalities by Age Group 2013 to 2017



Source: RIDOT/OHS (2018).

Unrestrained Fatalities by Race (2013 to 2017)



Source: RIDOT/OHS, 2018.

Table 4.2 Top Five Cities/Towns for Unrestrained Motor Vehicle Occupant Fatalities (2013-2017)

City/Town	2013	2014	2015	2016	2017	Total
Providence	3	0	4	1	2	10
Pawtucket	1	0	4	1	2	8
Johnston	0	2	0	4	1	7
Cranston	1	2	0	0	2	5
Coventry	1	1	1	1	0	4

Source: RIDOT/OHS, (2018)

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 while riding in a vehicle. The following table lists planned Child Passenger Safety Technician Events planned for FFY 2019.

Table 4.3 CPST Certification Events

Class	No. of Classes	No. of Students	Location
CPST Certification Renewal Course	1	50	Injury Prevention Center Rhode Island Hospital 55 Claverick Street Providence, RI 02903
CPST Update	1	60	Injury Prevention Center Rhode Island Hospital 55 Claverick Street Providence, RI 02903

Source: RIDOT/OHS, (2018)

The table below summarizes the active network of child restraint inspection stations proposed for FFY 2019.

Table 4.4 Active Network of Child Restraint Inspection Stations FFY 2019

City/Town	Urban/Rural	Population	At Risk Area
State Police			
Hope Valley, Richmond	statewide		
Lincoln Woods, Lincoln	statewide		
Portsmouth, Portsmouth	statewide		
Scituate, Scituate	statewide		
Wickford, North Kingstown	statewide		
Local Police			
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	
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	
Warwick	Urban	82,672	
West Warwick	Urban	29,191	
Westerly	Urban/Rural	17,936	
Woonsocket	Urban	41,186	Yes
TOTAL POPULATION SERVED		905,000 (86%)	

Other
Women & Infants Hospital, Providence, RI
Brown University, Providence, RI
Department of Public Safety, Providence, RI
Connecting for Children and Families, Woonsocket, RI
Injury Prevention Center, Rhode Island Hospital, Providence, RI

Source: RIDOT/OHS, (2018).

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period (Performance Target)	Target End Year	Target Value (Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	16.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	92.0
2019	Pickup Driver Belt Use	Annual	2019	80.0
2019	CLOT Slogan Awareness	Annual	2019	92.0
2019	Perception of being ticketed for failure to wear safety belts	Annual	2019	47.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement
2019	Highway Safety Office Program Management
2019	Communication Campaign
2019	Child Restraint System Inspection Station(s)

5.2.1 Countermeasure Strategy: Sustained Enforcement

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Sustained Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Sustained enforcement of seat belt law can help to promote greater use of restraints and move the observational seat belt use rate higher and lower unrestrained fatalities. NHTSA's Countermeasures That Work shows a few studies of the effectiveness of sustained enforcement. These studies have shown States that are reported to use sustained enforcement, have recorded statewide belt use well above national belt use rates since 2002.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Enforcement of restraint use will help Rhode Island move toward its targets. Sustained enforcement efforts across multiple law enforcement agencies in the State will help to increase the observed percentage of vehicle occupants who use a restraint and reduce the number of unbelted fatalities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Sustained enforcement of seat belt laws complemented by short-term, high visibility seat belt enforcement help to reinforce public attitude to use restraints while in a vehicle. While sustained enforcement is a three-star strategy in Countermeasures That Work, short-term high-visibility efforts are considered as five-star activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA M2 HVE 19 05 (405B)	State Agencies (RISP) Child Passenger Safety (CPS)	Sustained Enforcement
NHTSA 402 OP 19 06	State Agencies (RISP) Crash Reconstruction Equipment	Sustained Enforcement
NHTSA 402 OP 19 07	RI Police Chiefs Association - Safety Partnership Program	Sustained Enforcement
NHTSA M2 HVE 19 01 (405B)	State Agencies (URI) Seat Belt Law Enforcement Patrols	Sustained Enforcement
NHTSA M2 HVE 19 02 (405B)	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)	Sustained Enforcement
NHTSA M2 HVE 19 03 (405B)	Municipalities Seat Belt Law Enforcement Patrols	Sustained Enforcement

5.2.1.1 Planned Activity: State Agencies (RISP) Child Passenger Safety (CPS)

Planned activity name	State Agencies (RISP) Child Passenger Safety (CPS)
Planned activity number	NHTSA M2 HVE 19 05 (405B)
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will fund implementation of the CIOT overtime enforcement patrols by the RISP. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 20 to June 2, 2019 and three state mobilizations (Thanksgiving holiday travel, November 19 to 25, 2018; March 21 to 25, 2019 and September 16 to 22, 2019.

Enter intended subrecipients.

Rhode Island State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$21,631.00	\$5,407.75	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.1.2 Planned Activity: State Agencies (RISP) Crash Reconstruction Equipment

Planned activity name	State Agencies (RISP) Crash Reconstruction Equipment
Planned activity number	NHTSA 402 OP 19 06
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

RISP from Approved Vendor.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$1,631.00	\$407.75	\$652.40

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.1.3 Planned Activity: RI Police Chiefs Association - Safety Partnership Program

Planned activity name	RI Police Chiefs Association - Safety Partnership Program
Planned activity number	NHTSA 402 OP 19 07
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

There is increasing need for statewide law enforcement executive oversight of Highway Safety funds in order to promote more efficient and effective use of them in every municipality to maintain consistent law enforcement efforts and introduce information and training opportunities targeting highway safety initiatives. Promoting that at the Chiefs' level will elevate it to priority status. RIDOT is dependent upon all police departments in the state to submit specific data in order for RIDOT to give accurate statistical information to NHTSA which in turn justifies the request for future funding within the state. Many times, the data transfers depend on department leadership priorities. The RIPCA will encourage priority of data collection at an Executive Level. The partnership between RIPCA and RIDOT/OHS is currently being handled by individuals at local levels as well as through the Executive Board at RIPCA. RIPCA has recognized that full time chiefs do not have the time necessary to handle these issues on a statewide basis. RIDOT/OHS will partner with RIPCA on other traffic safety initiatives to include distracted driving and pedestrian safety. Funding will allow the RIPCA to disseminate information from the Office on Highway Safety to all active law enforcement leadership entities and other state agencies (ie; DEM). The RIPCA will also lead a media effort which includes law enforcement safety information by all municipalities. This project supports a portion of the salary of the RI Police Chiefs' Executive Director's salary. It also affords the membership of the RIPCA an opportunity to create and buy media pieces which highlight municipal law enforcement messages and efforts. Any media 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.

Enter intended subrecipients.

Rhode Island Police Chiefs Association (RIPCA)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$48,925.00	\$12,231.25	\$19,570.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.1.4 Planned Activity: State Agencies (URI) Seat Belt Law Enforcement Patrols

Planned activity name	State Agencies (URI) Seat Belt Law Enforcement Patrols
Planned activity number	NHTSA M2 HVE 19 01 (405B)
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will fund implementation of the CIOT overtime enforcement patrols by the URI Police Department. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 20 to June 2, 2019

and three state mobilizations (Thanksgiving holiday travel, November 19 to 25 2018; March 21 to 29, 2019; and September 16 to 22, 2019).

Enter intended subrecipients.

University of Rhode Island

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$1,100.00	\$275.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.1.5 Planned Activity: State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)

Planned activity name	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)
Planned activity number	NHTSA M2 HVE 19 02 (405B)
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will contract with a qualified consultant to serve as the LEHSTC. The LEHSTC will work as the liaison through the Office of Highway Safety and will promote law enforcement participation in Operation Blue RIPTIDE and other program areas, conduct outreach to police chiefs, and provide traffic safety training. The LEHSTC will also serve as the Program Coordinator for the Standardized Field Sobriety Testing (SFST) Refresher Training courses.

OHS will continue to reinvigorate DRE training and program implementation through the Law Enforcement Highway Safety Training Coordinator. DRE duties will include; maintaining certifications for 72+ DRE's as well as planned training for DRE, SFST, and ARIDE courses, to include instructions on alcohol/drug blocks at the recruit level training at all Rhode Island police academies; Rhode Island Municipal Police Training Academy, Providence Police, and Rhode Island State Police. The grant period; October 1, 2018 through September 30, 2019 will include additional duties as the Rhode Island DRE Coordinator as well Rhode Island's SFST Coordinator, and will account for an additional percentage of the LEHSTC's total time.

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

Enter intended subrecipients.

RI Municipal Police Academy

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$71,500.00	\$17,875.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.1.6 Planned Activity: Municipalities Seat Belt Law Enforcement Patrols

Planned activity name	Municipalities Seat Belt Law Enforcement Patrols
Planned activity number	NHTSA M2 HVE 19 03 (405B)
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will fund implementation of the CIOT overtime enforcement patrols by all Rhode Island municipal law enforcement agencies. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 20 to June 2019 and three state mobilizations (Thanksgiving holiday travel, November 19 to 25 2018; March 21 to 29, 2019 and September 16 to 22, 2019.) The amounts allocated to each municipality were determined based on problem identification, citation and detail history, ability to deploy details, and overall community targeted safety needs.

Enter intended subrecipients.

All Municipal Police Departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$175,000.00	\$43,750.00	
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Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem

identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 remaining ten percent of vehicle occupants who continue not to use restraints.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 proven initiatives such as sustained enforcement and outreach campaigns.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is used primarily to fund staff salaries to maintain consistent day-to-day implementation of program area activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 402 OP 19 01	Salaries (OP)	Highway Safety Office Program Management
NHTSA 402 OP 19 04	CIOT DMV Intercept Survey	Highway Safety Office Program Management
NHTSA 402 OP 19 05	CIOT Observational Surveys	Highway Safety Office Program Management
NHTSA M2 X 19 00 (405B)	Audit Fees	Highway Safety Office Program Management

5.2.2.1 Planned Activity: Salaries (OP)

Planned activity name	Salaries (OP)
Planned activity number	NHTSA 402 OP 19 01
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Fees charged to NHTSA accounts for all Program Coordinators, as well as, interns/co-op students, and any additional staff secured.

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$280,500.00	\$70,125.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.2.2 Planned Activity: CIOT DMV Intercept Survey

Planned activity name	CIOT DMV Intercept Survey
Planned activity number	NHTSA 402 OP 19 04
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

"Pre" and "Post" DMV office intercept surveys will be conducted to assess the public awareness and effectiveness of the CIOT media and enforcement campaigns conducted with the national mobilization of May 20, 2019 to June 2, 2019. The

survey will be revised to better understand the demographics of those individuals that do not recognize the CIOT slogan. This will allow OHS to better target media and campaign efforts in terms of communication medium, target audience, and funding required.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$13,000.00	\$3,250.00	\$5,200.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.2.3 Planned Activity: CIOT Observational Surveys

Planned activity name	CIOT Observational Surveys
Planned activity number	NHTSA 402 OP 19 05
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will conduct the annual "Mini-Pre" paid and earned media and enforcement observational safety belt use survey in May and the full observational safety belt survey following the enforcement period in June, according to NHTSA regulations.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$71,500.00	\$17,875.00	\$28,600.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.2.4 Planned Activity: Audit Fees

Planned activity name	Audit Fees
Planned activity number	NHTSA M2 X 19 00 (405B)

Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b OP Low (FAST)	\$2,000.00	\$500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.3 Countermeasure Strategy: Communication Campaign

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation,

partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Countermeasures That Work Chapter 2 shows communications and outreach strategies to reach low-belt-use groups and young persons.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 402 PM 19 01	Paid Media (OP)	Communication Campaign
NHTSA 402 PM 19 02	Creative Media (OP)	Communication Campaign
NHTSA M2 HVE 19 04 (405B)	State Agencies (RISP) Rollover Simulator Demonstrations	Communication Campaign
NHTSA M2 PE 19 01 (405B)	Paid Media (CPS)	Communication Campaign
NHTSA M2 HVE 19 08 (405B)	Traffic Safety Academy	Communication Campaign
NHTSA 402 OP 19 08	VMS Message Boards	Communication Campaign

5.2.3.1 Planned Activity: Paid Media (OP)

Planned activity name	Paid Media (OP)
Planned activity number	NHTSA 402 PM 19 01
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned

activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will develop and implement a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2018, March 2019, May 2019, and September 2019. The target audience will be 18- to 34-year old males. Media materials will be produced in both English and Spanish with the venues chosen based on market data for each audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.

Enter intended subrecipients.

State-Approved Media Vendor

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$200,000.00	\$50,000.00	\$80,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.3.2 Planned Activity: Creative Media (OP)

Planned activity name	Creative Media (OP)
Planned activity number	NHTSA 402 PM 19 02
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger

safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will contract with a State of RI approved media consultant to create and produce a major occupant restraint campaign. Our target market would be rural drivers. 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 Texas DOT "Buckle Up in Your Truck" 2011 campaign as a starting point for our creative media campaign.

Enter intended subrecipients.

State-Approved Media Vendor

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$100,000.00	\$25,000.00	\$40,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.3.3 Planned Activity: State Agencies (RISP) Rollover Simulator Demonstrations

Planned activity name	State Agencies (RISP) Rollover Simulator Demonstrations
Planned activity number	NHTSA M2 HVE 19 04 (405B)
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will work with RISP to promote and conduct Rollover Simulator demonstrations in as many locations as possible (with a warranted size audience). For each demonstration, two persons are required to operate the Simulator. Wherever possible, one RISP officer and an OHS Program Coordinator (one has been trained for these demonstrations) will attend the event. If a program Coordinator is not available, OHS will fund two RISP officers for the event. The projected number of demonstrations for FY 19 will be approximately 16 based on a four-year average.

• 2012 – 16

- 2013 – 13
- 2014 – 19
- 2015 – 15

This office has noticed a steady increase in OP safety day requests with the Rollover Simulator. The State Police has posted a Rollover Request form link to the Department web site for the general public to make requests directly without the need for telephone or personal contact. The Simulator and tow vehicle are utilized by the RISP for many functions to include; school career and safety fairs, college demonstrations, high school football games, Pawtucket Red Sox safety events, church safety events, touch-a-truck details, Construction Career Days, municipality safety days for local law enforcement and fire agencies, and numerous other events. As the Rollover Simulators' popularity increases, so do the requests for its presence. 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 general 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 and every member of the community.

Enter intended subrecipients.

Rhode Island State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$15,000.00	\$3,750.00	
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Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.3.4 Planned Activity: Paid Media (CPS)

Planned activity name	Paid Media (CPS)
Planned activity number	NHTSA M2 PE 19 01 (405B)
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will inform the public via paid media of all the steps of child restraints, including infant seats, convertible seats, forward facing seats, booster seats, and safety belts. The media buy is expected to cover on-line/web/Internet and "out of home" (billboard/bus) with the target market of parents and caregivers, with emphasis on women between 18 and 40. The media buy will coincide with the National Child Passenger Safety Week. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.

Enter intended subrecipients.

State-Approved Media Vendor

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low Public Education (FAST)	\$25,000.00	\$6,250.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.4 Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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 through the use of inspection stations operated by law enforcement.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 402 OP 19 02	State Agencies (RISP) Child Passenger Safety (CPS)	Child Restraint System Inspection Station(s)
NHTSA M2 HVE 19 06 (405B)	Municipalities Child Passenger Safety (CPS)	Child Restraint System Inspection Station(s)
NHTSA M2 HVE 19 07 (405B)	RI Hospital Child Passenger Safety in Rhode Island	Child Restraint System Inspection Station(s)

5.2.4.1 Planned Activity: State Agencies (RISP) Child Passenger Safety (CPS)

Planned activity name	State Agencies (RISP) Child Passenger Safety (CPS)
------------------------------	--

Planned activity number	NHTSA 402 OP 19 02
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the

assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides funds for RISP personnel to conduct CPS checks on an appointment basis at any of the five RISP barracks (Scituate, Lincoln Woods, Wickford, Hope Valley, and Portsmouth) by officers who are CPSTs. We expect that the car seat inspections will take place regularly through the Federal Fiscal Year, declining during the winter.

Enter intended subrecipients.

Rhode Island State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$2,500.00	\$625.00	\$1,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.4.2 Planned Activity: Municipalities Child Passenger Safety (CPS)

Planned activity name	Municipalities Child Passenger Safety (CPS)
Planned activity number	NHTSA M2 HVE 19 06 (405B)
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides funds for Rhode Island municipal police departments with qualified personnel (nationally certified CPSTs) to conduct CPS checks on an appointment basis. We expect that the car seat inspections will take place regularly throughout the Federal Fiscal Year timeline, declining during the winter. We have 34 municipalities participating in this project. Funding is included to enable the agency to send at least one CPST to the Rhode Island Safe Kids one-day CPST Update. The amounts allocated to each municipality were determined based on the problem identification, citation and detail history, ability to deploy details, and overall community targeted safety needs.

Enter intended subrecipients.

All Municipal Police Departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$79,000.00	\$19,750.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.4.3 Planned Activity: RI Hospital Child Passenger Safety in Rhode Island

Planned activity name	RI Hospital Child Passenger Safety in Rhode Island
Planned activity number	NHTSA M2 HVE 19 07 (405B)
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required

under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will reimburse the Injury Prevention Center for a portion of the expenses related to providing two employees to assist families with car set installation and use. These CPSTs will also answer caregivers’ questions about child restraints and will provide families with educational materials. IPC will evaluate the program by having parents fill out a knowledge survey at the initial interaction, and then reassess families approximately four months later with both a second survey to compare with the first and a second car seat check.

Enter intended subrecipients.

Injury Prevention Center

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$59,974.00	\$14,993.50	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3 Program Area: Speed Management

Program area type Speed Management

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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.

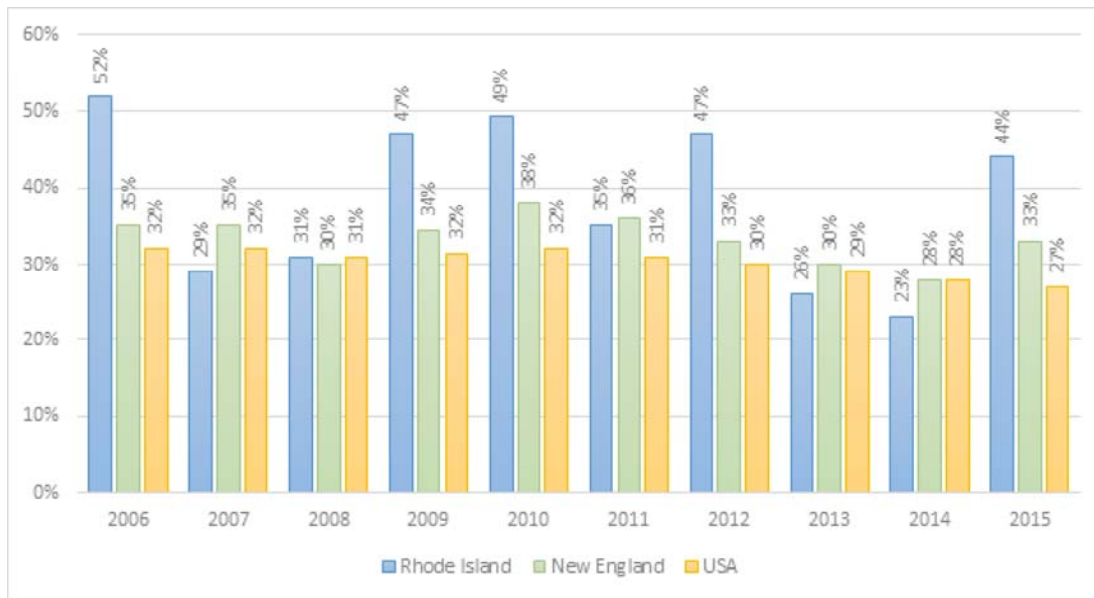
Speed was a likely factor in over one-third (38%) of all fatalities over the most recent five-year period (2012-2016). Over this period, the percentage of speeding-related fatalities to total fatalities ranged from a low of 25 percent in 2014 to a high of 45 percent in 2016, and was considerably greater than those of both the NHTSA Region 1 and the nation in several years. The majority of drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 80 percent are white. The cities of Providence and Warwick have the highest numbers of speeding crashes in the most recent five years with 14 and 9 respectively.

In Rhode Island 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 as a whole (54 percent).

Enforcement efforts have improved annually and Rhode Island increased the number of citations issued to 10,798 in 2017. Part of the multifaceted approach to this issue is paid media. OHS also has increased its' level of paid media buys during August, one of the highest months for speed-related fatalities, to support the annual speed enforcement campaign in Rhode Island during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly.

Percent of Fatalities Resulting from Crashes Involving Speeding Versus Total Fatalities



Source: FARS, (2017)

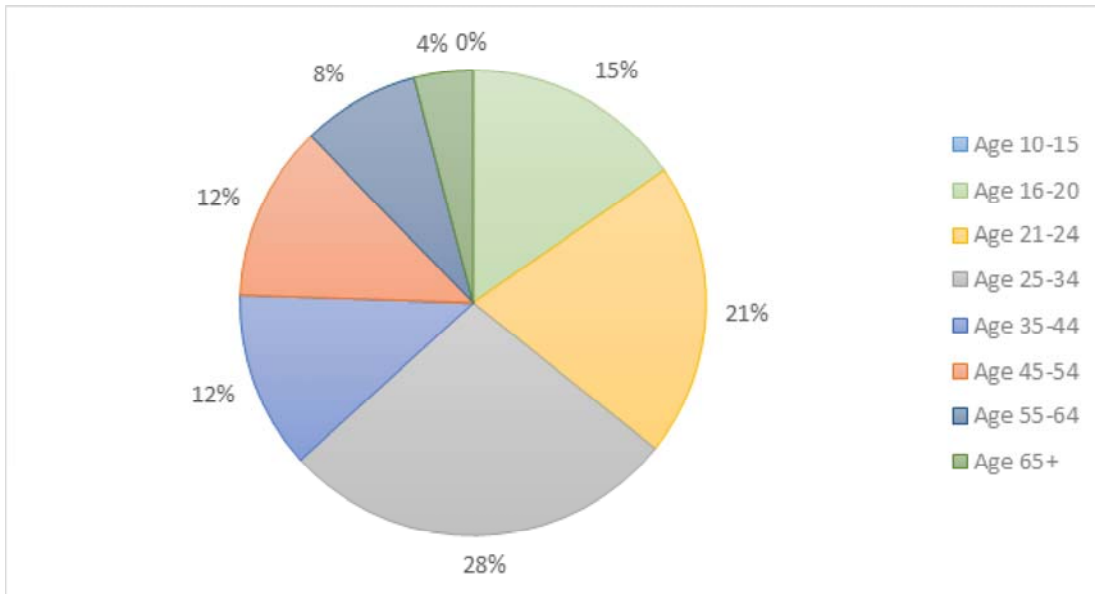
Speed-Related Fatalities by Posted Speed Limit

Posted Speed	Rhode Island					Total 2011-2015		
	2011 (N=23)	2012 (N=31)	2013 (N=17)	2014 (N=11)	2015 (N=19)	Rhode Island (N=101)	Region (N=1,492)	U.S. (N=45,405)
30 or less	12	19	7	3	6	47%	32%	14%
35	5	4	7	3	4	23%	15%	13%
40	3	1	2	0	1	7%	10%	7%
45	1	4	0	0	1	6%	11%	14%

50	1	2	0	3	2	8%	9%	4%
55	0	1	0	2	4	7%	8%	25%
60	0	0	0	0	0	0%	0%	3%
65+	0	0	0	0	1	1%	9%	15%
No limit	0	0	0	0	0	0%	0%	0%
Unknown	1	0	1	0	0	2%	6%	3%
Total	23	31	17	11	19	100.0%	100.0%	100.0%

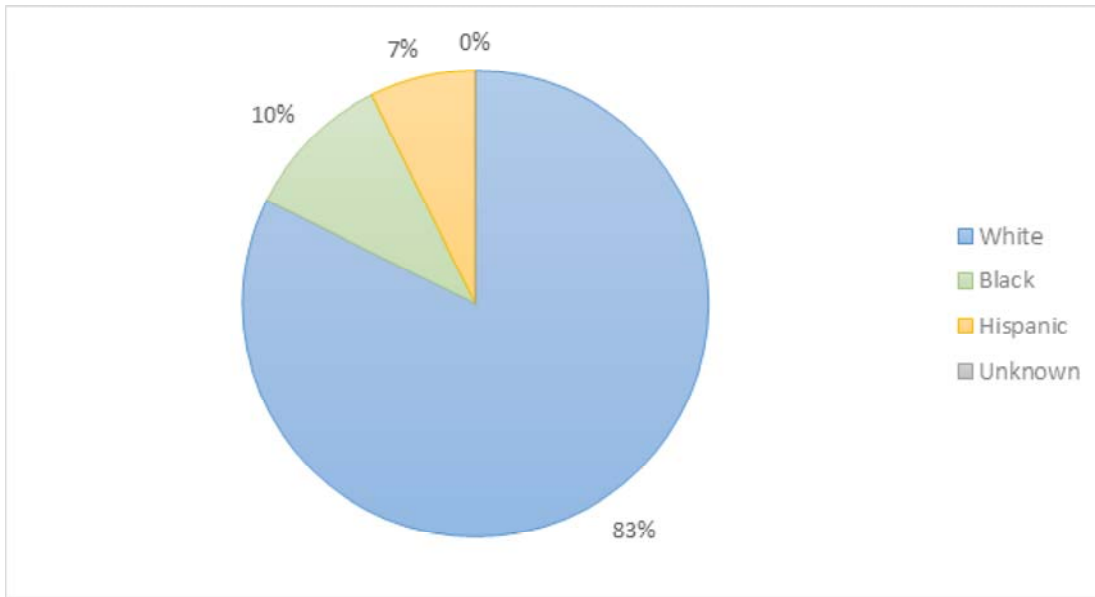
Source: FARS (2017).

Age of Drivers in Fatal Speeding Crashes (2013 to 2017)



Source: RIDOT/OHS, (2018)

Ethnicity of Drivers in Fatal Speeding Crashes (2013 to 2017)



Source: RIDOT/OHS, (2018)

Top Five Cities/Towns by Fatal Speeding Crashes

City/Town	2013	2014	2015	2016	2017	Total
Providence	2	0	4	4	4	14
Warwick	2	1	4	0	2	9
Cranston	1	4	0	1	2	8
Coventry	1	0	0	3	3	7
North Kingstown	0	1	2	1	2	6

Source: RIDOT/OHS (2016)

Strategic Partners

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

Alignment with the SHSP

The 2017-2022 SHSP includes the following strategies to reduce speed-related driving fatalities:

- Leadership
- Establish a Speeding Task Force to engage leadership from various agencies.
- Criminal Justice System
- Enforce speeding laws to act as a deterrent to keep people from engaging in speed and aggressive driving behaviors.
- Provide continuing education efforts for law enforcement.
- Prevention & Treatment
- Support education and outreach to promote safer driving.
- Evaluation
- Improve the quality of speeding data.
- Use data to target speeding initiatives.
- Infrastructure
- Enhance roadway design to promote safe transportation practices among all users.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period (Performance Target)	Target End Year	Target Value (Performance Target)
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	21.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement
2019	Highway Safety Office Program Management
2019	Communication Campaign

5.3.1 Countermeasure Strategy: Sustained Enforcement

Program area	Speed Management
Countermeasure strategy	Sustained Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 show that sustained enforcement of seat belt laws have 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Speeding fatalities spiked in 2017, therefore, stronger and continued enforcement efforts are needed to lower fatality numbers toward prior annual totals or even to zero.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 402 PT 19 02	State Agencies (RISP) Speed Enforcement/Equipment	Sustained Enforcement
NHTSA 402 PT 19 03	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program & ATS	Sustained Enforcement
NHTSA 402 PT 19 04	Municipalities Speed Enforcement/Equipment	Sustained Enforcement
NHTSA 402 PT 19 05	State Agencies (RISP) Crash Reconstruction Equipment	Sustained Enforcement
NHTSA 402 PT 19 06	State Agencies (URI) Speed Enforcement	Sustained Enforcement
NHTSA 402 PT 19 07	RI Police Chiefs Association - Safety Partnership Program	Sustained Enforcement
NHTSA 402 PT 19 09	Municipalities Speed Initiative	Sustained Enforcement

5.3.1.1 Planned Activity: State Agencies (RISP) Speed Enforcement/Equipment

Planned activity name	State Agencies (RISP) Speed Enforcement/Equipment
Planned activity number	NHTSA 402 PT 19 02
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under

§ 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will fund implementation of the "Obey the Sign or Pay the Fine" overtime speed enforcement patrols by the RISP. OHS is expected participation from all barracks. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period, during the first week of August. OHS will fund speed enforcement related equipment for the RISP in support of sustained enforcement efforts.

Enter intended subrecipients.

Rhode Island State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$111,412.00	\$27,853.00	\$44,564.80

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.1.2 Planned Activity: State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program & ATS

Planned activity name	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program & ATS
Planned activity number	NHTSA 402 PT 19 03
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will contract with a qualified consultant to serve as the LEHSTC. The LEHSTC will work as the liaison through the Office of Highway Safety and will promote law enforcement participation in Operation Blue RIPTIDE and other program areas, conduct outreach to police chiefs, and provide traffic safety training. The LEHSTC will also serve as the Program Coordinator for the Standardized Field Sobriety Testing (SFST) Refresher Training courses.

OHS will continue to reinvigorate DRE training and program implementation through the Law Enforcement Highway Safety Training Coordinator. DRE duties will include; maintaining certifications for 72+ DRE's as well as planned training for DRE, SFST, and ARIDE courses, to include instructions on alcohol/drug blocks at the recruit level training at all Rhode Island police academies; Rhode Island Municipal Police Training Academy, Providence Police, and Rhode Island State Police. The grant period; October 1, 2018 through September 30, 2019 will include additional duties as the Rhode Island DRE Coordinator as well Rhode Island's SFST Coordinator, and will account for an additional percentage of the LEHSTC's total time.

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

Enter intended subrecipients.

Rhode Island Municipal Police Academy.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$65,000.00	\$16,250.00	\$26,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.1.3 Planned Activity: Municipalities Speed Enforcement/Equipment

Planned activity name	Municipalities Speed Enforcement/Equipment
Planned activity number	NHTSA 402 PT 19 04
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will fund implementation of the “Obey the Sign or Pay the Fine” overtime speed enforcement patrols by local city/town police departments. OHS is expecting participation from potentially 38 communities. Patrols are conducted 24-hours and there is mandatory participation in one annual enforcement period, during the first week of August. The amounts allocated to each municipality were determined based on problem identification, citation and detail history, ability to deploy details, and overall community targeted safety needs. OHS will fund speed enforcement related equipment for municipal departments in support of sustained enforcement efforts.

Enter intended subrecipients.

All municipal police departments.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$315,000.00	\$78,750.00	\$126,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of **\$5,000** or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.1.4 Planned Activity: State Agencies (RISP) Crash Reconstruction Equipment

Planned activity name	State Agencies (RISP) Crash Reconstruction Equipment
Planned activity number	NHTSA 402 PT 19 05
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Rhode Island State Police from approved vendor.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Sustained Enforcement
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$11,412.00	\$2,853.00	\$4,564.80

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.1.5 Planned Activity: State Agencies (URI) Speed Enforcement

Planned activity name	State Agencies (URI) Speed Enforcement
Planned activity number	NHTSA 402 PT 19 06
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will fund implementation of the "Obey the Sign or Pay the Fine" overtime speed enforcement patrols by the URI Police. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period, during the first week of August.

Enter intended subrecipients.

University of Rhode Island Police.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

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Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$2,000.00	\$500.00	\$800.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.1.6 Planned Activity: RI Police Chiefs Association - Safety Partnership Program

Planned activity name	RI Police Chiefs Association - Safety Partnership Program
Planned activity number	NHTSA 402 PT 19 07
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

There is increasing need for statewide law enforcement executive oversight of Highway Safety funds in order to promote more efficient and effective use of them in every municipality to maintain consistent law enforcement efforts and introduce information and training opportunities targeting highway safety initiatives. Promoting that at the Chiefs' level will elevate it to priority status. RIDOT is dependent upon all police departments in the state to submit specific data in order for RIDOT to give accurate statistical information to NHTSA which in turn justifies the request for future funding within the state. Many times, the data transfers depend on department leadership priorities. The RIPCA will encourage priority of data collection at an Executive Level. The partnership between RIPCA and RIDOT/OHS is currently being handled by individuals at local levels as well as through the Executive Board at RIPCA. RIPCA has recognized that full time chiefs do not have the time

necessary to handle these issues on a statewide basis. RIDOT/OHS will partner with RIPCA on other traffic safety initiatives to include distracted driving and pedestrian safety.

Funding will allow the RIPCA to disseminate information from the Office on Highway Safety to all active law enforcement leadership entities and other state agencies (ie; DEM). The RIPCA will also lead a media effort which includes law enforcement safety information by all municipalities. This project supports a portion of the salary of the RI Police Chiefs' Executive Director's salary. It also affords the membership of the RIPCA an opportunity to create and buy media pieces which highlight municipal law enforcement messages and efforts. Any media 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.

Enter intended subrecipients.

Rhode Island Police Chiefs Association (RIPCA).

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$48,925.00	\$12,231.25	\$19,570.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.1.7 Planned Activity: Municipalities Speed Initiative

Planned activity name	Municipalities Speed Initiative
Planned activity number	NHTSA 402 PT 19 09
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will fund implementation of an innovative Speed Enforcement program utilizing speed crash data. Local city/town departments with problem areas will be invited to participate in the program development from the ground up. This will establish ownership of the program to increase participation and completion. This pilot program will allocate funds to the participating (up to 5) departments for overtime enforcement patrols. Earned media will be expected. Enforcement areas will be evidence based and on the overall community safety needs. OHS is modeling this program against its pedestrian safety enforcement program. The communities chosen to participate (using data) will create their own strategies as a single comprehensive group and adapt this Speed strategy to each individual community. OHS will supplement speed details in these communities.

Enter intended subrecipients.

All municipal police departments.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$100,000.00	\$25,000.00	\$40,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area	Speed Management
Countermeasure strategy	Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 proportion of all fatal crashes in Rhode Island that involve speed, which is higher than New England and the United States for several of the past few years.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 proven initiatives such as sustained enforcement and communication campaigns to help reduce speeds in the State.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is used primarily to fund staff salaries to maintain consistent day-to-day implementation of program area activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 402 PT 19 01	Salaries (Speed)	Highway Safety Office Program Management
NHTSA 402 PT 19 08	Speed Assessment	Highway Safety Office Program Management

5.3.2.1 Planned Activity: Salaries (Speed)

Planned activity name	Salaries (Speed)
Planned activity number	NHTSA 402 PT 19 01
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Fees charged to NHTSA accounts for all Program Coordinators, as well as, interns/co-op students, and any additional staff secured.

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$102,000.00	\$25,500.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.2.2 Planned Activity: Speed Assessment

Planned activity name	Speed Assessment
Planned activity number	NHTSA 402 PT 19 08
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

RIDOT requested NHTSA to conduct a Speed Assessment project. Funding will encompass all expenses and tasks associated with the assessment's scope of work.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$40,000.00	\$10,000.00	\$16,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.3 Countermeasure Strategy: Communication Campaign

Program area	Speed Management
Countermeasure strategy	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Since speeding-related fatalities increased in 2017, there is a greater emphasis on applying communication techniques to promote safer driving which helps to reduce the number of fatalities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 402 PM 19 03	Paid Media (PT)	Communication Campaign
NHTSA 402 PM 19 04	Creative Media (PT)	Communication Campaign
NHTSA 402 PT 19 10	VMS Message Boards	Communication Campaign

5.3.3.1 Planned Activity: Paid Media (PT)

Planned activity name	Paid Media (PT)
Planned activity number	NHTSA 402 PM 19 03
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will develop and implement statewide paid and earned media campaigns for the “Obey the Sign or Pay the Fine” law enforcement mobilizations. The target audience will be 16- to 34-year-old males. Media materials will be produced in both English and Spanish and the venues will be chosen based on market data for each audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.

Enter intended subrecipients.

State-approved media vendor.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$100,000.00	\$25,000.00	\$40,000.00
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Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.3.2 Planned Activity: Creative Media (PT)

Planned activity name	Creative Media (PT)
Planned activity number	NHTSA 402 PM 19 04
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS’ contract with a public relations firm for creative media will include creation and production of ads for the “Obey the Sign or Pay the Fine” campaign. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.

Enter intended subrecipients.

State-approved media vendor.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$150,000.00	\$37,500.00	\$60,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4 Program Area: Motorcycle Safety

Program area type Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Problem Identification and Analysis

From 2013 through 2017, motorcyclist fatalities in Rhode Island fluctuated between a low of 4 in 2016 to a high of 11 in 2013 and 2017. This preliminary data for 2017 brings the five-year average from 2013 to 2017 up to nine. This is similar to prior years, with 2016 as a year with an anomalous drop.

Unhelmeted motorcycle fatalities have also been on a general downward trend over the most recent five years (2013-2017) with preliminary data for 2017 showing that unhelmeted motorcycle fatalities rising by one to five fatalities. After achieving a low of two in 2008, there are still opportunities for improvement. Over the period 2013-2017 50 percent of the motorcycle drivers involved in a fatal crash had a BAC of .08 or greater. **Figure 4.13** shows that motorcycle fatal crashes in Rhode Island exceeded that of New England and the nation in 2011, 2013, 2014, and 2015. 2016 data indicates that all motorcycles involved in a fatal crash were not wearing a helmet. 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 the majority of impaired drivers in fatal crashes are white (76%). About one-quarter (27%) of drivers are between the ages of 25 to 34 and another 20 percent are between the ages of 21 to 24. In 2015, alcohol played a factor in about half of the crashes resulting in a fatality. From 2013 to 2017, June and July had the most fatal crashes; 64 percent of crashes occurred between Thursday and Saturdays; and half of crashes occurred between 8:00 PM and 2:00 AM. The Cities of Providence, Warwick, and Cranston have the highest numbers of motorcycle fatalities in the most recent five-year period (2011-2015) with 11, 6, and 6 respectively.

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.

The key recommendations from that assessment are as follows:

Program Management

- Implement a Strategic Plan for Motorcycle Safety with priorities that are based on data, best practices, and proven strategies. Ensure all motorcycle programs and projects align with this plan.
- Develop a formal, ongoing process to define the elements to be measured for each activity, e.g., value, effectiveness, impact, and outcomes.
- Develop a motorcycle safety subcommittee within the Traffic Safety Coalition, comprised of stakeholders from both government and non-government entities (e.g., representatives from motorcycle dealers, the rider education program, emergency medical services, highway engineering, law enforcement, rider groups, independent riders, and researchers).
- Identify motorcycle safety as an independent emphasis area in the SHSP.
- Use motorcycle injury collision data in order to better understand collision causation and pinpoint potential 'hot spots' for motorcycle crashes.

Motorcycle Personal Protective Equipment

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

Motorcycle Operator Licensing

- Ensure all required licensing tests are being completed in compliance with §31-10.1-1.2.

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

Motorcycle Rider Education and Training

- Amend §31-10.1-1.2 to delete all references to Motorcycle Safety Foundation. Replace it with language that gives the Board of Governors for Higher Education authority and responsibility to develop or approve curriculums, certify instructors, and define student completion requirements.
- Develop a policy and procedures manual for the Rhode Island Rider Education Program that includes such topics as general administration, instructors, curriculum, quality assurance, criteria for accepting out-of-state course completion cards, etc.
- Evaluate the effectiveness of the current rider training curriculum to determine if it meets the needs of students and addresses the safety issues identified through an analysis of Rhode Island crash, injury, and fatality data.

Motorcycle Operation under the Influence of Alcohol or Other Drugs

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

Law Enforcement

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

Highway Engineering

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

Motorcycle Rider Conspicuity and Motorist Awareness Programs

- Develop Rhode Island-specific materials addressing motorcyclist conspicuity, such as wearing retro-reflective gear, the importance of lane positioning and following distance in order to see and be seen, as well as

strategies to prevent involvement in left-turn collisions with other vehicles. Partner with dealerships, rider groups, and other partners to distribute the materials.

- Declare a Motorcycle Safety Awareness Month and develop opportunities to include motorist awareness and rider conspicuity messages in earned media during the month.

Communications Program

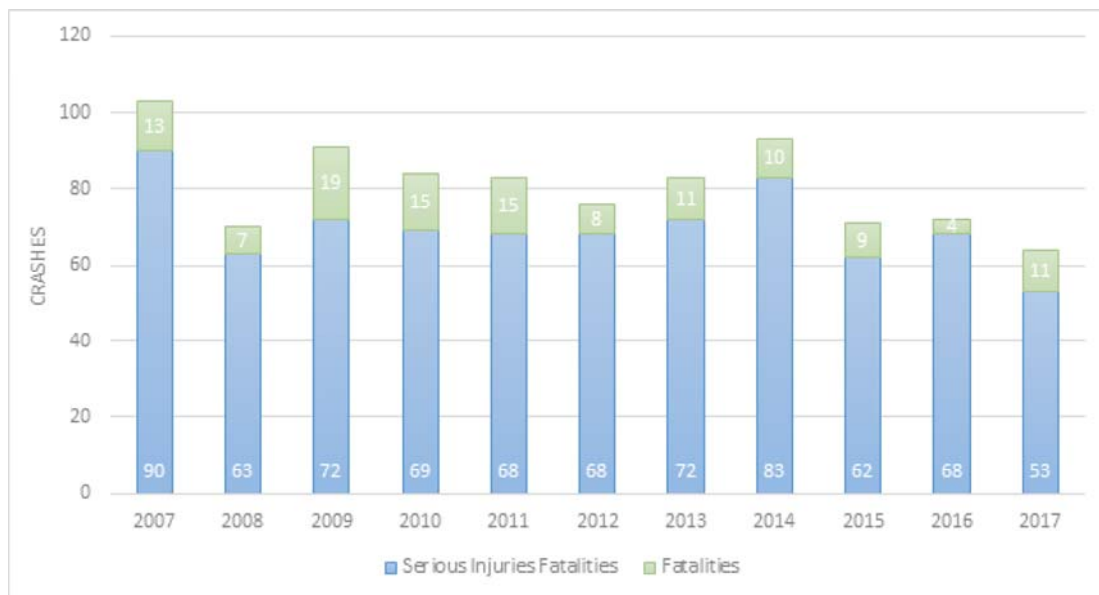
- Develop or adapt Rhode Island-specific motorcycle safety materials addressing helmet and personal protective equipment use, impaired riding, licensing, and rider training. Research the most appropriate methods of reaching the target audience with these materials (e.g., Division of Motor Vehicles, rider training sites, dealerships, direct mail, rider groups).
- Ensure that the comprehensive outreach plan includes a research component to ensure that appropriate themes and messages are developed.
- Allocate more funds to targeted digital campaign buys, rather than television or radio, to reach the audience. Establish a contract with a creative agency to develop banner ads for these campaigns. Provide them to partnership groups for placement on their websites.
- Pursue a standalone website or unique URL (e.g., RIMotorcycleSafety.org) and a website or webpage that includes motorcycle safety program information (licensing and rider training requirements, crash data, rider resources, and safety messages). The site/page should be easily updated by OHS program staff. If this is not feasible with current restrictions, utilize the networks of program partners or the Traffic Safety Coalition.

Program Evaluation and Data

- Create a central data repository, or a process to link or integrate data systems, that is managed by an agency or contractor that can access all the data files, develop queries, produce standardized and ad hoc reports, and support the formal evaluation of Rhode Island’s motorcycle safety efforts.

Create a working group within the Traffic Safety Coalition to develop and formalize a process to evaluate and measure the value, effectiveness, impact, and outcomes of Rhode Island’s motorcycle safety efforts.

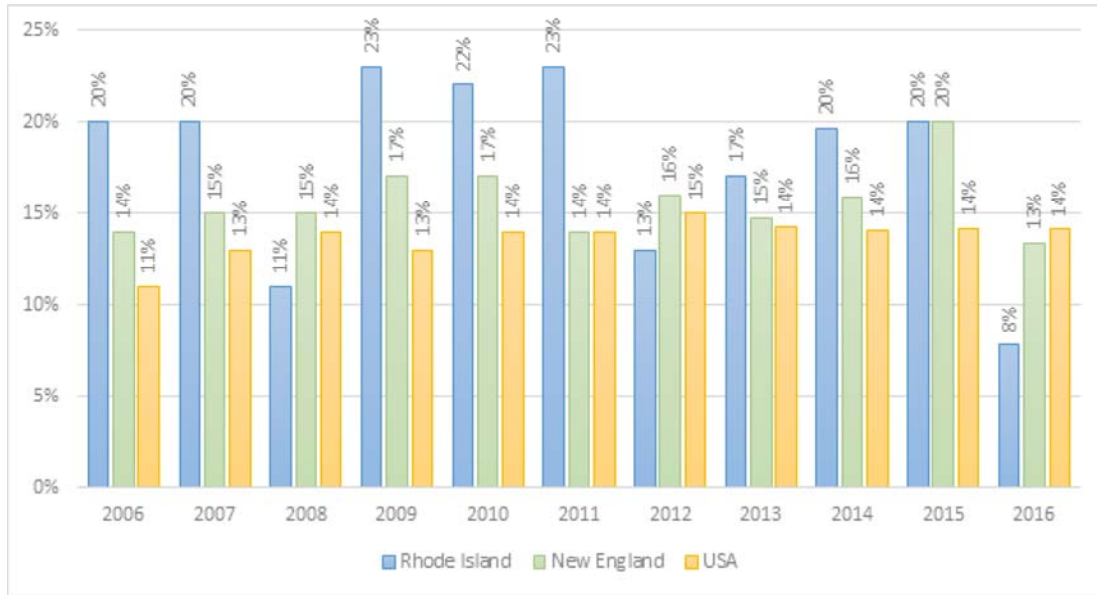
Motorcyclist Fatalities and Serious Injuries



Source: RIDOT/OHS, (2018)

Note: 2017 data is preliminary.

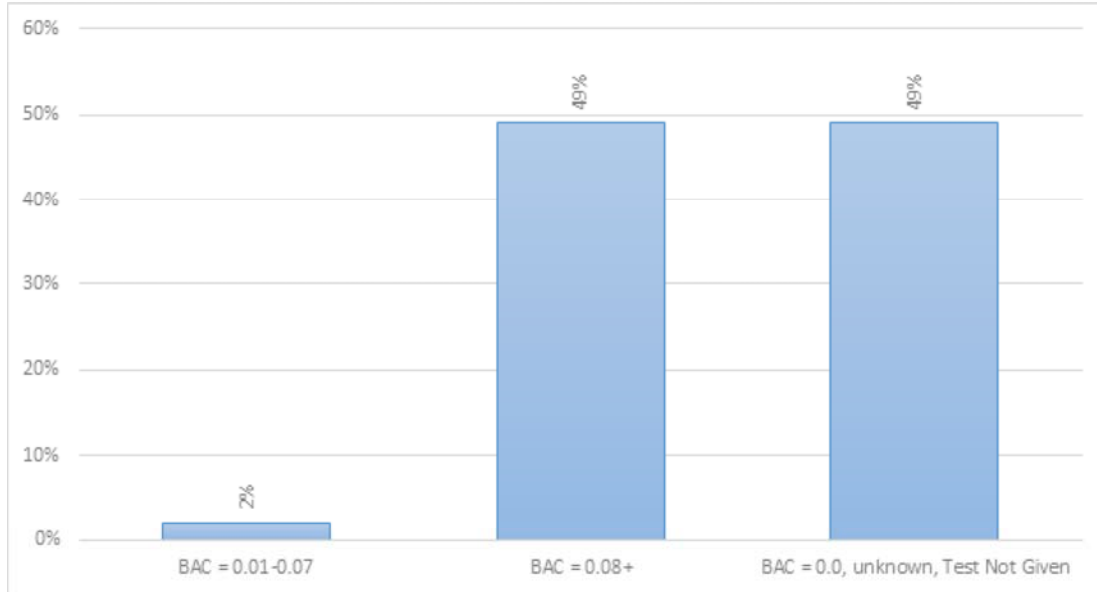
Motorcyclist Fatalities as Percent of Total Fatalities (Rhode Island, New England, and U.S.)



Source:

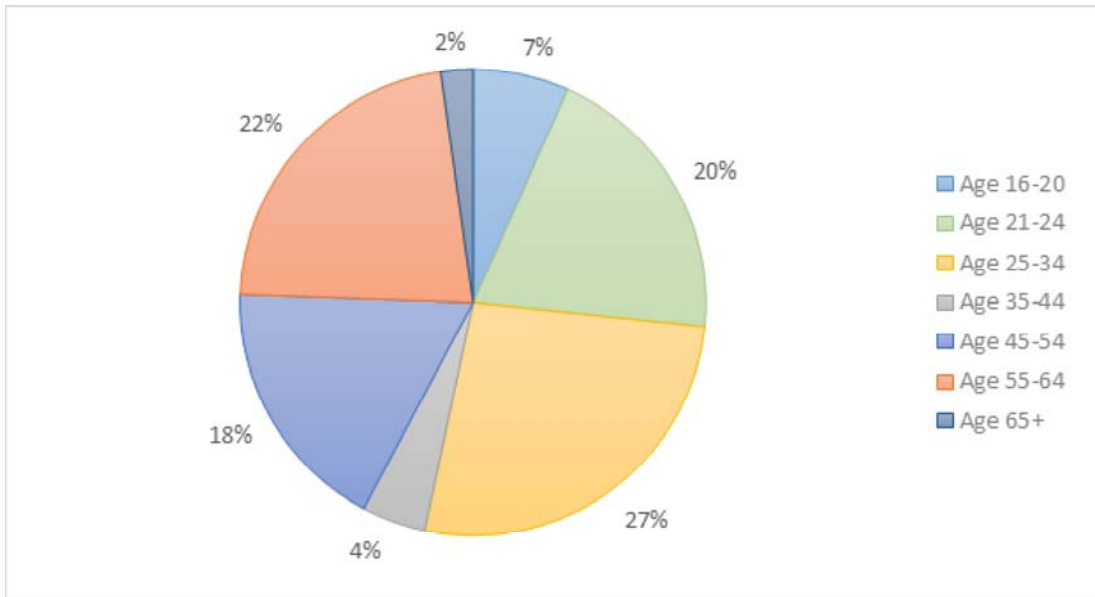
FARS (2018)

BAC Involved in Motorcycle Fatalities (2013 to 2017)



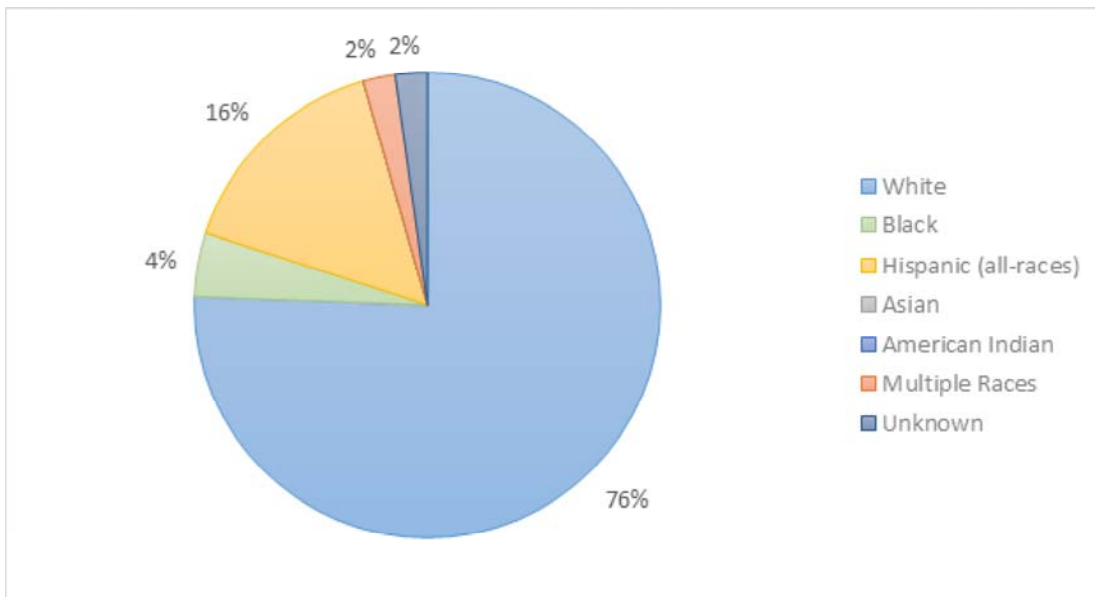
Source: RIDOT/OHS, 2018

Motorcycle Fatalities by Age (2013 to 2017)



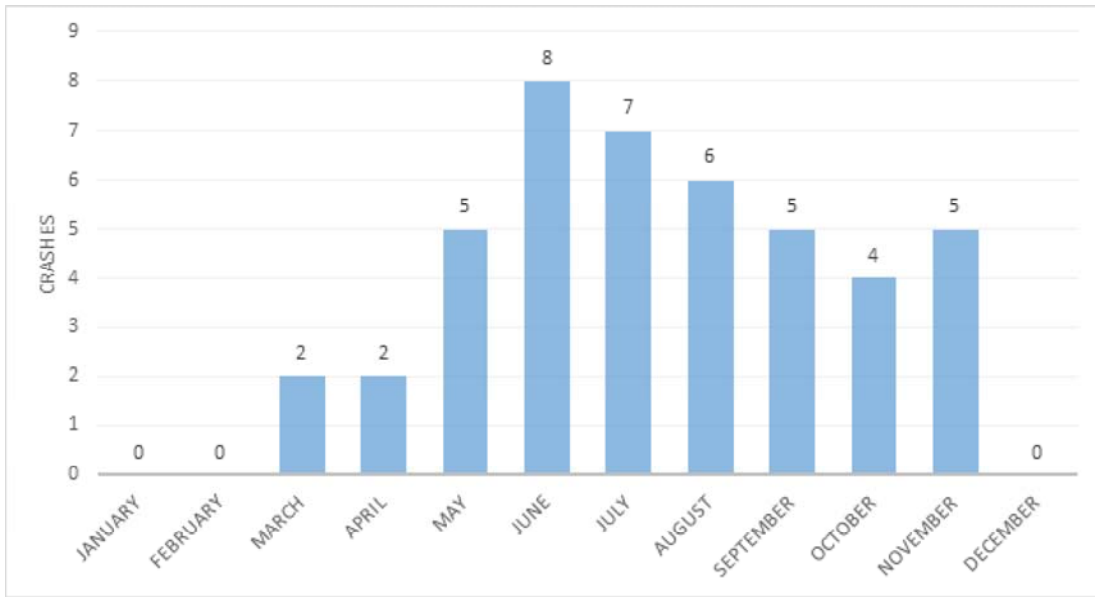
Source: RIDOT/OHS (2018).

Motorcycle Fatalities by Race (2013 to 2017)



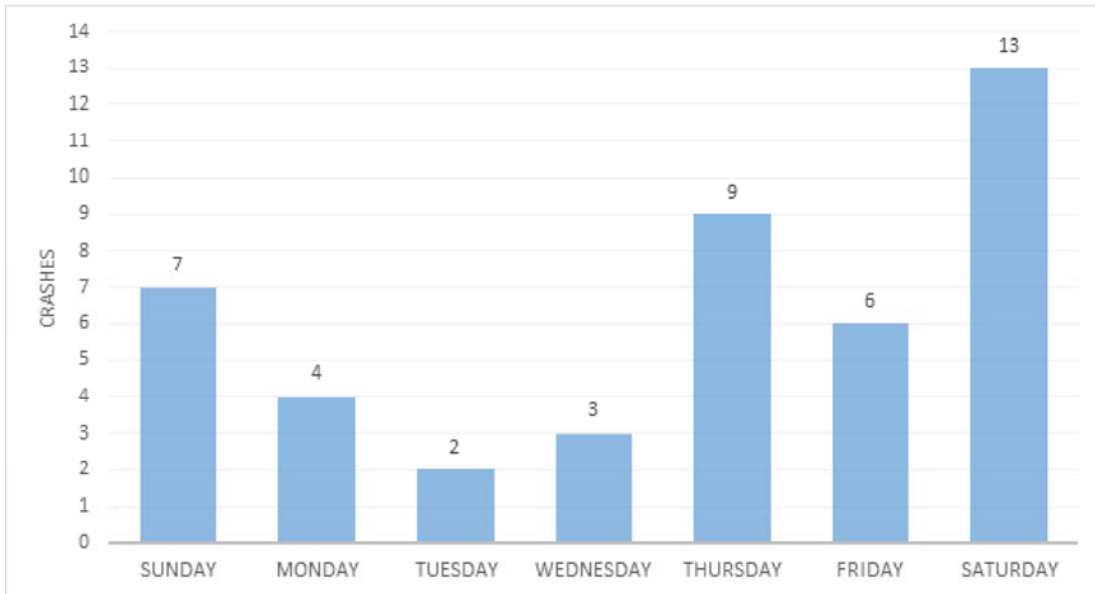
RIDOT/OHS (2018).

Fatal Motorcycle Crashes by Month (2013 to 2017)



Source: RIDOT/OHS (2018)

Fatal Motorcycle Crashes by Day of Week (2013 to 2017)



Source: RIDOT/OHS (2018)

Top Three Cities/Towns by Fatal Motorcycle Crashes

City/Town	2011	2012	2013	2014	2015	2016	Total
Providence	4	2	2	1	1	1	11
Warwick	1	0	2	1	2	0	6

Cranston	0	1	1	4	0	0	6
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Source: RIDOT/OHS, (2017)

Motorcycle Models Data Source (OSCAR)

Vehicle Model	Fatal Crashes
Ducati	1
Harley Davidson	14
Honda	8
Kawasaki	7
Suzuki	8
Triumph	1
Victory	0
Yamaha	4
Other	2
Grand Total	45

Source: OSCAR (2018)

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period (Performance Target)	Target End Year	Target Value (Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	9.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	4.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Rider Training
2019	Highway Safety Office Program Management
2019	Communication Campaign

5.4.1 Countermeasure Strategy: Motorcycle Rider Training

Program area	Motorcycle Safety
Countermeasure strategy	Motorcycle Rider Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Without a mandatory helmet law, the training of motorcyclists is a method to encourage riders to navigate the roads safely and with a helmet. 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 to encourage riders to assess their own risks and limitations.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

There is a small number of motorcyclist fatalities, however, with continued training efforts, there is a chance to reach a long-term target of zero. 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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA M9 MA 19 01 (405F)	State Agency CCRI Rider Program	Motorcycle Rider Training

5.4.1.1 Planned Activity: State Agency CCRI Rider Program

Planned activity name	State Agency CCRI Rider Program
Planned activity number	NHTSA M9 MA 19 01 (405F)
Primary countermeasure strategy	Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The State of Rhode Island, Rider Education Program currently uses the Motorcycle Safety Foundation’s 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 Rider Coach 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.

Enter intended subrecipients.

CCRI Motorcycle Program.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Rider Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$22,500.00	\$5,625.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area	Motorcycle Safety
Countermeasure strategy	Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d),

demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 motorcyclist safety issues that result from the lack of a universal helmet law. Rhode Island fatal motorcycle crashes as a percent of all crashes exceed that of New England and the nation.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 training and communication programs to promote safer rider habits.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is used primarily to fund staff salaries to maintain consistent day-to-day implementation of program area activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 402 MC 19 01	Salaries (Motorcycle)	Highway Safety Office Program Management
NHTSA M9 X 19 00 (405F)	Audit Fees	Highway Safety Office Program Management

5.4.2.1 Planned Activity: Salaries (Motorcycle)

Planned activity name	Salaries (Motorcycle)
Planned activity number	NHTSA 402 MC 19 01
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Fees charged to NHTSA accounts for all Program Coordinators, as well as, interns/co-op students, and any additional staff secured.

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Highway Safety Office Program Management
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Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Motorcycle Safety (FAST)	\$51,000.00	\$12,750.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.2.2 Planned Activity: Audit Fees

Planned activity name	Audit Fees
Planned activity number	NHTSA M9 X 19 00 (405F)
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs	405f Motorcycle Programs (FAST)	\$500.00	\$125.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.3 Countermeasure Strategy: Communication Campaign

Program area	Motorcycle Safety
Countermeasure strategy	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Without a mandatory helmet law, Rhode Island safety practitioners need to use other methods, such as communication, to promote rider safety and general awareness of motorcyclists.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Motorcycle fatalities have slowly declined over the years, however, there is still room for improvement. Improved communication efforts can help build awareness of these users of the transportation system and drive their fatalities to zero.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Countermeasures That Work, Chapter 5, Section 4 describes communication and outreach strategies to reach out to both motorcyclists and non-motorcyclists. These strategies are customized for Rhode Island's motorcycle programs to bring awareness of motorcycle issues to the public.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 402 PM 19 06	Creative Media (MC) Awareness Personal Protective Gear	Communication Campaign
NHTSA 402 PM 19 05	Paid Media (MC) Awareness Campaign (May)	Communication Campaign
NHTSA 402 MC 19 02	Motorcycle Public Education Awareness and Outreach Campaign	Communication Campaign

5.4.3.1 Planned Activity: Creative Media (MC) Awareness Personal Protective Gear

Planned activity name	Creative Media (MC) Awareness Personal Protective Gear
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Planned activity number

NHTSA 402 PM 19 06

Primary countermeasure strategy

Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the

assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will develop creative media in the three major areas, impaired driving, protective gear, and speeding, to address and appeal to motorcycle riders in specific age groups and demographics based on 20010 to 2015 data trends that we have found. As supported by data, the target audience for motorcycle media is older than for most of other media programs and includes males 35 to 54 years of age. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements developed under this plan include closed captioning. In addition this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.

Enter intended subrecipients.

State-approved media vendor.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$50,000.00	\$12,500.00	\$20,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.3.2 Planned Activity: Paid Media (MC) Awareness Campaign (May)

Planned activity name	Paid Media (MC) Awareness Campaign (May)
Planned activity number	NHTSA 402 PM 19 05
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will enter into a contract with a public relations firm for creative media to create and produce ads for each of the major campaigns. When OHS implements a media plan we receive reach and frequency numbers and impressions listed to answer the “penetration of the target audience”. There is a need to create more localized messages that highlight local stories, local issues, local strengths and local partners. OHS will also increase our Social media presence. We also use our DMV survey data and we rely on Providence media expertise to purchase media buys and creative. The date of the campaign is May 2019 and will target all drivers with the message of "Motorcycle Safety is a Two-Way Street."

Enter intended subrecipients.

State-approved media vendor.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$65,000.00	\$26,000.00	\$16,250.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.3.3 Planned Activity: Motorcycle Public Education Awareness and Outreach Campaign

Planned activity name	Motorcycle Public Education Awareness and Outreach Campaign
Planned activity number	NHTSA 402 MC 19 02
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will develop comprehensive motorcycle educational materials based on Rhode Island data on impaired riding, personal protective gear, and the importance of rider training. This expenditure will allow OHS to fill the gap that currently exists in motorcycle education and outreach. The only phase in a rider's life where we consistently reach them is during their Basic Rider Training Class at CCRI. Upon completion of this class, no mechanism exists that targets and exposes riders to educational materials and messaging. The development of these targeted materials and messages will enable us to engage this population. Among the materials are the NHTSA handbook on motorcycle impairment and additional brochures and wallet cards with mirrored messaging.

In 2016 just over 44% of fatal and serious motorcycle crashes involved males ages 20-39 and 31% aged 40-59, 10% were over 60. We will promote the advanced rider program which is offered free of charge through the CCRI program. We also know 50% of the motorcycle fatalities involved impaired riding. We will be using this information to develop these materials that will appeal to these demographics.

Enter intended subrecipients.

State-approved vendor.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Motorcycle Safety (FAST)	\$30,000.00	\$7,500.00	\$12,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5 Program Area: Young Drivers

Program area type Young Drivers

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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 2017 annual crashes. This is due to a jump from six crashes in 2015 to nine crashes in 2016 and 13 in 2017.

The top communities for young driver fatalities from 2013 to 2017 are Providence, Cranston, Johnston, Pawtucket, 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. 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.

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

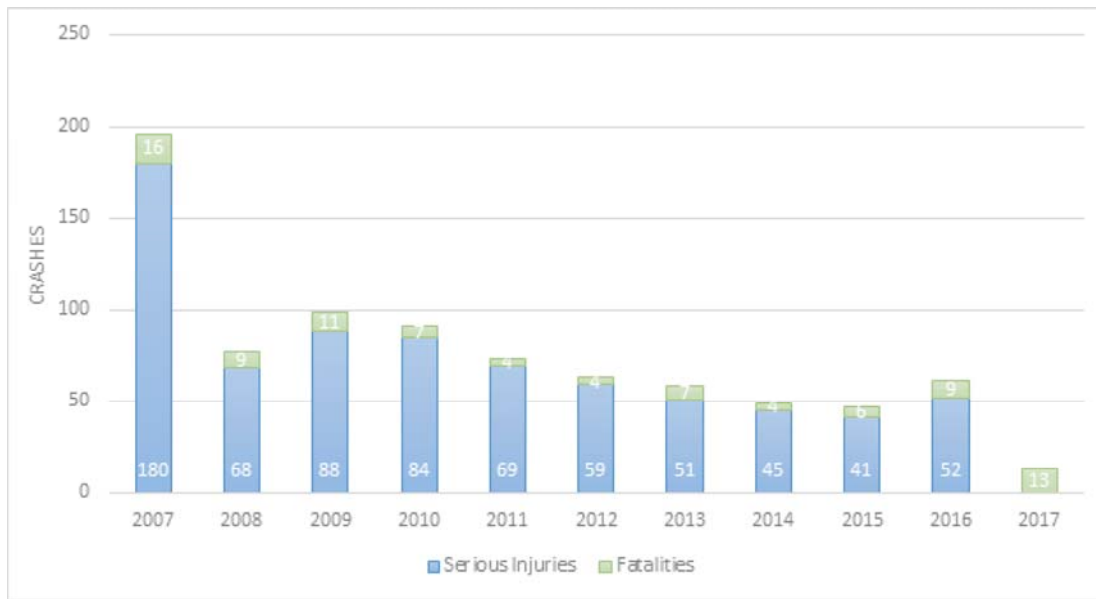
The new "hands-free" law took effect on June 1, 2018 will assist police to enforce the cell phone laws for young drivers.

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

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

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)

Total Young Driver Involved in Fatality and Serious Injury Crashes



Source: RIDOT/OHS, (2018), 2017 injury data unavailable as of this report

Table 4.12 Top Four Cities/Towns by Fatal Younger Driver Crashes

City/Town	2013	2014	2015	2016	2017	Total
Cranston	0	2	0	0	1	3
Providence	0	0	2	2	2	6
Cranston	0	2	0	0	1	3
Pawtucket	1	0	1	0	1	3
Warwick	1	0	0	1	1	3

Source: RIDOT/OHS, (2018)

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which

States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period (Performance Target)	Target End Year	Target Value (Performance Target)
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	7.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	School Programs
2019	Highway Safety Office Program Management
2019	Communication Campaign

5.5.1 Countermeasure Strategy: School Programs

Program area	Young Drivers
Countermeasure strategy	School Programs

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child

passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Youth programs in Rhode Island have had success, including the ThinkFast program showing students' improved knowledge of traffic safety upon completion. The deployment of a 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

With a slight increase in young driver fatalities, the deployment of programs for these audiences is important to stem the rising number.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 402 SA 19 04	ThinkFast Interactive High School Education Program	School Programs
NHTSA 402 SA 19 05	Comprehensive Youth Educational Traffic Safety Model	School Programs
NHTSA 402 SA 19 06	Student/Intern Safety Education	School Programs

5.5.1.1 Planned Activity: ThinkFast Interactive High School Education Program

Planned activity name	ThinkFast Interactive High School Education Program
Planned activity number	NHTSA 402 SA 19 04
Primary countermeasure strategy	School Programs

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Up to 50 high schools and middle schools will be offered the opportunity to experience the ThinkFast Interactive program during the 2018 school calendar. This game show style program blends critical highway safety messaging with engaging pop culture references to command the attention of a school assembly. Programming will be strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.). Participants accept the responsibility to complete pre-and post online, knowledge-based evaluation surveys.

Enter intended subrecipients.

TjohneE Productions.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	School Programs

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Safe Communities (FAST)	\$50,000.00	\$12,500.00	\$20,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.1.2 Planned Activity: Comprehensive Youth Educational Traffic Safety Model

Planned activity name	Comprehensive Youth Educational Traffic Safety Model
Planned activity number	NHTSA 402 SA 19 05
Primary countermeasure strategy	School Programs

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

RI's OHS aims to engage two key demographics in the community through this innovative young driver program. This comprehensive educational program will offer students in grades 9-12 the opportunity to experience a three and one-half-day leadership training seminar followed by a school year implementing action plans developed at the seminar all which will target safety issue areas. The seminar will highlight prevention, education, community and school alcohol prevention strategies, team building, traffic safety education, and substance-free alternative activities. Students will be evaluated with a pre- post survey as well as a tracking and monitoring of the plans that implement in their communities. This will be a youth initiative modeled after OJJDP's TeamSpirit program. It will consist of programming directly related to all traffic safety initiatives and targeted issue areas.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	School Programs

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Safe Communities (FAST)	\$200,000.00	\$50,000.00	\$80,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.1.3 Planned Activity: Student/Intern Safety Education

Planned activity name	Student/Intern Safety Education
Planned activity number	NHTSA 402 SA 19 06
Primary countermeasure strategy	School Programs

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will create appropriate educational and resource material and develop new dissemination points across Rhode Island. This material will include city/town and state programs for all age levels addressing, among other issues, CPS and CIOT. We've begun developing *localized* brochures and booklets addressing our safety issue areas. The funds are meant to create, produce, and print several of them. These materials will replace the multiple promotional items previously purchased. Our 2016 Impaired Driving and Occupant Protection assessments suggested developing educational and informational materials to support all our programs.

Enter intended subrecipients.

Rhode Island State Police.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	School Programs

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Safe Communities (FAST)	\$60,000.00	\$15,000.00	\$24,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of **\$5,000** or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area	Young Drivers
Countermeasure strategy	Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned

activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4)
[Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B)
[Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is used primarily to fund staff salaries to maintain consistent day-to-day implementation of program area activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 402 DE 19 01	Driver's Education Assessment	Highway Safety Office Program Management
NHTSA 402 SA 19 01	Salaries (Young Drivers)	Highway Safety Office Program Management
NHTSA 402 SA 19 09	State Agencies (HEALTH) YRBS Survey	Highway Safety Office Program Management

5.5.2.1 Planned Activity: Driver's Education Assessment

Planned activity name	Driver's Education Assessment
Planned activity number	NHTSA 402 DE 19 01
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

RIDOT requested NHTSA to conduct a Driver’s Education Assessment project. Funding will encompass all expenses and tasks associated with the assessment’s scope of work. NHTSA's Assessment Program provides technical assistance to State Highway Safety Offices. A team of outside experts conducts a comprehensive assessment of the highway safety program using an organized, objective approach and well-defined procedures. Although a comparison is made to existing standards, RI may also request technical assistance that addresses unique concerns, as well as specialized expertise on the team. Not only does the assessment provide useful recommendations, the dialogue and report are also educational for the State and its highway safety customers.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	\$40,000.00	\$10,000.00	\$16,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.2.2 Planned Activity: Salaries (Young Drivers)

Planned activity name	Salaries (Young Drivers)
Planned activity number	NHTSA 402 SA 19 01
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Fees charged to NHTSA accounts for all Program Coordinators, as well as, interns/co-op students, and any additional staff secured.

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Safe Communities (FAST)	\$102,000.00	\$25,500.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.2.3 Planned Activity: State Agencies (HEALTH) YRBS Survey

Planned activity name	State Agencies (HEALTH) YRBS Survey
Planned activity number	NHTSA 402 SA 19 09
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will support the R.I. Department of Health's "Youth Risk Behavioral Survey" and will utilize the data provided to better plan youth target groups.

RI's Department of Transportation (DOT) understands risk-taking behaviors of high school students with regard to occupant protection, alcohol and impaired driving, and distracted driving behaviors.

Similar to NHSTAs 5 to Drive focus YRBS results can provide timely data on RI teens who are engaging in safe driving behaviors. The core emphasis area is young drivers however occupant protection, alcohol impaired driving, and distracted driving are also included. As driving practices among adolescents continue to evolve, relevant risk behavior data can assist RIDOT, policy makers and public health practitioners in considering potential ways to improve safety for young drivers.

There are a number of target audiences that would benefit from RI YRBS data on transportation risk behaviors. The audience include parents, school officials, pediatricians, legislators and teens.

The Center for Disease Control and Prevention (CDC) will draw random samples of 25 middle schools and 25 high schools statewide in which to conduct the YRBS. Working with the RI YRBS Coordinator, the survey vendor, Market Decisions will implement the following aspects of overall survey coordination (including all copying and mailing costs): contacting districts and schools to notify them of the survey and to solicit approval, scheduling schools for surveying, developing class lists and generating classroom samples, disseminating permission slips to parents, tracking the inventory of survey materials and other supplies, preparing and bundling classroom survey materials, conducting surveys in classrooms with trained personnel, paying \$500 stipends to participating schools, reviewing survey forms and correcting errors, submitting forms to CDC for final processing before July 30, 2019.

RIDOH is requesting funding to add 2-3 questions on the 2019 RI High school YRBS (this depends on the number of transportation risk questions that are included on the national YRBS standard survey). The questions will be selected from the Centers for Disease Control's YRBS approved optional question listing. In 2017, 9 questions related to Transportation Safety were available from the optional list. The questions selected will be mutually agreed upon between RIDOH YRBS Coordinator and the RIDOT Chief of Highway Safety.

Enter intended subrecipients.

Rhode Island Department of Health.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Safe Communities (FAST)	\$6,000.00	\$1,500.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.3 Countermeasure Strategy: Communication Campaign

Program area	Young Drivers
Countermeasure strategy	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Youth programs in Rhode Island have had success, including the ThinkFast program showing students' improved knowledge of traffic safety upon completion. The deployment of a communication programs, particularly in school environments, can help to build awareness with proven results.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

With a slight increase in young driver fatalities, the deployment of programs for these audiences is important to stem the rising number.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

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Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 402 SA 19 02	Cranston Child Opportunity Zone (COZ) Passport to Safety	Communication Campaign
NHTSA 402 SA 19 03	Young Voices Keeping Young Drivers Safe	Communication Campaign
NHTSA 402 SA 19 07	RI Interscholastic League - Traffic Safety Is A Team Sport	Communication Campaign
NHTSA 402 SA 19 08	AAA Northeast - Young Driver Summit	Communication Campaign
NHTSA 402 SA 19 10	JSI Research & Training Institute	Communication Campaign

5.5.3.1 Planned Activity: Cranston Child Opportunity Zone (COZ) Passport to Safety

Planned activity name	Cranston Child Opportunity Zone (COZ) Passport to Safety
Planned activity number	NHTSA 402 SA 19 02
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The COZ project will foster cooperation between Cranston families and community education, social service, health-care, and public safety organizations; conduct CPS clinics and individual seat checks; fit and distribute bicycle helmets; and provide education/outreach on child restraint use, bicycle, and pedestrian safety, and teach the dangers of distracted driving to young drivers. The Cranston COZ reaches 3,000 students (many are young drivers) and their families a minimum of 12 times annually in person.

Enter intended subrecipients.

Cranston Family Center/COZ

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Safe Communities (FAST)	\$12,294.00	\$3,073.50	\$4,917.60

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.3.2 Planned Activity: Young Voices Keeping Young Drivers Safe

Planned activity name	Young Voices Keeping Young Drivers Safe
Planned activity number	NHTSA 402 SA 19 03
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned

activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Young Voices led by program facilitator Karen Feldman, have created comprehensive safety-driven distracted driving curriculum. It will be offered to 2,000 young drivers in order to reduce their texting while driving behavior. Monthly trainings will take place from October 2018 through September 2019. Through the training youth gain skills in creating communications and networking abilities that serve to support their safe behavior and begin a peer to peer change model. A pre- and post-test will be administered and returned data will be analyzed in order to promote ongoing strategies that support decreased distracted driving behavior by youth. Outreach efforts will include college campuses such as CCRI, URI, RIC, and Bryant University. Local high schools will also be included in the outreach efforts. They will also create a new pedestrian media campaign.

Enter intended subrecipients.

Young Voices.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Safe Communities (FAST)	\$25,000.00	\$6,250.00	\$10,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.3.3 Planned Activity: RI Interscholastic League - Traffic Safety Is A Team Sport

Planned activity name	RI Interscholastic League - Traffic Safety Is A Team Sport
Planned activity number	NHTSA 402 SA 19 07
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Strategic partnership with RIIL to create a sports marketing campaign incorporating messaging on occupant protection, impaired driving, speed, aggressive driving, and distracted driving. Provides access to key target markets (M 30-50; drivers 16-24) with statewide reach and impact. Public Information and Education and outreach will influence student-athletes, coaches, administrators and community fans. Minimum of 150,000+ of the populations. Google Analytics and custom website banner ad manager will be used to measure web impressions.

Enter intended subrecipients.

Rhode Island Interscholastic League (RIIL).

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Safe Communities (FAST)	\$50,000.00	\$12,500.00	\$20,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.3.4 Planned Activity: AAA Northeast - Young Driver Summit

Planned activity name	AAA Northeast - Young Driver Summit
Planned activity number	NHTSA 402 SA 19 08
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

AAA in partnership with RI Family Court and RI Legal/Education Partnership (RILEP) will conduct an outreach program to local high schools to conduct a mock trial program targeting speed and impaired/distracted driving for the 2018/2019 school year. Utilizing

local crash reports, media and /or court records the partnership will create a mock trial script to present to the students. The students will be educated on all aspects of the incident to include professional roles, technical information, forensic evidence, and judicial processes. The program will culminate with the final held at the RI Supreme Court, heard by a Supreme Court Judge, in the Spring of 2019. AAA will create surveys to measure the knowledge of the students related to GDL, Impaired, Distracted and Speeding laws that will be presented at a teen driving summit in October. The will also survey them after the presentations to gage retention of the information. Subsequent behavioral surveys about driving will be administered on-line 3-6 months after the summit. A micro-website will be established to feature results and provided educational information. Funding will be for the procurement of venue and food/beverage (working lunch) for an estimated 100 attendees of the Summit.

Enter intended subrecipients.

AAA.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Safe Communities (FAST)	\$10,000.00	\$2,500.00	\$4,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.3.5 Planned Activity: JSI Research & Training Institute

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Planned activity name	JSI Research & Training Institute
Planned activity number	NHTSA 402 SA 19 10
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Safe Communities (FAST)	\$8,175.00	\$2,045.00	\$3,270.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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 (2013-2017) pedestrian fatalities averaged 14 per year. This is a slight rise due to the 50 percent increase in fatalities in 2017 compared to 2016. Bicyclist fatalities have generally been low over the last five years with no fatalities in 2014 and 2015, while in each of 2016 and 2017, there were two fatalities per year.

A total of 139 pedestrians were killed in motor vehicle crashes in Rhode Island from 2007 through 2017 and total fatalities involving pedestrians have fluctuated from as few as five to as many as 21 in 2017. Over this period bicycle fatalities have totaled 13 with between zero and three occurring in a given year. Rhode Island has exceeded the national percentage for pedestrian fatalities during all but one of the last ten years. The proportion of pedestrian fatalities rose in 2017 in conjunction with rise in overall fatalities did not. 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.

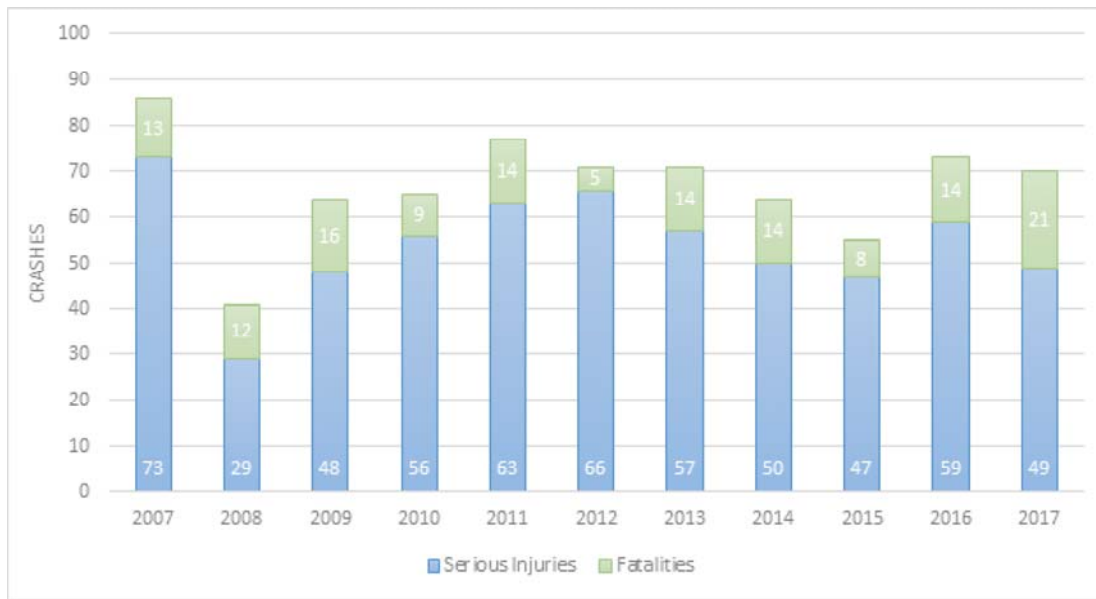
By age, the majority of pedestrian fatalities are 65 and over (38%) or between the ages of 45 to 54 (20%). By race, the majority of pedestrian fatalities are white (72%) and 21 percent are identified as black or Hispanic.

The top communities for pedestrian fatalities from 2013 to 2017 are Providence, Cranston, and Warwick.

By age, bicycle fatalities are impacting users across age groups, primarily 16-20 year old, 35-44 year olds, and users age 65 and older. South Kingstown and East Providence experienced two bicycle fatalities between 2013 and 2017, while three other communities experienced one.

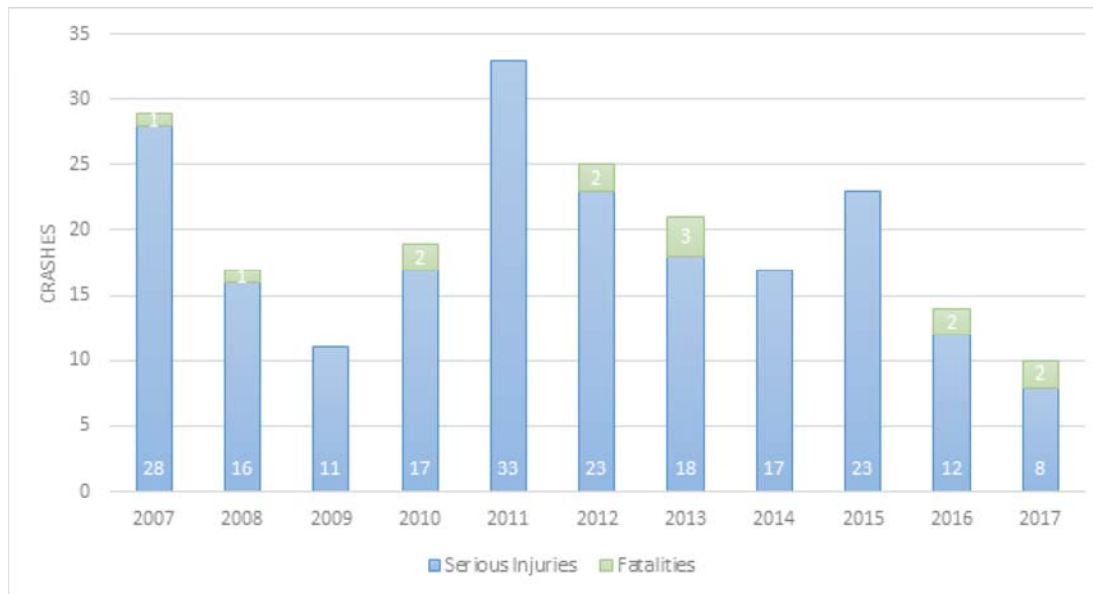
All of this information will be used to develop appropriate educational and marketing materials and target enforcement activities to reduce pedestrian and bicycle fatalities and serious injuries.

Total Fatalities and Serious Injuries Involving Pedestrians



Source: RIDOT/OHS (2018).

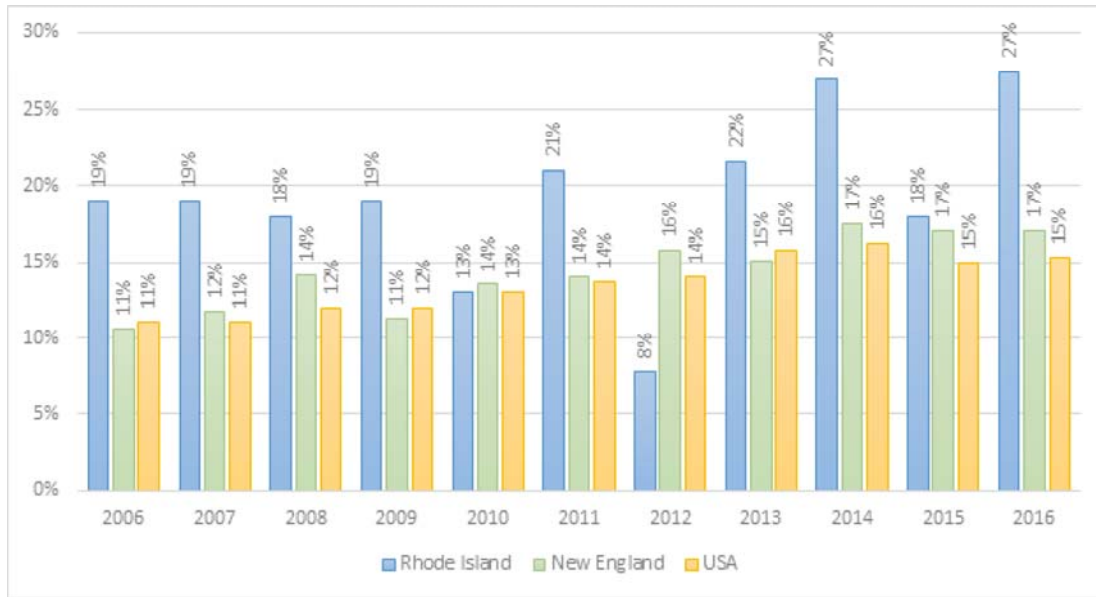
Total Bicyclist Fatalities and Serious Injuries



Source: RIDOT/OHS (2018).

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

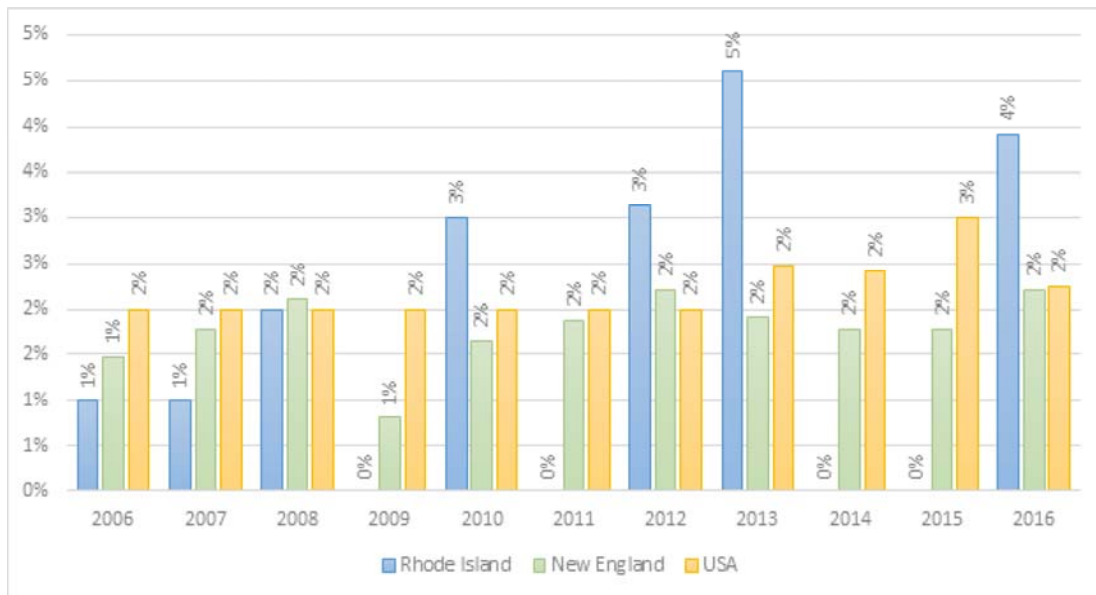
Pedestrian Fatalities as a Percent of Total Fatalities



Source:

RIDOT/OHS (2018).

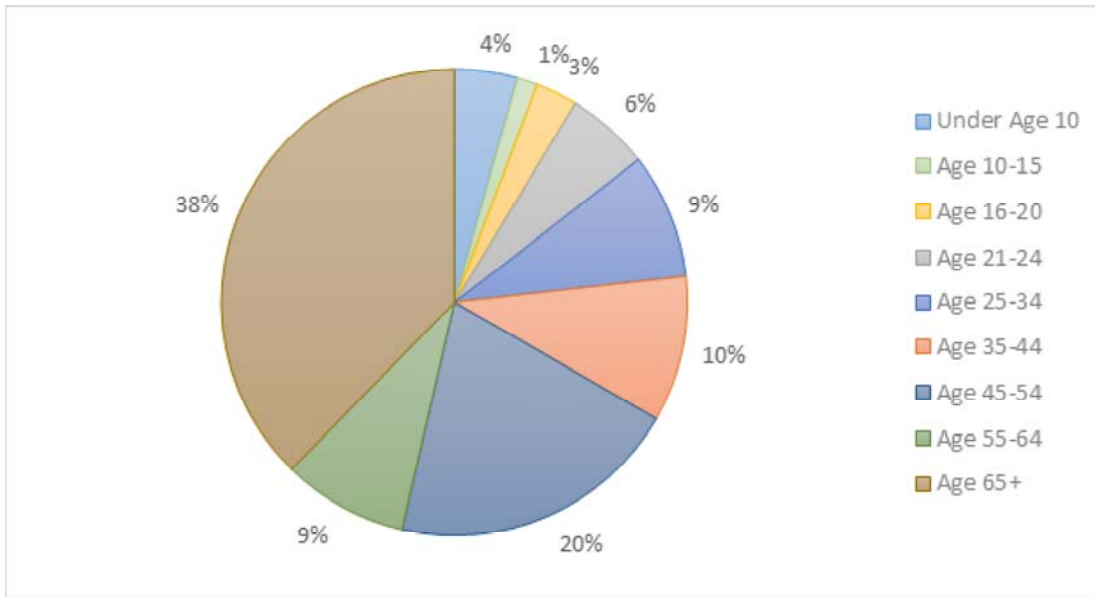
Bicyclist Involved Fatalities as Percent of Total Fatalities



Source:

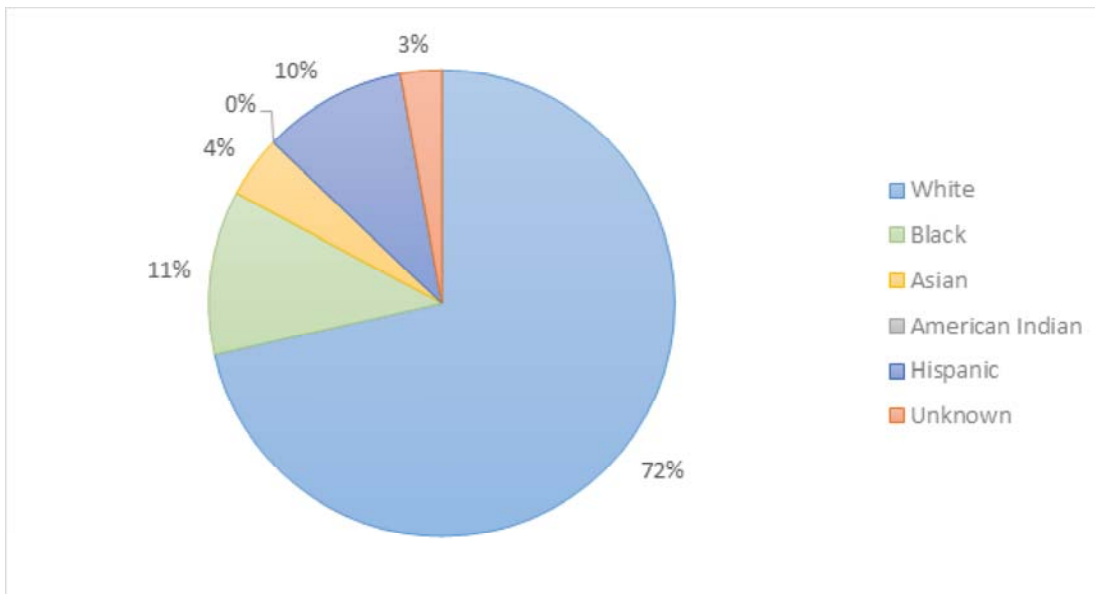
RIDOT/OHS (2018).

Pedestrian Fatalities by Age Group (2011 to 2016)



Source: RIDOT/OHS (2018).

Pedestrian Fatalities by Race (2011 to 2016)



Source: RIDOT/OHS (2018).

Note: Zero pedestrian fatalities were identified as American Indian.

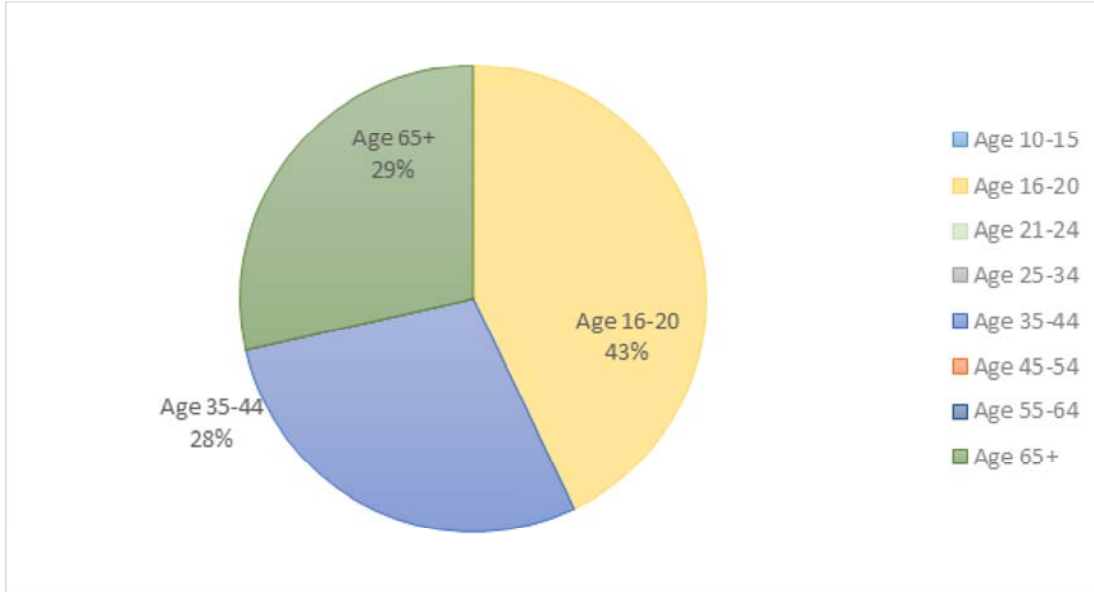
Top Three Cities/Towns by Fatal Pedestrian Crashes

City/Town	2013	2014	2015	2016	2017	Total
Providence	5	3	3	4	3	18
Cranston	1	3	1	0	1	6

Warwick	1	1	1	2	3	8
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Source: RIDOT/OHS, (2018)

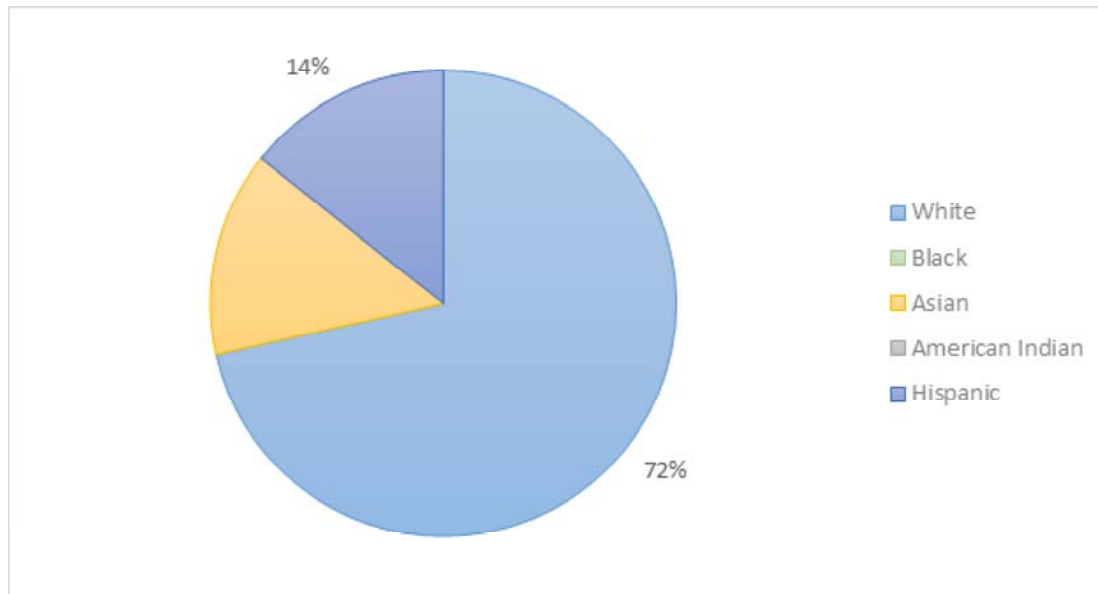
Bicyclist Fatalities by Age Group (2013 to 2017)



Source: RIDOT/OHS (2018).

Note: No fatalities for age groups 10-15, 21-24, 25-34, 45-54, or 55-64 during this period

Bicyclist Fatalities by Race (2013 to 2017)



Source: RIDOT/OHS (2017)

Top Cities/Towns by Fatal Bicycle Crashes

City/Town	2013	2014	2015	2016	2017	Total
South Kingstown	1	0	0	1	0	2
East Providence	1	0	0	0	1	2
Cranston	0	0	0	1	0	2
Coventry	0	0	0	0	1	1
North Providence	1	0	0	0	0	1

Source: RIDOT/OHS, (2017)

In order to help guide pedestrian fatality countermeasures, pedestrian impairment was reviewed. The majority of pedestrians (72%) had a BAC of 0.0%, however, 17 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 (2013-2017) suggests that pedestrian fatalities are also falling within this boundary.

BAC Test Results for Pedestrians Involved in Fatal Crashes

	2013	2014	2015	2016	2017	Total (%)
BAC 0.00	8	9	7	11	16	51 (72%)
BAC 0.01 - 0.07	0	0	0	0	1	1 (1%)
BAC 0.08 - 0.14	1	0	0	0	1	2 (3%)
BAC 0.15 +	4	2	1	2	1	10 (14%)
Test not given	1	3	0	1	2	7 (10%)
Not Reported	0	0	0	0	0	0 (0%)
Total	14	14	8	14	21	71 (100%)

Source: FARS (2018).

The table below shows the age and gender of BAC test results for those pedestrians testing greater than 0.0 percent blood alcohol content.

Age and Gender of Pedestrians involved in Fatal Crashes Testing Positive for Blood Alcohol (2011-2015)

	Age 16-20		Age 21-24		Age 25-34		Age 35-44		Age 45-54		Age 55-64		Age 65+		Subtotal		Grand Total		
	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F			
BAC 0.01 - 0.07																	0	0	0
BAC 0.08 - 0.11			1			1			1								2	1	3
BAC 0.12 - 0.15					1				1								2	0	2
BAC 0.16-0.20					1		1										2	0	2
BAC 0.21 +	1		1				1			1		1	1	1			4	2	6
Subtotal	1	0	2	0	2	1	1	1	2	0	1	0	1	1			10	3	13
Grand Total	1		2		3		2		2		1		2				13		13

Source: FARS (2017).

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	12.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	1.0
2019	Impaired Pedestrian	Annual	2019	2.2

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Reduce and Enforce Speed Limits
2019	Highway Safety Office Program Management
2019	Communication Campaign

5.6.1 Countermeasure Strategy: Reduce and Enforce Speed Limits

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	Reduce and Enforce Speed Limits

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure focuses on the improvement of techniques used by law enforcement to address adherence to traffic laws by all users of the transportation system, particularly with an emphasis on the interface between motorists and non-motorized users of the transportation system. Enforcement techniques can encourage travel at lower speeds to help increase the survivability of victims in a crash. Combining enforcement with changes in posted speed are an effective combination to reduce instances of speeding.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Both pedestrian fatalities and speed-related fatalities have risen in the last three years in Rhode Island. By addressing both areas using an enforcement, there is an opportunity to lower these numbers.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Countermeasures That Work, Chapter 8, Section 4.2 explains the benefits of reduction and enforcement of speeds. In addition, Countermeasures That Work, Chapter 3, Sections 2.2 and 2.3 explain the benefits of enforcement to address speed.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA FHLE 19 01 (405H)	Municipal Pedestrian Bicycle Enforcement Patrols	Reduce and Enforce Speed Limits

NHTSA FHLE 19 03 (405H)	Pedestrian/ Bike Public Education LE	Reduce and Enforce Speed Limits
NHTSA FHLE 19 04 (405H)	State Agencies (RISP) Ped/Bike Enforcement	Reduce and Enforce Speed Limits

5.6.1.1 Planned Activity: Municipal Pedestrian Bicycle Enforcement Patrols

Planned activity name	Municipal Pedestrian Bicycle Enforcement Patrols
Planned activity number	NHTSA FHLE 19 01 (405H)
Primary countermeasure strategy	Reduce and Enforce Speed Limits

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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. Specific times and locations will be based on local data.

Enter intended subrecipients.

All municipal police departments.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Reduce and Enforce Speed Limits

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$52,000.00	\$13,000.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.1.2 Planned Activity: Pedestrian/ Bike Public Education LE

Planned activity name	Pedestrian/ Bike Public Education LE
Planned activity number	NHTSA FHLE 19 03 (405H)
Primary countermeasure strategy	Reduce and Enforce Speed Limits

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Office on Highway safety conducts training for law enforcement officers for pedestrian safety. Officers are provided data showing the existing issue and 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 enforcement “Decoy operations” and a review of local state laws is also conducted. A portion of the training encompasses bicycle safety as well.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Reduce and Enforce Speed Limits

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019			\$50,000.00	\$12,500.00	

	FAST Act 405h Nonmotorized Safety	405h Law Enforcement			
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Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.1.3 Planned Activity: State Agencies (RISP) Ped/Bike Enforcement

Planned activity name	State Agencies (RISP) Ped/Bike Enforcement
Planned activity number	NHTSA FHLE 19 04 (405H)
Primary countermeasure strategy	Reduce and Enforce Speed Limits

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This task will provide funds to enable the Rhode Island State Police to conduct patrols aimed at enforcing the state's pedestrian/bicycle laws. Patrols will be conducted year-round with a focus on the summer months primarily in downtown locations during the morning and evening commuting hours. Specific times and locations will be based on local data.

Enter intended subrecipients.

Rhode Island State Police.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Reduce and Enforce Speed Limits

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$5,000.00	\$1,250.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 an increasing number of pedestrian fatalities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 address the increase in pedestrian fatalities and other non-motorized transportation safety issues.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is used primarily to fund staff salaries to maintain consistent day-to-day implementation of program area activities. Staff will coordinate resources and activities to address the increases in pedestrian fatalities and other non-motorized transportation safety issues.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 402 PS 19 01	Salaries (Pedestrian/Bicycle)	Highway Safety Office Program Management
NHTSA FHX 19 00 (405H)	Audit Fees	Highway Safety Office Program Management

5.6.2.1 Planned Activity: Salaries (Pedestrian/Bicycle)

Planned activity name	Salaries (Pedestrian/Bicycle)
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Planned activity number	NHTSA 402 PS 19 01
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the

assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Fees charged to NHTSA accounts for all Program Coordinators, as well as, interns/co-op students, and any additional staff secured.

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$51,000.00	\$12,750.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2.2 Planned Activity: Audit Fees



Planned activity name	Audit Fees
Planned activity number	NHTSA FHX 19 00 (405H)
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Training	\$1,200.00	\$300.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3 Countermeasure Strategy: Communication Campaign

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation,

partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The increased number of pedestrian deaths in 2017 and increased popularity of bicycling has led to a strengthening of efforts 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The communication efforts of this program area to different demographic groups will help educate the diverse population of non-motorized travelers in the State.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Countermeasures That Work generally has two- to three-star ratings for training and outreach strategies for non-motorized modes. Activities with enforcement agencies that will enforce laws will also contribute to the effectiveness of the communication campaigns.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA FHLE 19 02 (405H)	Pedestrian/ Bike Public Education Public	Communication Campaign
NHTSA FHPE 19 02 (405H)	Creative Media (PS) Pedestrian/Bicycle Safety Education	Communication Campaign
NHTSA FHPE 19 01 (405H)	Paid Media (PS) Pedestrian/Bicycle Safety	Communication Campaign
NHTSA FHLE 19 05 (405H)	Youth Bike/Ped Safety Woonasquatucket River	Communication Campaign
NHTSA FHTR 19 01 (405H)	State Agencies (RIMPA) Ped/Bike Training	Communication Campaign
NHTSA 402 PS 19 02	Bike Newport Road Share Education	Communication Campaign
NHTSA 402 PS 19 03	RI Bike Coalition - Statewide Smart Cycling Education	Communication Campaign
NHTSA 402 PS 19 04	ThinkFast Interactive High School Education Program	Communication Campaign
NHTSA FHLE 19 07 (405H)	Traffic Safety Academy	Communication Campaign
NHTSA FHLE 19 06 (405H)	VMS Message Boards	Communication Campaign

5.6.3.1 Planned Activity: Pedestrian/ Bike Public Education Public

Planned activity name	Pedestrian/ Bike Public Education Public
Planned activity number	NHTSA FHLE 19 02 (405H)
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required

under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Office on Highway Safety will conduct pedestrian and bicycle education geared towards the general public. This educational program will focus on enlightening the general public about state and local laws involving both pedestrians and bicyclists. It is imperative that awareness is raised revolving around vulnerable road users. Informational handouts will be created in both English and Spanish highlighting motorist, bicyclist, and pedestrian responsibilities when interacting on the roadways. "Roadsharing" will be a common theme and the target audience will be taught how to safely utilize our roadways and how to be inclusive of other modes of transportation such as pedestrians and bicyclists.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	\$15,000.00	\$3,750.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3.2 Planned Activity: Creative Media (PS) Pedestrian/Bicycle Safety Education

Planned activity name	Creative Media (PS) Pedestrian/Bicycle Safety Education
Planned activity number	NHTSA FHPE 19 02 (405H)
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under

§ 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will contract with a public relations firm for creative media will include creation and production of ads for a pedestrian/bike safety campaign. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.

Enter intended subrecipients.

State-approved media vendor.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	\$50,000.00	\$12,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3.3 Planned Activity: Paid Media (PS) Pedestrian/Bicycle Safety

Planned activity name	Paid Media (PS) Pedestrian/Bicycle Safety
Planned activity number	NHTSA FHPE 19 01 (405H)
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will develop and implement statewide paid and earned media campaigns for Pedestrian law enforcement efforts. Media materials will be produced in both English and Spanish and the venues will be chosen based on market data for

each audience. This task will meet the requirements within the Grant 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. The campaigns will take place in Spring 2019 and will include radio and social media components.

Enter intended subrecipients.

State-approved media vendor.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	\$100,000.00	\$25,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3.4 Planned Activity: Youth Bike/Ped Safety Woonasquatucket River

Planned activity name	Youth Bike/Ped Safety Woonasquatucket River
Planned activity number	NHTSA FHLE 19 05 (405H)
Primary countermeasure strategy	Communication Campaign

.....

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Woonasquatucket River watershed Council developed a program focusing on elementary and secondary school ages children bicycle and pedestrian safety. This program will purchase program bicycles and locks for the children to learn to safely ride; provide printed safety materials; and will include instructor stipends and a percentage of educator salaries. 33 bicycles are budgeted with 200-500 children will be trained.

Enter intended subrecipients.

Woonasquatucket River Watershed Council

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$35,000.00	\$8,750.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3.5 Planned Activity: State Agencies (RIMPA) Ped/Bike Training

Planned activity name	State Agencies (RIMPA) Ped/Bike Training
------------------------------	--

Planned activity number NHTSA FHTR 19 01 (405H)

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the

assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will contract with a qualified consultant to serve as the LEHSTC. The LEHSTC will work as the liaison through the Office of Highway Safety and will promote law enforcement participation in Operation Blue RIPTIDE, conduct outreach to police chiefs, and provide traffic safety training. The LEHSTC will also serve as the Program Coordinator for the Standardized Field Sobriety Testing (SFST) Refresher Training courses.

OHS will continue to reinvigorate DRE training and program implementation through the Law Enforcement Highway Safety Training Coordinator. DRE duties will include; maintaining certifications for 72+ DRE's as well as planned training for DRE, SFST, and ARIDE courses, to include instructions on alcohol/drug blocks at the recruit level training at all Rhode Island police academies; Rhode Island Municipal Police Training Academy, Providence Police, and Rhode Island State Police. The grant period; October 1, 2018 through September 30, 2019 will include additional duties as the Rhode Island DRE Coordinator as well Rhode Island's SFST Coordinator, and will account for an additional percentage of the LEHSTC's total time.

The LEL will also coordinate the recently developed ped/bike law enforcement training throughout the year. No police agency is allowed to conduct enforcement details without having taken the training. The Office on Highway safety with the LEL conducts training for law enforcement officers for pedestrian safety. Officers are provided data showing the existing issue and 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 enforcement "Decoy operations" and a review of local state laws is also conducted. A portion of the training encompasses bicycle safety as well.

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 determine by the OHS. The LEHSTC will accomplish these duties and responsibilities through day to day contact with all Grant Managers in the municipalities as well as act as the highway safety contact with the Rhode Island Chiefs of Police and other highway safety advocates in Rhode Island.

Enter intended subrecipients.

Rhode Island Municipal Police Academy.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Training	\$20,000.00	\$5,000.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3.6 Planned Activity: Bike Newport Road Share Education

Planned activity name	Bike Newport Road Share Education
Planned activity number	NHTSA 402 PS 19 02
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned

activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Office on Highway Safety will:

- Fund the salaries for the Executive Director and R.I/ Waves Coordinator.
- Fund the partial Salary for the Senior Educator
- Bike Newport shall provide Road Safety Education for adults and children.
- Bike Newport shall provide basic and advanced bicyclist instructor training.
- Bike Newport shall continue production of the R.I. Waves campaign which is a community campaign to make the state's streets safer. This campaign's purpose is to encourage all road users - pedestrians, bicyclists, motorists, skateboarders, and others - to acknowledge one another with the "Rhode Island Wave."
- Bike Newport shall continue Statewide coordination of the R.I. Waves campaign.

Enter intended subrecipients.

Bike Newport

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$129,800.00	\$32,450.00	\$51,920.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3.7 Planned Activity: RI Bike Coalition - Statewide Smart Cycling Education

Planned activity name	RI Bike Coalition - Statewide Smart Cycling Education
Planned activity number	NHTSA 402 PS 19 03
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Rhode Island Bicycle Coalition education project will be implemented through an education and outreach program to communicate smart cycling skills to cyclists across the state. The project involves three components: (1) offering smart cycling classes to the public for free in communities where there is not currently access to such training (2) training and certifying more Rhode Islanders to offer these smart cycling training by bringing in a national certified coach (3) developing an educational booklet to provide Rhode Islanders with basic information on smart cycling. Survey evaluation will measure the effectiveness of this project. This project will include 20 classes at a cost of \$500 each.

Enter intended subrecipients.

Rhode Island Bicycle Coalition.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$10,000.00	\$2,500.00	\$4,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3.8 Planned Activity: ThinkFast Interactive High School Education Program

Planned activity name	ThinkFast Interactive High School Education Program
Planned activity number	NHTSA 402 PS 19 04
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Up to 50 high schools and middle schools will be offered the opportunity to experience the ThinkFast Interactive program during the 2018 school calendar. This game show style program blends critical highway safety messaging with engaging

pop culture references to command the attention of a school assembly. Programming will be strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.). Participants accept the responsibility to complete pre-and post online, knowledge-based evaluation surveys.

Enter intended subrecipients.

TjohneE Productions

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$50,000.00	\$12,500.00	\$20,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3.9 Planned Activity: Traffic Safety Academy

Planned activity name	Traffic Safety Academy
Planned activity number	NHTSA FHLE 19 07 (405H)
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will fund implementation of a Traffic Safety Academy similar to a Citizens Police Academy. Current departments that have such a program will be asked to partner for this program focusing on the emphasis areas of the SHSP. The program will use classroom instruction paired with demonstrations/participation blocks to raise awareness and change behaviors. The program will be able to target specific target audience agendas based on the community in which the program is presented. Earned media will be expected. Education is the driving force behind this program with increased 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.

Enter intended subrecipients.

State/Local Police.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Training	\$25,000.00	\$6,250.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3.10 Planned Activity: VMS Message Boards

Planned activity name	VMS Message Boards
Planned activity number	NHTSA FHLE 19 06 (405H)
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Portable Variable Message Boards to display the "Drive Sober or Get Pulled Over" or other High Visibility of DUI laws messages for law enforcement agencies to be used as part of the two national "Drive Sober or Get Pulled Over" impaired driving crackdowns as well as for monthly sustained enforcement as part of the HVE program funded by OHS with NHTSA monies. 10 cities/towns will be chosen based on data and those who help coordinate the States' DUI task force details.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	\$25,000.00	\$6,250.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

The Rhode Island Crash Data Management System saw a significant update in CY2007 to increase its compliance with the MMUCC (Model Minimum Uniform Crash Criteria) national crash data standard. This system has a 100% adoption rate by law enforcement agencies in the State and has an impressive accuracy of 98.95% crashes that meet the Rhode Island crash data standard (see Section 3.1.2, Crash Accuracy).

Rhode Island DOT set a goal to improve the Accuracy of the Crash system as measured in terms of an increase in:

- The percentage of crash records with no errors in critical data elements. An error is defined as a crash report not meeting the State's MMUCC-compliant crash data standard.

The state will show measurable progress using the following method: The percentage of crash records with no errors in critical data elements. An error is defined as a crash report not meeting the State MMUCC-compliant data standard.

MMUCC-compliant data Measurements

Period	Errors	Total Reports	Accuracy (%)
April 1, 2014 – March 31, 2015	725	46,877	98.45%

April 1, 2015 – March 31, 2016	484	45,986	98.94%
April 1, 2016 – March 31, 2017	526	49,890	98.94%
April 1, 2017 – March 31, 2018	370	49,206	99.24%

Count the number of crash reports with no errors in critical data elements as defined by the State's MMUCC-compliant data standard (schema and audit rules) during the baseline period and the current performance period. Then, count the total number of reports for the same periods. Divide the total number of reports by the count of reports with no errors and multiply by 100 to get the percentage of reports with no critical errors for each period.

MMUCC-compliant data SQL Queries of Crash Database

SQL Queries

2017 Errors

```

SELECT Count(*) Errors
FROM (
    SELECT reportingagency + reportnumber AS ReportNumber,
    Count( *) AS NumberOfErrorsPerReport FROM
    transmissionlog
    WHERE
    Cast(CONVERT(VARCHAR(10), Substring(Replace( Replace(Cast(TRY_CONVERT
(XML,originalcrashreport).query('/RhodeIslandCrashReport/CrashReport/CrashDate')AS VARCHAR
(max)), '<CrashDate>', ''), '</CrashDate>', ''), 1, 10), 101) AS DATETIME) BETWEEN '04/01/2016' AND '03/31/2017'
    AND receiveddateandtime >= '04/01/2016' AND receiveddateandtime < '04/30/2017'
    AND ( xsdresultfile IS NOT NULL OR xsresultfile IS NOT NULL)
    GROUP BY reportingagency + reportnumber
) a

```

2017 Total Crashes during the Current Period

```

SELECT Count(*) TotalCrashes
FROM crashreport a
INNER JOIN (

```

```

        SELECT Min(receiveddateandtime) AS ReceivedDateAndTime,
        reportingagency, reportnumber FROM transmissionlog GROUP BY reportingagency, reportnumber
    ) AS b
ON a.reportingagency = b.reportingagency AND a.reportnumber = b.reportnumber
WHERE a.crashdate BETWEEN '04/01/2016' AND '03/31/2017'
AND b.receiveddateandtime < '04/30/2017'

```

2018 Errors

```

SELECT Count(*) Errors
FROM (
    SELECT reportingagency + reportnumber AS ReportNumber,
        Count( *) AS NumberOfErrorsPerReport FROM
        transmissionlog
    WHERE
        Cast(CONVERT(VARCHAR(10), Substring(Replace( Replace(Cast(TRY_CONVERT
(XML,originalcrashreport).query('/RhodeIslandCrashReport/CrashReport/CrashDate')AS VARCHAR
(max)), '<CrashDate>', ''), '</CrashDate>', ''), 1, 10), 101) AS DATETIME) BETWEEN '04/01/2017' AND '03/31/2018'
        AND receiveddateandtime >= '04/01/2017' AND receiveddateandtime < '04/30/2018'
        AND ( xsdresultfile IS NOT NULL OR xslresultfile IS NOT NULL)
        GROUP BY reportingagency + reportnumber
    ) a

```

2018 Total Crashes during the Current Period

```

SELECT Count(*) TotalCrashes
FROM crashreport a
INNER JOIN (
    SELECT Min(receiveddateandtime) AS ReceivedDateAndTime, reportingagency,reportnumber
    FROM transmissionlog
    GROUP BY reportingagency,reportnumber
    )AS b

```

```

ON a.reportingagency=b.reportingagency AND a.reportnumber=b.reportnumber

WHERE a.crashdate BETWEEN '04/01/2017' AND '03/31/2018'

AND b.receiveddateandtime < '04/30/2018'

```

RIDOT and law enforcement have also increased the completeness of the crash data by increasing the percentage of reports with location data (i.e. law enforcement entered latitude and longitude) from 77.45 percent to 77.96 percent of all crash reports over the past year. This plan includes a project to update MMUCC compliance to reflect the upcoming revision to the MMUCC standard.

Rhode Island will improve the Completeness of the Crash system as measured in terms of an increase in:

- The percentage of crash records with latitude and longitude values entered by the officer.

The baseline period is from April 1, 2016 to March 31, 2017 limited to reports entered into the database by April 30, 2017.

The current performance period is from April 1, 2017 to March 31, 2018 limited to reports entered into the database by April 30, 2018.

Numbers in this performance measure represent all crashes entered into the state crash database from all state reporting agencies.

The baseline period had 38,639 reports with latitude and longitude values out of a total 49,890 reports resulting in 77.45% completeness.

The current period had 38,362 reports with latitude and longitude values out of a total 49,206 reports resulting in 77.96% completeness.

The result is an increase in completeness of 0.51%.

Reports with Complete Location Data Measurements

Period	Lat/Long Reports	Total Reports	Accuracy (%)
April 1, 2014 – March 31, 2015	18,676	46,877	39.84%
April 1, 2015 – March 31, 2016	30,668	45,986	66.68%
April 1, 2016 – March 31, 2017	38,639	49,890	77.45%
April 1, 2017 – March 31, 2018	38,362	49,206	77.96%

Count the number of crash reports with latitude and longitude values (count only non-null and non-zero values) for all reporting agencies in the State during the baseline period and the current performance period. Then, count the total number of reports for all reporting agencies in the State for the same periods. Divide the total number of reports by the count of reports with latitude and longitude and multiply by 100 to get the percentage of reports with latitude and longitude for each period.

Note: Numbers in this performance measure represent all crashes entered into the state crash database from all state reporting agencies.

Complete Location SQL Queries of Crash Database

SQL Queries

2017 Crashes with latitude/longitude

```
Select Count(*) CrashesLatLong
From Crashreport A
inner join
(Select Min(ReceivedDateAndTime) AS ReceivedDateAndTime,
ReportingAgency, ReportNumber
From TransmissionLog
Group by ReportingAgency, Reportnumber) B
On A.ReportingAgency = B.ReportingAgency and A.Reportnumber=B.ReportNumber
Where A.CrashDate Between '4/1/2016' and '03/31/2017'and
B.ReceivedDateAndTime < '04/30/2017' and
A.Latitude is not null and
A.Longitude is not null and
A.Latitude <> 0 and A.Longitude <> 0
```

2017 Total Crashes during the Current Period

```
Select Count(*) TotalCrashes
From Crashreport A
inner join
(Select Min(ReceivedDateAndTime) AS ReceivedDateAndTime,
ReportingAgency, ReportNumber
From TransmissionLog
Group by ReportingAgency, Reportnumber) B
On A.ReportingAgency = B.ReportingAgency and A.Reportnumber=B.ReportNumber
Where A.CrashDate Between '4/1/2016' and '03/31/2017'and
```

B.ReceivedDateAndTime < '04/30/2017'

2018 Crashes with latitude/longitude

Select Count(*) CrashesLatLong

From Crashreport A

inner join

(Select Min(ReceivedDateAndTime) AS ReceivedDateAndTime,

ReportingAgency, ReportNumber

From TransmissionLog

Group by ReportingAgency, Reportnumber) B

On A.ReportingAgency = B.ReportingAgency and A.Reportnumber=B.ReportNumber

Where A.CrashDate Between '4/1/2017' and '03/31/2018'and

B.ReceivedDateAndTime < '04/30/2018' and

A.Latitude is not null and

A.Longitude is not null and

A.Latitude <> 0 and A.Longitude <> 0

2018 Total Crashes during the Current Period

Select Count(*) TotalCrashes

From Crashreport A

inner join

(Select Min(ReceivedDateAndTime) AS ReceivedDateAndTime,

ReportingAgency, ReportNumber

From TransmissionLog

Group by ReportingAgency, Reportnumber) B

On A.ReportingAgency = B.ReportingAgency and A.Reportnumber=B.ReportNumber

Where A.CrashDate Between '4/1/2017' and '03/31/2018'and

B.ReceivedDateAndTime <= '04/30/2018'

For FFY2019, 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 assessment.

Grant funds awarded under Section 405c shall be used to make quantifiable, measurable progress improvements in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of data in a core highway safety database.

Strategic Partners

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

Alignment with the SHSP

The 2017-2022 SHSP includes the following strategies to data gaps and challenges:

- Leadership
 - Improve inter-agency collaboration and data uniformity.
 - Improve timeliness, accuracy, and completeness of traffic records data collection, analysis processes, accessibility, distribution and systems.
- Criminal Justice System
 - Propose revisions to Rhode Island Crash Report to enhance the report while satisfying the Model Minimum Uniform Crash Criteria (MMUCC).
- Prevention & Treatment
 - Provide training to law enforcement to improve crash data collection and analysis.
 - Reach out to localities to support transportation safety data and analytical efforts.
 - Promote the importance of high quality traffic and crash data in enhance transportation safety.
- Evaluation
 - Evaluate data systems annually to identify possible deficiencies or data needs.
 - Improve injury data.
 - Continue to use and build upon the Crash Records Management Systems (CRMS).
 - Improve the completeness and accuracy of pedestrian and bicycle crash data.
- Infrastructure
 - Continue to make data-driven decisions surrounding traffic safety.
 - Identify and implement advanced technologies, techniques, and hardware to collect, and manage crash data.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period (Performance Target)	Target End Year	Target Value (Performance Target)
2019	Citation Records - Percentage of records with missing critical elements	Annual	2019	0.0
2019	Lat/Long Values - Percentage of crash records with entered values	Annual	2019	90.0
2019	Linked Records - Percentage of crash records linked to another records database	Annual	2019	5.0
2019	Integrated Records - Percentage of crash records integrated with the crime database	Annual	2019	2.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Highway Safety Office Program Management

5.7.1 Countermeasure Strategy: Improves uniformity of a core highway safety database

Program area	Traffic Records
Countermeasure strategy	Improves uniformity of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical

application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and

planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 indicates 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 the variety of highway safety partners in the State.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

For FFY2019, 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 assessment.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA M3 DA 19 02 (405C)	Crash MMUCC Revisions	Improves uniformity of a core highway safety database
NHTSA M3 DA 19 01 (405C)	RI Police Chiefs Association Statewide RMS Traffic Records System	Improves uniformity of a core highway safety database

5.7.1.1 Planned Activity: Crash MMUCC Revisions

Planned activity name	Crash MMUCC Revisions
Planned activity number	NHTSA M3 DA 19 02 (405C)
Primary countermeasure strategy	Improves uniformity of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on

impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will purchase various training materials to support the MMUCC Crash reporting project. With the requirement to change our serious injury data input form we will need to create new templates which explain what we need officers to do to assure our federal reporting requirements. In conjunction with training law enforcement of the updates to MMUCC reporting requirements, the OHS will purchase various training materials through an approved vendor. This will include handouts, brochures and dash cards for police vehicles as a quick reference guide for data input. None of the funding will be used to cover salary, however, consideration will be given to hire a consultant.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$75,000.00	\$18,750.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.1.2 Planned Activity: RI Police Chiefs Association Statewide RMS Traffic Records System

Planned activity name	RI Police Chiefs Association Statewide RMS Traffic Records System
Planned activity number	NHTSA M3 DA 19 01 (405C)
Primary countermeasure strategy	Improves uniformity of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned

activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The RIPCA respectfully requests consideration for grant funding to continue with the implementation of a Statewide Records Management, Traffic Records, and Computer Aided Dispatch System (RMS/CAD). The project will consolidate all Rhode Island law enforcement agencies onto a single RMS/CAD platform. 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 is 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 statement RMS/CAD development. Additionally, it was identified that the State of Delaware recently completed a similar project, which could act as a model. Any investment would look at the statewide RMS/CAD from a holistic perspective to include the needs of other agencies, such as RIDOT/NHTSA, that would be affected by this system. The implementation of the system will be based on the items identified in the needs assessment and implementation plan. The grant will fund a dedicated, high-level project manager

to review the RFP (under development) and assist with the selection of the most appropriate vendor to provide and construct the system. The project manager will remain in place through the complete implementation to all law enforcement agencies. Funding also will be used for hardware (e.g., servers) and software.

This project will fund \$100,000 for software, \$50,000 for hardware, and \$50,000 for consultant support.

Enter intended subrecipients.

Rhode Island Police Chiefs Association.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$200,000.00	\$50,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.2 Countermeasure Strategy: Improves integration between one or more core highway safety databases

Program area	Traffic Records
---------------------	-----------------

Countermeasure strategy Improves integration between one or more core highway safety databases

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 indicates 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

For FFY2019, 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 assessment.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA M3 DA 19 03 (405C)	State Agencies (HEALTH) EMS	Improves integration between one or more core highway safety databases
NHTSA M3 DA 19 04 (405C)	Traffic Records Data Warehouse	Improves integration between one or more core highway safety databases

5.7.2.1 Planned Activity: State Agencies (HEALTH) EMS

Planned activity name	State Agencies (HEALTH) EMS
Planned activity number	NHTSA M3 DA 19 03 (405C)
Primary countermeasure strategy	Improves integration between one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned

activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 particular office. This data collection and upload is accomplished via the ImageTrend system.

Enter intended subrecipients.

Rhode Island Department of Health (EMS)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$56,000.00	\$14,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.2.2 Planned Activity: Traffic Records Data Warehouse

Planned activity name	Traffic Records Data Warehouse
Planned activity number	NHTSA M3 DA 19 04 (405C)
Primary countermeasure strategy	Improves integration between one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under

§ 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Develop a data warehouse into which all traffic records systems submit data; develop linkages between the various data sets and provide data warehouse drill down and reporting capabilities that support highway safety decision-making.

We will build a shared drive within our unit dedicated to data storage (new and historical) and analytics of that data. The data will address all issue areas we address and will integrate those areas when necessary. We are looking at this as a tool to support our funding and program decision making processes.

The past Rhode Island Strategic Highway Safety Plan (SHSP) identified several areas with data deficiencies. The TRCC remains the identified body that will work to address the data-related action steps highlighted in the SHSP. Data issues identified by the SHSP include:

- Lack of data integration;
- Flawed injury data;
- Lack of serious injury data for speed-related crashes;
- Lack of roadway/roadside inventory data;
- Incomplete toxicology reports for impaired driving;
- Lack of data on contributing factors in run-off-road fatalities; and
- Low numbers for distracted driving crashes.

Those are our identified problems. In creating a Data Warehouse we are committed to supporting data linkage efforts within DOT that link crash information with engineering safety data.

This warehouse will help link and integrate systems to make driver and vehicle data more robust and useful in combatting the impaired driving problem in Rhode Island. We would develop a Driving Under the Influence tracking system that is available to all those who interact with impaired drivers so that a driver can be tracked from arrest through adjudication to post-adjudication treatment and compliance. This system would require reporting of any charge of Driving Under the Influence to the driver history record, regardless of disposition. It would also necessitate the automation of the posting of appropriate conviction data to the driver history file and driver records.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019			\$200,000.00	\$50,000.00	

	FAST Act 405c Data Program	405c Data Program (FAST)			
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Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.3 Countermeasure Strategy: Highway Safety Office Program Management

Program area	Traffic Records
Countermeasure strategy	Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem

identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is used primarily to fund staff salaries to maintain consistent day-to-day implementation of program area activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 402 TR 19 01	Salaries (Traffic Records Research)	Highway Safety Office Program Management
NHTSA M3 DA 19 00 (405C)	Audit Fees	Highway Safety Office Program Management
NHTSA M3 DA 19 05 (405C)	RI DOT OHS- Crash Form Training	Highway Safety Office Program Management
NHTSA F1906 19 00	Audit Fees	Highway Safety Office Program Management
NHTSA F1906 19 01	Consultant Annual Reports/Maint.	Highway Safety Office Program Management
NHTSA F1906 19 02	Data Analysis	Highway Safety Office Program Management

5.7.3.1 Planned Activity: Salaries (Traffic Records Research)

Planned activity name	Salaries (Traffic Records Research)
Planned activity number	NHTSA 402 TR 19 01
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Fees charged to NHTSA accounts for FARS Analyst and four to five Program Coordinators, as well as, interns/co-op students.

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	\$219,300.00	\$54,825.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.3.2 Planned Activity: Audit Fees

Planned activity name	Audit Fees
Planned activity number	NHTSA M3 DA 19 00 (405C)
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$2,700.00	\$675.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.3.3 Planned Activity: RI DOT OHS- Crash Form Training

Planned activity name	RI DOT OHS- Crash Form Training
Planned activity number	NHTSA M3 DA 19 05 (405C)
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 will be made to given to the departments to place into police cruisers as a quick reference for officers completing crash reports.

Enter intended subrecipients.

All law enforcement agencies.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$75,000.00	\$18,750.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.3.4 Planned Activity: Audit Fees

Planned activity name	Audit Fees
Planned activity number	NHTSA F1906 19 00

Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$2,800.00	\$700.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.3.5 Planned Activity: Consultant Annual Reports/Maint.

Planned activity name	Consultant Annual Reports/Maint.
Planned activity number	NHTSA F1906 19 01
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

RIDOT/OHS will contract with outside consultants to create a reporting system (ATRION, Inc and CCU for analytic purposes), maintain IT requirements, and service all Rhode Island law enforcement agencies (ATRION) in their mandate to collect data sets included within Rhode Island’s CCPRA statute. The OHS will also provide 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.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$400,000.00	\$100,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.3.6 Planned Activity: Data Analysis

Planned activity name	Data Analysis
Planned activity number	NHTSA F1906 19 02
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Fees charged to NHTSA accounts for FARS Analyst, four Program Coordinators, Administrative Assistant, and Financial Accounting and Reporting, as well as, interns/co-op students.

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$50,000.00	\$12,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.8 Program Area: Distracted Driving

Program area type Distracted Driving

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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 policy-makers 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.

The table 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.

Distraction-affected Crashes (2012-2016)

Location	2012		2013		2014		2015		2016	
	Crashes	Percent	Crashes	Percent	Crashes	Percent	Crashes	Percent	Crashes	Percent
Rhode Island	3	5%	6	9%	0	0%	1	2%	3	6%

Region	94	9%	92	10%	56	7%	108	10%	61	6%
Nation	3,098	10%	2,923	10%	2,972	10%	3,242	10%	3,157	9%

Source: FARS (2018).

Alignment with the SHSP

The 2017-2022 SHSP includes the following strategies to reduce distracted driving fatalities:

- Leadership
 - Establish a Distracted Driving Task Force.
 - Create a uniform message discouraging distracted driving and distracted while walking.
- Criminal Justice System
 - Conduct distracted driving enforcement campaigns in hot-spots.
 - Explore revisions to the existing distracted driving laws and penalties.
- Prevention & Treatment
 - Spread awareness of the dangers of distracted driving through outreach campaigns.
 - Work with local businesses to encourage work place policies that discourage distracted driving during work related business.
 - Offer distracted driving workshops for law enforcement to better understand current distracted driving laws.
 - Provide legislative updates to the judiciary to ensure consistent understanding of state laws for all parties.
 - Continue to support the incorporation of distracted driving education in drivers' education coursework.
- Evaluation
 - Enhance procedures for completing crash reports to help identify distracted driving crashes.
 - Improve the capture of distracted driving violations on the crash form.
 - Use surrogates such as run off the road and rear end type collisions to identify distracted driving crashes.
- Infrastructure
 - Provide the infrastructure and messaging appropriate to discourage distracted driving.
 - Identify and implement advanced technologies, techniques, and hardware to collect, and manage crash data.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Distracted Driving Survey Response	Annual	2019	75.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management
2019	High Visibility Cellphone/Text Messaging Enforcement
2019	Communication Campaign

5.8.1 Countermeasure Strategy: Highway Safety Office Program Management

Program area	Distracted Driving
Countermeasure strategy	Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 implementation and impact of the new hands-free law.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 new hands-free law that shows promise of stemming the fluctuations in the number of distraction-affected crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is used primarily to fund staff salaries to maintain consistent day-to-day implementation of program area activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA FESX 19 00 (405E)	Audit Fees	Highway Safety Office Program Management
NHTSA 402 DD 19 01	Salaries (Distracted Driving)	Highway Safety Office Program Management

5.8.1.1 Planned Activity: Audit Fees

Planned activity name	Audit Fees
Planned activity number	NHTSA FESX 19 00 (405E)
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Special Distracted Driving	405e 403 Research	\$2,300.00	\$575.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.1.2 Planned Activity: Salaries (Distracted Driving)

Planned activity name	Salaries (Distracted Driving)
Planned activity number	NHTSA 402 DD 19 01
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Fees charged to NHTSA accounts for all Program Coordinators, as well as, interns/co-op students, and any additional staff secured.

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$102,000.00	\$25,500.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.2 Countermeasure Strategy: High Visibility Cellphone/Text Messaging Enforcement

Program area	Distracted Driving
Countermeasure strategy	High Visibility Cellphone/Text Messaging Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

Yes

Enter justification supporting the innovative countermeasure strategy, including research, evaluation and/or substantive anecdotal evidence, that supports the potential of the proposed innovative countermeasure strategy.

Data on distracted driving in Rhode Island and procedures to enforce non-distracted driving have been limited; Enforcement techniques need refine to support the new hand-held ban on mobile devices effective June 1, 2018. Also, effectiveness of strategy is found in Countermeasures The Work, Chapter 4, Section 1.3.

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The passage and implementation of a hands-free law is best supported by complementary law enforcement activities to change public attitudes toward distracted driving.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

With the hands-free law, distracted driving enforcement, and communication campaigns implemented in combination by State partners, the percentage of respondents who state "never" when asked if they use a handheld electronic device while driving is expected to rise.

This is an innovative countermeasure as law enforcement agencies look to improve their data collection and enforcement techniques to better capture instances of distracted driving and to better understand the depth of the issue.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Countermeasures That Work, Chapter 4, Section 1.3 lists high visibility cell phone and text messaging enforcement as a four-star countermeasure. Funds are allocated to the State Police, municipal law enforcement agencies, the University of Rhode Island, and the police academy to carry out enforcement activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 402 DD 19 02	State Agencies (RISP) Crash Reconstruction Equipment	High Visibility Cellphone/Text Messaging Enforcement
NHTSA 402 DD 19 04	State Agencies (RISP) Distracted Driving	High Visibility Cellphone/Text Messaging Enforcement
NHTSA 402 DD 19 05	State Agencies (URI) DD Enforcement	High Visibility Cellphone/Text Messaging Enforcement
NHTSA FESDDLE 19 02 (405E)	State Agencies (RISP) Distracted Driving	High Visibility Cellphone/Text Messaging Enforcement
NHTSA FESDDLE 19 01 (405E)	State Agencies (RIMPA) Distracted Driving	High Visibility Cellphone/Text Messaging Enforcement
NHTSA 402 DD 19 03	Municipal Enforcement Distracted Driving Campaigns	High Visibility Cellphone/Text Messaging Enforcement

5.8.2.1 Planned Activity: State Agencies (RISP) Crash Reconstruction Equipment

Planned activity name	State Agencies (RISP) Crash Reconstruction Equipment
Planned activity number	NHTSA 402 DD 19 02
Primary countermeasure strategy	High Visibility Cellphone/Text Messaging Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Rhode Island State Police Crash Reconstruction Unit currently uses the Bosch Crash Data Retrieval System. Due to advancing technologies including autonomous and driver assisted vehicles, a new CAN module interface is needed along with the updated

cables and software. To increase scene clearance, they are also looking to purchase a Vericom VC4000DAQ for scene friction measurements, scene markers for evidence points and crash recon mathematical software for mobile use. Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the State Police will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements. The State Police also assist municipal departments with this equipment and investigations of these crashes. The data obtained from a more in-depth investigation is extremely valuable in assisting Law Enforcement and the DOT in determining the factors and causes of these crashes. Once the factors and causes of these types of crashes have been identified, an analysis can be done to determine how these crashes could have been prevented.

Enter intended subrecipients.

RISP from approved vendor.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Accident Investigation (FAST)	\$1,631.00	\$407.75	\$652.40

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.2.2 Planned Activity: State Agencies (RISP) Distracted Driving

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Planned activity name	State Agencies (RISP) Distracted Driving
Planned activity number	NHTSA 402 DD 19 04
Primary countermeasure strategy	High Visibility Cellphone/Text Messaging Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will fund implementation of specific Distracted Driving enforcement patrols by the RISP. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period during the month of April 2019.

Enter intended subrecipients.

Rhode Island State Police.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$36,245.00	\$9,061.25	\$14,498.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.2.3 Planned Activity: State Agencies (URI) DD Enforcement

Planned activity name	State Agencies (URI) DD Enforcement
Planned activity number	NHTSA 402 DD 19 05
Primary countermeasure strategy	High Visibility Cellphone/Text Messaging Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will fund implementation of specific Distracted Driving enforcement patrols by the URI Police. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period during the month of April 2019.

Enter intended subrecipients.

University of Rhode Island Police.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$1,100.00	\$275.00	\$440.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.2.4 Planned Activity: State Agencies (RISP) Distracted Driving

Planned activity name	State Agencies (RISP) Distracted Driving
Planned activity number	NHTSA FESDDLE 19 02(405E)
Primary countermeasure strategy	High Visibility Cellphone/Text Messaging Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will fund implementation of specific Distracted Driving enforcement patrols by the RISP. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period during the month of April 2019.

Enter intended subrecipients.

Rhode Island State Police.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Special Distracted Driving	405e DD Law Enforcement (FAST)	\$27,000.00	\$6,750.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.8.2.5 Planned Activity: State Agencies (RIMPA) Distracted Driving

Planned activity name	State Agencies (RIMPA) Distracted Driving
Planned activity number	NHTSA FESDDLE 19 01(405E)
Primary countermeasure strategy	High Visibility Cellphone/Text Messaging Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required

under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will contract with a qualified consultant to serve as the LEHSTC. The LEHSTC will work as the liaison through the Office of Highway Safety and will promote law enforcement participation in Operation Blue RIPTIDE, conduct outreach to police chiefs, and provide traffic safety training. The LEHSTC will also serve as the Program Coordinator for the Standardized Field Sobriety Testing (SFST) Refresher Training courses.

OHS will continue to reinvigorate DRE training and program implementation through the Law Enforcement Highway Safety Training Coordinator. DRE duties will include; maintaining certifications for 72+ DRE’s as well as planned training for DRE, SFST, and ARIDE courses, to include instructions on alcohol/drug blocks at the recruit level training at all Rhode Island police academies; Rhode Island Municipal Police Training Academy, Providence Police, and Rhode Island State Police. The grant period; October 1, 2017 through September 30, 2018 will include additional duties as the Rhode Island DRE Coordinator as well Rhode Island’s SFST Coordinator, and will account for an additional percentage of the LEHSTC’s total time.

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

Enter intended subrecipients.

Rhode Island Municipal Police Academy.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Special Distracted Driving	405e DD Law Enforcement (FAST)	\$36,500.00	\$9,125.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.2.6 Planned Activity: Municipal Enforcement Distracted Driving Campaigns

Planned activity name	Municipal Enforcement Distracted Driving Campaigns
Planned activity number	NHTSA 402 DD 19 03
Primary countermeasure strategy	High Visibility Cellphone/Text Messaging Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned

activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 24 hours and there is mandatory participation in one annual enforcement period during April 2019. 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 will attend training.

Enter intended subrecipients.

All municipal police departments.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$87,000.00	\$21,750.00	\$34,800.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.3 Countermeasure Strategy: Communication Campaign

Program area	Distracted Driving
Countermeasure strategy	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 the 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 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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 sub-recipients used to assist with the development and deployment of communication strategies.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 402 DD 19 07	ThinkFast Interactive High School Education Program	Communication Campaign
NHTSA FESPE 19 01 (405E)	Creative Media Distracted Driving	Communication Campaign

NHTSA FESPE 19 02 (405E)	Paid Media Distracted Driving	Communication Campaign
NHTSA 402 DD 19 06	RI Police Chiefs Association - Safety Partnership Program	Communication Campaign
NHTSA FESDD 19 01 (405E)	Traffic Safety Academy	Communication Campaign
NHTSA 402 DD 19 08	VMS Message Boards	Communication Campaign

5.8.3.1 Planned Activity: ThinkFast Interactive High School Education Program

Planned activity name	ThinkFast Interactive High School Education Program
Planned activity number	NHTSA 402 DD 19 07
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Up to 50 high schools and middle schools will be offered the opportunity to experience the ThinkFast Interactive program during the 2018 school calendar. This game show style program blends critical highway safety messaging with engaging pop culture references to command the attention of a school assembly. Programming will be strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.). Participants accept the responsibility to complete pre-and post online, knowledge-based evaluation surveys.

Enter intended subrecipients.

TjohneE Productions.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019			\$50,000.00	\$12,500.00	\$20,000.00

	FAST Act NHTSA 402	Distracted Driving (FAST)		
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Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.3.2 Planned Activity: Creative Media Distracted Driving

Planned activity name	Creative Media Distracted Driving
Planned activity number	NHTSA FESPE 19 01 (405E)
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will enter into a contract with a public relations firm for creative media to create and produce ads for each of the major campaigns. When OHS implements a media plan we receive reach and frequency numbers and impressions listed to answer the “penetration of the target audience”. There is a need to create more localized messages that highlight local stories, local issues, local strengths and local partners. OHS will also increase our Social media presence. We also use our DMV survey data and we rely on Providence media expertise to purchase media buys and creative. Campaigns are planned for April 2019 (distracted driving month) through the summer. The newly designed distracted driving campaign will be enhanced.

Enter intended subrecipients.

State-approved media vendor.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name

2019	Communication Campaign
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Special Distracted Driving	405e Public Education (FAST)	\$94,750.00	\$23,687.50	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.3.3 Planned Activity: Paid Media Distracted Driving

Planned activity name	Paid Media Distracted Driving
Planned activity number	NHTSA FESPE 19 02 (405E)
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will enter into a contract with a public relations firm for creative media to create and produce ads for each of the major campaigns. When OHS implements a media plan we receive reach and frequency numbers and impressions listed to answer the "penetration of the target audience". There is a need to create more localized messages that highlight local stories, local issues, local strengths and local partners. OHS will also increase our Social media presence. We also use our DMV survey data and we rely on Providence media expertise to purchase media buys and creative.

Enter intended subrecipients.

State-approved media vendor.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Special Distracted Driving	405e Public Education (FAST)	\$100,000.00	\$25,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.3.4 Planned Activity: RI Police Chiefs Association - Safety Partnership Program

Planned activity name	RI Police Chiefs Association - Safety Partnership Program
Planned activity number	NHTSA 402 DD 19 06
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger

safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

There is increasing need for statewide law enforcement executive oversight of Highway Safety funds in order to promote more efficient and effective use of them in every municipality to maintain consistent law enforcement efforts and introduce information and training opportunities targeting highway safety initiatives. Promoting that at the Chiefs' level will elevate it to priority status. RIDOT is dependent upon all police departments in the state to submit specific data in order for RIDOT to give accurate statistical information to NHTSA which in turn justifies the request for future funding within the state. Many times, the data transfers depend on department leadership priorities. The RIPCA will encourage priority of data collection at an Executive Level. The partnership between RIPCA and RIDOT/OHS is currently being handled by individuals at local levels as well as through the Executive Board at RIPCA. RIPCA has recognized that full time chiefs do not have the time necessary to handle these issues on a statewide basis. RIDOT/OHS will partner with RIPCA on other traffic safety initiatives to include distracted driving and pedestrian safety.

Funding will allow the RIPCA to disseminate information from the Office on Highway Safety to all active law enforcement leadership entities and other state agencies (ie; DEM). The RIPCA will also lead a media effort which includes law enforcement safety information by all municipalities. This project supports a portion of the salary of the RI Police Chiefs' Executive Director's salary. It also affords the membership of the RIPCA an opportunity to create and buy media pieces which highlight municipal law enforcement messages and efforts. Any media 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.

This planned activity is listed four times and will cost \$195,700. We will support 66,000.00 of the ED's position with another 130,000 .00 to support a media campaign to include creative, social, and paid media. This past year they created a campaign to complement our Distracted Driving efforts and in 2019 they will once again mirror one of our multiple campaigns which is dictated by shared data. 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 as one of the OHS's most cooperative team members and stakeholders. They will supply monthly reports as will all our sub grantees.

Enter intended subrecipients.

Rhode Island Police Chiefs Association (RIPCA).

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$48,925.00	\$12,231.25	\$19,570.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.8.3.5 Planned Activity: Traffic Safety Academy

Planned activity name	Traffic Safety Academy
Planned activity number	NHTSA FESDD 19 01 (405E)
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required

under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will fund implementation of a Traffic Safety Academy similar to a Citizens Police Academy. Current departments that have such a program will be asked to partner for this program focusing on the emphasis areas of the SHSP. The program will use classroom instruction paired with demonstrations/participation blocks to raise awareness and change behaviors. The program will be able to target specific target audience agendas based on the community in which the program is presented. Earned media will be expected. Education is the driving force behind this program with increased 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.

Enter intended subrecipients.

State/Local Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Special Distracted Driving	405e DD Law Enforcement (FAST)	\$25,000.00	\$6,250.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.3.6 Planned Activity: VMS Message Boards

Planned activity name	VMS Message Boards
Planned activity number	NHTSA 402 DD 19 08
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Portable Variable Message Boards to display the “Drive Sober or Get Pulled Over” or other High Visibility of DUI laws messages for law enforcement agencies to be used as part of the two national “Drive Sober or Get Pulled Over” impaired driving crackdowns as well as for monthly sustained enforcement as part of the HVE program funded by OHS with NHTSA monies. 10 cities/towns will be chosen based on data and those who help coordinate the States’ DUI task force details.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$25,000.00	\$6,250.00	\$10,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.3.7 Planned Activity: Traffic Safety Academy

Planned activity name	Traffic Safety Academy
Planned activity number	NHTSA M2 HVE 19 08 (405B)
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will fund implementation of a Traffic Safety Academy similar to a Citizens Police Academy. Current departments that have such a program will be asked to partner for this program focusing on the emphasis areas of the SHSP. The program will use classroom instruction paired with demonstrations/participation blocks to raise awareness and change behaviors. The program will be able to target specific target audience agendas based on the community in which the program is presented. Earned media will be expected. Education is the driving force behind this program with increased 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.

Enter intended subrecipients.

State/Local Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b OP Low (FAST)	\$25,000.00	\$6,250.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of **\$5,000** or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.3.8 Planned Activity: VMS Message Boards

Planned activity name	VMS Message Boards
Planned activity number	NHTSA 402 OP 19 08
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Portable Variable Message Boards to display the "Drive Sober or Get Pulled Over" or other High Visibility of DUI laws messages for law enforcement agencies to be used as part of the two national "Drive Sober or Get Pulled Over" impaired driving crackdowns as well as for monthly sustained enforcement as part of the HVE program funded by OHS with NHTSA monies. 10 cities/towns will be chosen based on data and those who help coordinate the States' DUI task force details..

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$25,000.00	\$6,250.00	\$10,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.3.9 Planned Activity: VMS Message Boards

Planned activity name	VMS Message Boards
Planned activity number	NHTSA 402 PT 19 10
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Portable Variable Message Boards to display the "Drive Sober or Get Pulled Over" or other High Visibility of DUI laws messages for law enforcement agencies to be used as part of the two national "Drive Sober or Get Pulled Over" impaired driving crackdowns as well as for monthly sustained enforcement as part of the HVE program funded by OHS with NHTSA monies. 10 cities/towns will be chosen based on data and those who help coordinate the States' DUI task force details.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Speed Management (FAST)	\$25,000.00	\$6,250.00	\$10,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

Automated Traffic Enforcement Survey

OHS is unable to certify that automated traffic enforcement systems are not used on any public roads in RI. We agree to conduct a survey of these systems in RI. We will send the outcome of the survey to NHTSA by March 1, 2019. The survey contents will include:

- A list of automated traffic enforcement systems in the State.
- Adequate data to measure transparency, accountability and safety attributes
- Comparison of each system with "Speed Enforcement Camera Systems Operational Guidelines and "Red Light Camera Systems Operational Guidelines."

Strategic Partners

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

Performance Targets

- Goal. Administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders, 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.

List of Countermeasures (Strategies)

1. Administer the statewide traffic safety program:
 - a. Implement the FFY 2019 HSP.
 - b. Develop projects to support the current programs goals.
 - c. Provide sound fiscal management on all the traffic safety programs.
 - d. Coordinate state plans with other Federal, state, and local agencies.
 - e. Assess program and projects outcomes.
 - f. Share this vital information and relevant data with the public.
2. Provide data required for Federal and state reports.
3. Provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs.
4. Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.
5. Identify and prioritize highway safety problems for future OHS attention, programming, and activities.
6. Implement program management, oversight, and monitoring for activities within this priority area.

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 402 PA 19 00	Audit Fees	

		Highway Safety Office Program Management
NHTSA 402 PA 19 01	Memberships and Dues	Highway Safety Office Program Management
NHTSA 402 PA 19 02	Office Equipment	Highway Safety Office Program Management
NHTSA 402 PA 19 03	Office Supplies	Highway Safety Office Program Management
NHTSA 402 PA 19 04	Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report (VHB)	Highway Safety Office Program Management
NHTSA 402 PA 19 05	Travel and Training	Highway Safety Office Program Management
NHTSA 402 PA 19 06	Safety Messages Display Monitors	Highway Safety Office Program Management
NHTSA 402 PA 19 08	Photography and Video	Highway Safety Office Program Management

5.9.1 Planned Activity: Audit Fees

Planned activity name	Audit Fees
Planned activity number	NHTSA 402 PA 19 00
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned

activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$25,000.00	\$6,250.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.2 Planned Activity: Memberships and Dues

Planned activity name	Memberships and Dues
Planned activity number	NHTSA 402 PA 19 01
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned

activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will allow OHS cover the payment of the GHSA Membership as well as other dues to professional organizations related to our highway safety programs, like National Association of State Motorcycle Safety Administrators dues, Child Passenger Safety Technicians Licenses.

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name

2019	Highway Safety Office Program Management
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$8,000.00	\$2,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.3 Planned Activity: Office Equipment

Planned activity name	Office Equipment
Planned activity number	NHTSA 402 PA 19 02
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will fund OHS office copier/fax machine lease and maintenance.

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$20,000.00	\$5,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.4 Planned Activity: Office Supplies

Planned activity name	Office Supplies
Planned activity number	NHTSA 402 PA 19 03
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will allow OHS the purchase of office supplies and equipment necessary to support programming of all NHTSA projects, including phone, postage, computer equipment, and miscellaneous.

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Highway Safety Office Program Management
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Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$20,000.00	\$5,000.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.5 Planned Activity: Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report (VHB)

Planned activity name	Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report (VHB)
Planned activity number	NHTSA 402 PA 19 04
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger

safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OHS will contract for the development and production of the HSP and the AR required by NHTSA.

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$75,000.00	\$18,750.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.6 Planned Activity: Travel and Training

Planned activity name	Travel and Training
Planned activity number	NHTSA 402 PA 19 05
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger

safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$30,000.00	\$7,500.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.7 Planned Activity: Safety Messages Display Monitors

Planned activity name	Safety Messages Display Monitors
Planned activity number	NHTSA 402 PA 19 06
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The OHS will place indoor messages boards in the State House, DOA, and DOT which lists traffic safety messages and updated FARS data. We will also offer links to websites which offer extended information. It is our hope that this visual messaging supplies people with conversation discussion points that relate to our outreach and educational efforts.

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$50,000.00	\$12,500.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.8 Planned Activity: Photography and Video

Planned activity name	Photography and Video
Planned activity number	NHTSA 402 PA 19 08
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under

§ 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Our office requires the capacity to document events, presentations and monitoring visits to support our year end report and yearly HSP. We will contract with an approved videographer and/or photographer via our approved state Master's Agreement in advance of events which require this type of documentation.

Enter intended subrecipients.

Rhode Island Department of Transportation.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$50,000.00	\$12,500.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure

NHTSA 402 DD 19 04	State Agencies (RISP) Distracted Driving	High Visibility Cellphone/Text Messaging Enforcement
NHTSA 402 DD 19 05	State Agencies (URI) DD Enforcement	High Visibility Cellphone/Text Messaging Enforcement
NHTSA 164 AL 19 08	State Agencies (HEALTH) Alcohol Toxicology & BAT Mobile Support	Breath Test Devices
NHTSA FDLBAC 19 01 (405D)	Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile Providence	Breath Test Devices
NHTSA 164 AL 19 09	State Agencies (URI) Alcohol Enforcement	High Visibility Enforcement
NHTSA FDLSP 19 01 (405D)	Municipalities Impaired Driving Law Enforcement Patrols	High Visibility Enforcement
NHTSA 164 AL 19 02	State Agencies (RISP) RI Impaired Driving Enforcement	High Visibility Enforcement
NHTSA 402 PT 19 04	Municipalities Speed Enforcement/Equipment	Sustained Enforcement
NHTSA 402 PT 19 06	State Agencies (URI) Speed Enforcement	Sustained Enforcement
NHTSA 402 PT 19 09	Municipalities Speed Initiative	Sustained Enforcement
NHTSA 402 OP 19 02	State Agencies (RISP) Child Passenger Safety (CPS)	Child Restraint System Inspection Station(s)
NHTSA M2 HVE 19 06 (405B)	Municipalities Child Passenger Safety (CPS)	Child Restraint System Inspection Station(s)
NHTSA M2 HVE 19 05 (405B)	State Agencies (RISP) Child Passenger Safety (CPS)	Sustained Enforcement
NHTSA M2 HVE 19 01 (405B)	State Agencies (URI) Seat Belt Law Enforcement Patrols	Sustained Enforcement
NHTSA M2 HVE 19 03 (405B)	Municipalities Seat Belt Law Enforcement Patrols	Sustained Enforcement

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Rhode Island is fortunate to have direct access to timely crash data and other traffic enforcement related information. The flexibility of the Office on Highway Safety's Evidence Based Enforcement (E-BE) enables direct application to priority enforcement projects based on the evaluation of these data sets. For example, the seat belt use rate survey, occupant protection citations issued and improperly restrained (operators/occupants) crash data are incorporated into the strategies directing occupant protection enforcement grants. Likewise, impaired driving crashes and arrests are the basis for DUI and drugged driving enforcement efforts. The Evidence Based Enforcement (E-BE) approach is applied to speeding, distracted driving and all other Office on Highway Safety Emphasis areas as well as other priorities which may emerge.

The Office on Highway Safety Project Managers conduct analysis of timely state wide crash data. The process is enhanced by integrating county and local data supported by ancillary information relating to enforcement activities. Local data is the cornerstone for addressing local traffic issues in a defined geographical area. All traffic safety issues are local problems which require the application of local data.

During the grant application process each potential sub-awardee is issued a pre-loaded application prepared by Office on Highway Safety with local data that identifies target areas of crash locations with associated times of the day and day(s) of the week that the majority of crashes occur. The data supports problem identification and is the foundation for setting performance targets and measurable outcomes.

Funding for sub-awardees is commensurate to the jurisdiction's proportion of the overall state problem.

The Office on Highway Safety analyzes crash data; specifically, fatal and serious bodily injuries and found the crashes are not specific to any city/town or county in Rhode Island. Although OHS cannot point to any specific corridor or city or town, it realizes it needs to reach out to its partners, share statewide data and request additional resources to stop vehicles utilizing a wolf-pack/task force type emphasis as needed.

Also noting that there was not a 'one size fits all' approach to the increase in crash incidents, the Office on Highway Safety will continue to share statewide data with all sub-grantees and insist on additional patrols, grant funded, and regular duty patrols focus on the statewide problem.

Using grant funds, the Office on Highway Safety continually encourages sub-recipients to participate in high visibility enforcement in urban areas where high incidents of crashes were documented, thus anticipating similar crashes based on data. The Office on Highway Safety also encourages similar high visibility enforcement in the rural areas where similar like crashes have taken place.

Enter explanation of the deployment of resources based on the analysis performed.

Ensure Evidence Based Enforcement is incorporated into grant applications. This is twinned with identified primary issues which inform the OHS development of countermeasures and strategies designed to reach selected goals and outcomes. The staff utilizes NHTSA's Rhode Island's Office on Highway Safety Program publication Countermeasures That Work (2015, Eighth Edition) to identify "best practice" strategies that are evidence-based. These suggested countermeasures may be adjusted, amended or otherwise modified to address the demographics of a rural town. Countermeasures are selected by evaluating which particular strategy or combinations of tactics may be expected to make the most positive impact statewide. Rhode Island's countermeasures are more broadly defined in the applicable sections of this document relating to the specified priorities. Occasionally, new, previously unmeasured or undetected traffic safety issues may emerge and become significant. In recent years, distracted driving is an example of a new problem. The national and local traffic safety communities responded to the review of crash data with a series of NHTSA sponsored pilots to develop sound and responsive strategies. Careful analysis of data provided the springboard for the success of these countermeasures. The Office on Highway Safety staff is prepared to identify and address emerging trends and issues affecting the level of traffic safety in the state.

Potential sub-awardees are required to use countermeasures and strategies to address the problem areas identified in their agreement. The selected strategies and accepted countermeasures are designed using appropriate local data. Evidence Based Enforcement (E-BE) is applicable to all Office on Highway Safety priority programs.

The applicant agency must demonstrate sufficient available resources to successfully accomplish the agency's stated objectives. These enforcement resources must be deployed based on data analysis on focused data-driven strategies to ensure efficiency and effectiveness.

Rhode Island's approach to Evidence Based Enforcement (E-BE) provides enforcement coverage in all of the state's five counties. The Office on Highway Safety's partnership with thirty nine (39) city and town police departments as well as the Rhode Island State Police provides a multi-tiered, interlocking system of sustained enforcement in those areas identified using all available data sets.

Clear and concise goals and expected outcomes are developed and clearly described within the agency's grant application.

The OP and DUI grants focus on sustained traffic enforcement for seatbelt compliance, impaired driving, excessive speed and distracted driving. The program director provides the team with a cohesive approach and consistent oversight to address local problems effectively and efficiently. The coordinator sets goals based on state and local data to confront traffic safety issues and continually implement evidence-based enforcement. The coordinator also tracks and assesses productivity and progress through monitoring of activity reports and may initiate modifications in the strategies that are appropriate and necessary to achieve target goals. Quarterly meetings are held with a representative from each agency to discuss and evaluate the strategies and results of the enforcement activity. Modifications to the project are made based on the input and results of these meetings.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

Rhode Island will continue to rely on specific crash data to sustain the progress made toward our goal to reduce incidences of crashes resulting in death or serious injury. 2016 data indicates 10 of the state's 51 fatalities occurred in rural areas. As described in Goal C-1, the primary causes of the state's fatalities are related to operator impairment, lack of occupant restraint, speeding and distracted or inattentive driving. To appropriately address these priorities, the OHS staff proportionately allocates federal funds to those projects which have the most potential for positive statewide impact. Data and information provided in the HSP demonstrates the appropriateness of this target which utilizes current data trends to create evidence based strategies.

Rhode Island's execution of Evidence-Based Enforcement (E-BE) will continue into the FFY 2019 grant cycle. It is based on three major components:

- (1) Utilizing the Rhode Island Department of Transportation's data analysis division, we will continue to collect and analyze specific data as it relates to the Office on Highway Safety's emphasis and priority areas. The data RIDOT collects identifies who is crashing, where they are crashing, when they are crashing and how they are crashing. The analyzed data also includes performance data such as enforcement activities and citation data utilizing our newly developed productivity graphs;
- (2) The Office on Highway Safety deploys resources and allocates funding for enforcement to the sub-grantees based on problem identification for the implementation of effective and efficient strategies and countermeasures, using the 2015 Countermeasures that Work guidelines;
- (3) The Office on Highway Safety will continue monitoring, evaluation and making any necessary adjustments / modifications to strategies and countermeasures being utilized by all sub-grantees as appropriate.

These three (3) steps are integral to the Office on Highway Safety's Evidence Based Enforcement protocol (E-BE) and principles and will remain in place for all future granting considerations.

To support Rhode Island's Evidenced Based Enforcement (E-BE) strategies, specific data driven media messaging and public outreach have been created to increase impact and improve effectiveness of the Office on Highway Safety communication plan.

Rhode Island's statewide and local data identifies the target audience to deliver the appropriate message to the right demographic. For example, local data indicates the geographic areas of the state with the lowest belt use rates. The Office on Highway Safety works with the contracted media consultant in creating specific visual and audio messaging. The occupant protection videos are produced on location using recognizable landmarks as points of reference for local viewers. Similarly, impaired driving messaging depicts locations, settings, and backgrounds which will resonate with the data

identified targeted audience who are at higher risk to drive while impaired. In addition, media outreach and seasonal messaging is utilized to describe what types of enforcement activities a particular area of the state will see during special enforcement periods. These types of data based outreach and messaging not only support enforcement but provide an additional layer of deference for those who fail to comply. Overall, the Evidence Based Enforcement (E-BE) process described below incorporates DDACTS and closely follows the strategies listed in DDACTS’ seven guiding principles. (The utilization of geo-mapping and the identification of hot spot areas and specific locations provide a solid basis for the delivery of state-wide Evidence Based Enforcement (E-BE).

Statewide data is certainly important and serves as a well-defined background for operational planning and subsequent deployment of resources. But traffic safety problems are also local issues and are most effectively and efficiently addressed with local strategies and countermeasures. Rhode Island’s approach to using local data and attacking traffic safety issues at the local level with local data and available resources is a basic exercise in Evidence Based Enforcement (E-BE).

Continuous follow-up and adjustment of the enforcement plan

All participating agencies are required to submit monthly activity reports and quarterly progress reports. The Office on Highway Safety Project Managers evaluate all sub-grantees reports and assess productivity and progress towards defined goals and outcomes. Program Managers work closely with the Chief of the Office on Highway Safety Chief and the Law Enforcement Liaison to determine if any strategic adjustments, modifications or other changes are appropriate. This continual and systematic process of project monitoring, evaluation and analysis of outcome measures provides feedback which enables project adjustments where and when appropriate.

Enforcement at all levels must be aggressively supported by powerful and effective media messaging, public outreach and education for all those who travel Rhode Island’s roadways. A media campaign utilizing evidence-based enforcement to direct the messaging in an effective and efficient format is essential. In addition, impaired driving messaging will be designed to influence the behavior of those segments of the population, identified by data, who present an increased risk of driving while impaired.

High-Visibility Enforcement (HVE) strategies to support national mobilizations

Rhode Island will implement multiple 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. High Visibility Enforcement (HVE) strategies will be complimented by earned and paid media, educational awareness efforts, and ongoing stakeholder reach out efforts.

The Office of Highway Safety will participate in and support the National high visibility law enforcement mobilizations. This will include more than three mobilization campaigns in FFY 2019 fiscal to reduce alcohol-impaired or drug-impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

National campaigns the State will participate in:

- Drive Sober or Get Pulled Over National Enforcement (August)
- Click It or Ticket National Enforcement Mobilization (May)
- Drive Sober or Get Pulled Over (Holiday Season)
- Drive Sober or Get Pulled Over (Fourth of July)
- Other (see listed calendar grid)

Campaign Efforts for FFY 2019

Campaign	Time Period	Dates
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Drive Sober or Get Pulled Over	Halloween	10/31/2018
Click It or Ticket	Thanksgiving	11/18/2018 – 11/24/2018
Drive Sober or Get Pulled Over	Thanksgiving	11/24/2018 – 11/25/2018
Drive Sober or Get Pulled Over	Holidays	12/16/2018 – 1/2/2019
Drive Sober or Get Pulled Over	Superbowl Sunday	2/3/2019
Drive Now, Text Later	April School Vacation	4/14/2019 – 4/20/2019
Drive Sober or Get Pulled Over	Cinco de Mayo	5/4/2019 – 5/5/2019
Drive Sober or Get Pulled Over	Memorial Day	5/25/2019 – 5/26/2019
Click It or Ticket	May/June	5/20/2019 – 6/2/2019
Drive Sober or Get Pulled Over	4th of July	6/29/2019 – 7/4/2019
Drive Sober or Get Pulled Over	August	8/15/2019 – 9/2/2019
Obey the Sign or Pay the Fine	August	8/10/2019 – 8/12/2019
Drive Sober or Get Pulled Over	Labor Day	9/8/2019 – 9/9/2019

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Sustained Enforcement
Sustained Enforcement
Integrated Enforcement
High Visibility Enforcement

High Visibility Cellphone/Text Messaging Enforcement
Communication Campaign
Breath Test Devices

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 164 AL 19 08	State Agencies (HEALTH) Alcohol Toxicology & BAT Mobile Support	Breath Test Devices
NHTSA FDLBAC 19 01 (405D)	Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile Providence	Breath Test Devices
NHTSA 164 AL 19 09	State Agencies (URI) Alcohol Enforcement	High Visibility Enforcement
NHTSA FDLSP 19 01 (405D)	Municipalities Impaired Driving Law Enforcement Patrols	High Visibility Enforcement
NHTSA 164 AL 19 02	State Agencies (RISP) RI Impaired Driving Enforcement	High Visibility Enforcement
NHTSA 402 OP 19 02	State Agencies (RISP) Child Passenger Safety (CPS)	Child Restraint System Inspection Station(s)
NHTSA M2 HVE 19 06 (405B)	Municipalities Child Passenger Safety (CPS)	Child Restraint System Inspection Station(s)
NHTSA M2 HVE 19 05 (405B)	State Agencies (RISP) Child Passenger Safety (CPS)	Sustained Enforcement
NHTSA M2 HVE 19 01 (405B)	State Agencies (URI) Seat Belt Law Enforcement Patrols	Sustained Enforcement
NHTSA M2 HVE 19 03 (405B)	Municipalities Seat Belt Law Enforcement Patrols	Sustained Enforcement

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status:	Lower seat belt use rate State
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Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency
University of Rhode Island Police
Rhode Island State Police

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

OHS will fund implementation of the CIOT overtime enforcement patrols by law enforcement agencies in Rhode Island. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 20 to June 2, 2019 and three state mobilizations (Thanksgiving holiday travel, November 19 to 25, 2018; March 21 to 25, 2019 and September 16 to 22, 2019).

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 402 SA 19 02	Cranston Child Opportunity Zone (COZ) Passport to Safety	Communication Campaign
NHTSA 402 OP 19 02	State Agencies (RISP) Child Passenger Safety (CPS)	Child Restraint System Inspection Station(s)
NHTSA M2 HVE 19 06 (405B)	Municipalities Child Passenger Safety (CPS)	Child Restraint System Inspection Station(s)
NHTSA M2 HVE 19 07 (405B)	RI Hospital Child Passenger Safety in Rhode Island	Child Restraint System Inspection Station(s)

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 39

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban	905000
Populations served - rural	260000
Populations served - at risk	139000

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 402 SA 19 02	Cranston Child Opportunity Zone (COZ) Passport to Safety	Communication Campaign
NHTSA 402 OP 19 02	State Agencies (RISP) Child Passenger Safety (CPS)	Child Restraint System Inspection Station(s)
NHTSA M2 HVE 19 06 (405B)	Municipalities Child Passenger Safety (CPS)	Child Restraint System Inspection Station(s)
NHTSA M2 HVE 19 07 (405B)	RI Hospital Child Passenger Safety in Rhode Island	Child Restraint System Inspection Station(s)

Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes	2
Estimated total number of technicians	110

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

To qualify for an Occupant Protection Grant in a fiscal year, a lower seat belt use rate State (as determined by NHTSA) must submit, as part of its HSP, documentation demonstrating that it meets at least three of the following additional criteria. Select application criteria from the list below to display the associated requirements.

Primary enforcement seat belt use statute	Yes
Occupant protection statute	No
Seat belt enforcement	Yes
High risk population countermeasure program	No
Comprehensive occupant protection program	No
Occupant protection program assessment	Yes

Primary enforcement seat belt use statute

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

- The State’s statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.
 - R.I.G.L. § 31-22-22

Seat belt enforcement

Submit countermeasure strategies, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Sustained Enforcement

Submit planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

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Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA M2 HVE 19 05 (405B)	State Agencies (RISP) Child Passenger Safety (CPS)	Sustained Enforcement
NHTSA 402 OP 19 06	State Agencies (RISP) Crash Reconstruction Equipment	Sustained Enforcement
NHTSA 402 OP 19 07	RI Police Chiefs Association - Safety Partnership Program	Sustained Enforcement
NHTSA M2 HVE 19 01 (405B)	State Agencies (URI) Seat Belt Law Enforcement Patrols	Sustained Enforcement
NHTSA M2 HVE 19 02 (405B)	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)	Sustained Enforcement
NHTSA M2 HVE 19 03 (405B)	Municipalities Seat Belt Law Enforcement Patrols	Sustained Enforcement

Occupant protection program assessment

Enter the date of the NHTSA-facilitated assessment of all elements of its occupant protection program, which must have been conducted within three years prior to the application due date.

Date of the NHTSA-facilitated assessment 4/1/2016

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date
2/21/2018
4/16/2018
5/24/2018
6/26/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: Gabrielle M. Abbate
 Title of State's Traffic Records Coordinator: Chief of Highway Safety, RIDOT

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

TRCC Committees

Executive Committee

Name / Title	Organization	Function
Peter Alviti, Jr., P.E. Director	Rhode Island Department of Transportation	Crash/Roadway
Colonel Ann Assumpico Superintendent	Rhode Island State Police	Law Enforcement/ Citation/Crash
Domenic DiSandro Chief Magistrate, RTT	Rhode Island Judiciary	Citation
Chief Sid Wordell Executive Director	Rhode Island Police Chiefs' Association	Law Enforcement
Nicole Alexander-Scott, MD, MPH Director	Rhode Island Department of Health	Injury Surveillance System
Mr. Walter Craddock Director	Rhode Island Division of Motor Vehicles	Driver/Vehicle

Technical Committee

Name / Title	Organization	Function
Ms. Gabrielle M. Abbate (Chair) Chief of Highway Safety	Department of Transportation	Highway Safety
Colonel Richard Sullivan Law Enforcement Highway Safety Training Coordinator	Department of Public Safety	Law Enforcement Liaison
Mr. Todd Manni Public Health Emergency Management Suite Coordinator	Department of Health	Injury Surveillance System
Mr. Robert Rocchio Chief Traffic Engineer	Department of Transportation	Crash/Roadway/Highway Safety
Mr. Phil Magano Principal Research Technician	Department of Transportation	Crash/Roadway

Mr. Thomas Lewandowski Management Information Chief	Department of Transportation	Crash/Roadway
Mr. Stephen Kut GIS/Programmer Analyst	Department of Transportation	Crash/Roadway
Mr. Kevin Carter Program Manager	FMCSA	Crash/Roadway
Ms. Ann George Trauma Coordinator	LifeSpan	Non-governmental Safety Advocate
Ms. Carol Labossiere Project Manager	Rhode Island State Police	Law Enforcement
Mr. Dennis Gertsmeyer Administrator	Rhode Island Judiciary	Citation
Mr. Michael Egan Information Systems Coordinator	Rhode Island Judiciary	Citation
Ms. Samara Viner-Brown Epidemiologist	Department of Health	Injury Surveillance System
Mr. Jason Rhodes Chief, Emergency Medical Services	Department of Health	Injury Surveillance System
Mr. Jeffrey Hill Manager	Department of Health	Injury Surveillance System
Mr. Richard Interrante Administrative Officer	Division of Motor Vehicles	Driver/Vehicle
Ms. Sharon Bazor FARS Analyst	Department of Transportation	Crash/Roadway
Will Hernandez Safety Engineer	FHWA	Crash/Roadway/Highway Safety
Mr. Steve Pristawa P.E., CPM Acting Managing Engineer	Department of Transportation	Roadway/Highway Safety
Lt. Col. Kevin Barry Lieutenant Colonel	Rhode Island State Police	Law Enforcement
Mr. Sean Raymond Principal Civil Engineer	Department of Transportation	Roadway/Highway Safety
Mr. Greg Scungio Principal Project Manager	Department of Public Safety	E-911
Ms. Erin Heaney NHTSA Regional Program Manager	NHTSA	NHTSA
Ms. Barbara Rizzuti NHTSA Regional Program Manager	NHTSA	NHTSA
Mr. Daniel DiBlasio Planning Division	Department of Transportation	Crash/Traffic Research/Roadway
Mr. Michael Sprague Supervising Planner	Department of Transportation	Crash

Subcommittee: Technology Working Group

Name / Title	Organization	Function
Mr. Thomas Laliberte Administrator	Rhode Island Judicial	Citation
Mr. Jeffrey Hill Manager	Department of Health	Injury Surveillance System

Michael Carstensen	Ledgellight	RI DOT Crash Consultant
Ms. Gabrielle M. Abbate Chief of Highway Safety	Department of Transportation	Highway Safety
Ms. Carol Labossiere Project Manager	Rhode Island State Police	Law Enforcement

Subcommittee: Project Development Working Group

Name / Title	Organization	Function
Chief Edward Mello Chief – Jamestown Police Dept	Jamestown Police Department	Law Enforcement/RMS
Mr. Richard Interrante Administrative Officer	Division of Motor Vehicles	Driver/Vehicle
Ms. Sharon Bazor FARS Analyst	Department of Transportation	FARS/Research
Mr. Steve Pristawa P.E., CPM Acting Managing Engineer	Department of Transportation	Roadway/Highway Safety
Mr. Michael Sprague Supervising Planner	Department of Transportation	Crash
Ms. Gabrielle M. Abbate Chief of Highway Safety	Department of Transportation	Highway Safety
Mr. Daniel DiBiasio Program Manager – Traffic Research	Department of Transportation	Crash/Traffic Research
Colonel Richard Sullivan Law Enforcement Highway Safety Training Coordinator	Department of Public Safety	Crash/Citation

Subcommittee: Policy Working Group

Name / Title	Organization	Function
Lt. Colonel Kevin Barry	Rhode Island State Police	Law Enforcement
Mr. Steve Pristawa P.E., CPM Acting Managing Engineer	Department of Transportation	Crash/Roadway
Ms. Gabrielle M. Abbate Chief of Highway Safety	Department of Transportation	Highway Safety
John Corrigan Traffic Safety Resource Prosecutor	Department of Transportation	Crash/Highway Safety/Courts
Col. Richard Sullivan Law Enforcement Highway Safety Training Coordinator	Department of Public Safety	Law Enforcement

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded
2018 OHS Performance Measures - LLT.docx
TRSP_RI_FFY2018.docx

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

RIDOT

Crash Recommendations

Improve the data dictionary for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. **State Response: Accepted**

Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **State Response: Accepted**

Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. **State Response: Accepted**

State Response

Narrative: The State plans to produce a State of Rhode Island Crash Data Dictionary document that provides a comprehensive listing of all crash data elements, crash data business rules and edit checks, and any links to other State datasets (e.g. SafetyNET, Driver History, etc.). This document will be the primary source used for identifying the currently collected crash data elements in the State. The document will be updated, as required, to reflect improvements made to the data dictionary to increase its MMUCC-compliance.

The State will embark on an effort to identify core data system linkages (e.g. Roadway, EMS) to leverage existing data sets for the purpose of enhancing crash data analysis and reporting.

The State will investigate methods of providing crash data quality feedback to law enforcement reporting agencies and State data managers.

Roadway Recommendations

Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **State Response: Accepted**

Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **State Response: Accepted**

Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. **State Response: Accepted**

State Response

Narrative. RIDOT will use the results of the Data Integration Pilot Assessment to identify and document Roadway data system procedures and process flows.

The RI TRCC will promote the establishment of Roadway performance measures as a tool to measure improvements to the data system.

DMV

Vehicle Recommendations

Improve the procedures/ process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **State Response: Accepted**

Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. **State Response: Accepted**

State Response

Narrative. The RI TRCC will determine if the DMV plans to update any existing State-specific policy/procedure manual or if one does not exist, whether the DMV will make it a priority to develop one.

The RI TRCC will promote the implementation of a 2D standard barcode for vehicle registrations.

The RI TRCC will encourage the DMV to integrate sample-based audits, trend analysis, and performance measures into the State's new Vehicle Registration system.

Driver Recommendations

Improve the applicable guidelines for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **State Response: Accepted**

Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. **State Response: Accepted**

Improve the interfaces with the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **State Response: Accepted**

Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. **State Response: Accepted**

State Response

Narrative. The RI TRCC will promote the development of a State of Rhode Island Driver Data Dictionary containing data element definitions, validations, and links to other data sets (e.g. vehicle, crash).

The RI TRCC will encourage increased DMV participation with the committee and promote data integration between the Driver and Vehicle databases as well as other traffic records databases.

RI Judiciary, RIDOT, RIDPS

Citation / Adjudication Recommendations

Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory. **State Response: Accepted**

Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **State Response: Accepted**

Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory. **State Response: Accepted**

State Response

Narrative. The RI TRCC will promote the development of a State of Rhode Island Citation Data Dictionary document that will list all citation data elements, business rules and edit checks, and links to other State datasets.

The RI TRCC will promote the development of a Court Case Management System Data Dictionary.

The RI TRCC will promote the implementation of a DUI Tracking System.

The RI TRCC will investigate overall documentation improvements for the Citation/Adjudication system that address the deficiencies identified during the assessment.

RI Department of Health

EMS / Injury Surveillance Recommendations

Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **State Response: Accepted**

Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **State Response: Accepted**

Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory. **State Response: Accepted**

State Response

Narrative. The RI TRCC will review the elements of its Injury Surveillance System and evaluate opportunities for integration of the various data sets for the goal of increasing safety-related analysis.

The RI TRCC will identify goals for the various elements of the Injury Surveillance System to track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State.

TRCC

Data Use and Integration Recommendations

Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory. **State Response: Accepted**

State Response

Narrative. The RI TRCC will make integration a priority by evaluating available databases, propose establishing data sharing agreements among agencies, and coordinate data definitions across data sets both within and between agencies. The TRCC will elaborate on how the integrated data can benefit the participating agencies. The TRCC will investigate developing a formal document that serves as a data linkage roadmap.

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

Crash Recommendations

- Improve the data dictionary for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: *The State plans to produce a State of Rhode Island Crash Data Dictionary document that provides a comprehensive listing of all crash data elements, crash data business rules and edit checks, and any links to other State datasets (e.g. SafetyNET, Driver History, etc.). This document will be the primary source used for identifying the currently collected crash data elements in the State. The document will be updated, as required, to reflect improvements made to the data dictionary to increase its MMUCC-compliance.*

Related Project: *Crash – MMUCC Revision (HSP Traffic Records)*

- Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: *The State will embark on an effort to identify core data system linkages (e.g. Roadway, EMS) to leverage existing data sets for the purpose of enhancing crash data analysis and reporting.*

Related Project: *Department of Health Data Integration COMPLETED but have added DOH's EMS IMAGETrend Data Project for FFY 2019 (HSP Traffic Records)*

EMS / Injury Surveillance Recommendations

1. Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: *The RI TRCC will review the elements of its Injury Surveillance System and evaluate opportunities for integration of the various data sets for the goal of increasing safety-related analysis.*

Related Project: *Department of Health Data Integration*

Data Use and Integration Recommendation

1. Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: *The RI TRCC will make integration a priority by evaluating available databases, propose establishing data sharing agreements among agencies, and coordinate data definitions across data sets both within and between agencies. The TRCC will elaborate on how the integrated data can benefit the participating agencies. The TRCC will investigate developing a formal document that serves as a data linkage roadmap.*

Related Project: *Traffic Records Coordinator*

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
NHTSA M3 DA 19 02 (405C)	Crash MMUCC Revisions	Improves uniformity of a core highway safety database
NHTSA M3 DA 19 05 (405C)	RI DOT OHS- Crash Form Training	Highway Safety Office Program Management
NHTSA M3 DA 19 03 (405C)	State Agencies (HEALTH) EMS	Improves integration between one or more core highway safety databases
NHTSA M3 DA 19 04 (405C)	Traffic Records Data Warehouse	Improves integration between one or more core highway safety databases
NHTSA M3 DA 19 01 (405C)	RI Police Chiefs Association Statewide RMS Traffic Records System	Improves uniformity of a core highway safety database

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Crash Recommendations

- Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: *The State will investigate methods of providing crash data quality feedback to law enforcement reporting agencies and State data managers.*

Related Project: *Not directly addressed in FFY1 funded project. RI is challenged with incorporating new computer systems and their complete integration into State Data agencies. DMV's new system will become live on July 1, 2017. Our goal is to work with DMV in this coming fiscal year to identify lapses*

Vehicle Recommendations

- Improve the procedures/ process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: *The RI TRCC will determine if the DMV plans to update any existing State-specific policy/procedure manual or if one does not exist, whether the DMV will make it a priority to develop one.*

Related Project: *Not directly addressed in FFY19 funded project due to new DMV computer system being brought online in FFY 2017.*

- Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: *The RI TRCC will promote the implementation of a 2D standard barcode for vehicle registrations.*

The RI TRCC will encourage the DMV to integrate sample-based audits, trend analysis, and performance measures into the State's new Vehicle Registration system.

Related Project: *Not directly addressed in FFY19 funded project.*

Driver Recommendations

1. Improve the applicable guidelines for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The RI TRCC will encourage the DMV to improve guidelines for the Driver data system.

Related Project: *Not directly addressed in FFY19 funded project.*

2. Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: *The RI TRCC will promote the development of a State of Rhode Island Driver Data Dictionary containing data element definitions, validations, and links to other data sets (e.g. vehicle, crash).*

Related Project: *Not directly addressed in FFY19 funded project.*

3. Improve the interfaces with the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: *The RI TRCC will encourage increased DMV participation with the committee and promote data integration between the Driver and Vehicle databases as well as other traffic records databases. Update: DMV reports that this is being accomplished through the development and implementation of the DMV's new computer modernization system (RIMS).*

Related Project: *Not directly addressed in FFY18 funded project.*

4. Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: *The TRCC will encourage the DMV to review their Driver data quality control program and implement improvements using the Traffic Records Program Assessment Advisory as a guide.*

Related Project: *Not directly addressed in FFY19 funded project.*

Roadway Recommendations

1. Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: *RIDOT will use the results of the Data Integration Pilot Assessment to identify and document Roadway data system procedures and process flows.*

Related Project: *Not directly addressed in FFY97 funded project.*

2. Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: *The State is in the process of getting IRE data and getting Roads and Highways running.*

Related Project: *Not directly addressed in FFY19 funded project.*

3. Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: *The RI TRCC will promote the establishment of Roadway performance measures as a tool to measure improvements to the data system.*

Related Project: *Not directly addressed in FFY19 funded project.*

Citation / Adjudication Recommendations

1. Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: *The RI TRCC will promote the development of a State of Rhode Island Citation Data Dictionary document that will list all citation data elements, business rules and edit checks, and links to other State datasets.*

The RI TRCC will promote the development of a Court Case Management System Data Dictionary.

Related Project: *Not directly addressed in FFY19 funded project.*

2. Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: *The RI TRCC will promote the implementation of a DUI Tracking System.*

Related Project: *Not directly addressed in FFY19 funded project.*

3. Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: *The RI TRCC will investigate overall documentation improvements for the Citation/Adjudication system that address the deficiencies identified during the assessment.*

Related Project: *Not directly addressed in FFY19 funded project.*

EMS / Injury Surveillance Recommendations

1. Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: *The RI TRCC will review the elements of its Injury Surveillance System and evaluate opportunities for integration of the various data sets for the goal of increasing safety-related analysis.*

Related Project: *Not directly addressed in FFY19 funded project.*

2. Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: *The RI TRCC will identify goals for the various elements of the Injury Surveillance System to track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State.*

Related Project: *Not directly addressed in FFY19 funded project.*

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

C-X-1 Accessibility - Crash

Accessibility reflects the ability of legitimate users to successfully obtain desired data. The below process outlines one way of measuring crash data accessibility.

To measure accessibility:

Identify the principal users of the crash database. Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request. Document the method of data collection and the principal users' responses.

CA-C-01 – Citation Completeness

This performance measure is based on the CA-C-01 model.

Rhode Island will improve the Completeness of the Citation / Adjudication system as measured in terms of an Increase of:

- The percentage of citation records with no missing critical data elements. *This measure also is also applicable to the adjudication file.

The state will show measurable progress using the following method:

- The percentage of citation records with no missing critical data elements. *This measure also is also applicable to the adjudication file.

C-C-2 Completeness – Crash

The percentage of crash records with no missing data elements. Once the State completes the crash revision, the State will use the newly MMUCC-compliant data elements for this measure.

The State can assess overall completeness by dividing the number of records missing no elements by the total number of records entered into the database within a period defined by the State.

C-I-1 Integration – Crash, Citation, Driver, Vehicle, EMS

The percentage of appropriate records in the crash database that are linked to another system or file. Linking the crash database with the five other core traffic records databases can provide important information. For example, a State may wish to determine the percentage of in-State drivers on crash records that link to the driver file.

The percentage of appropriate records in the crash database that are linked to another traffic records database (e.g. Citation, EMS, Driver, Vehicle, and Roadway).

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded
2018 OHS Performance Measures - LLT.docx
TRSP_RI_FFY2018.docx

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State’s highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA’s “Traffic Records Highway Safety Program Advisory” (DOT HS 811 644), as updated.

Date of Assessment: 4/3/2015

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Low-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

11 405(e) Distracted Driving

Sample distracted driving questions

Enter sample distracted driving questions from the State's driver's license examination.

1	ENG	An estimate ___ percent of collisions involve some form of distracted inattention.	20	50	70	80	4	Y
2	ENG	Overall risk of a collision while using a cell phone increases by ___ percent.	30	50	200	400	4	Y
3	ENG	___ drivers who crashed after falling asleep did not detect any signs of drowsiness before the crash.	One quarter of	One half of	Three quarters of	All	2	Y
6	ENG	Which is not an example of Aggressive Driving?	Exceeding the speed limit	Following too closely	Obeying traffic controls	Making improper turns and maneuvers	3	Y
8	ENG	Each year, driver inattention is a factor in more than ___ crashed in North America	One million	One hundred thousand	One thousand	One hundred	1	Y
9	ENG	Looking away from the path of travel for _____ doubles the likelihood of a crash.	one minute	two or more seconds	one second	none of the above	2	N
10	ENG	When physical and mental distractions are combined, there is _____ a crash could occur.	no chance	a greater chance	all of the above	none of the above	2	N
12	ENG	Other occupants' behavior can be very distracting to the driver, especially for teen drivers. For teen drivers with two or more passengers, the risk of a fatal crash jumps by ___ percent.	100	200	300	400	3	Y
15	ENG	Which is not a technique for preventing and managing distractions?	Familiarize yourself with your vehicle's	Secure items that may move	Doing personal grooming while driving.	Pull safely off the road and out of traffic.	3	Y
16	ENG	Remaining awake for extended periods of time can significantly increase drowsiness and its impact on driving ability. Research show that being awake for 18 hours produces impairment approximately equal to a blood alcohol concentration (BAC) of	10	5	2	0.05	4	Y
17	ENG	Drivers who work late-night or early-morning shifts are less likely to fall asleep while driving. True or	TRUE	FALSE			2	N
18	ENG	Approximately how many people were killed in 2010 due to distracted driving?	3000	4000	6000	none of the above	2	N
20	ENG	Which of the following actions is a contributor to 20% of all fatal distracted driving crashes?	Talking to passengers	Retrieving objects from	Using cell phones	Paying attention to the road	3	Y
22	ENG	Which of the following is NOT a leading cause of distracted driving accidents?	Retrieving objects from inside the car	Applying makeup	Talking to passengers	Texting and talking on a cell phone	3	Y
DISTRACTED DRIVING								
	ENG	Earphones or headsets are:	permitted to be used by a driver.	allowed to be used by the driver only when you are traveling on the interstate.	cannot be used by the driver.	allowed in city traffic.	3	Y

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:	Primary Offense
Date Enacted:	11/9/2009
Date Amended:	10/17/2017

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Prohibition on texting while driving.

- Prohibition on texting while driving.
 - R.I.G.L. 31-22-30 (a) (10)
- Definition of covered wireless communication devices.
 - R.I.G.L. 31-22-30 (a) (10)
- Minimum fine of at least \$25 for an offense.
 - R.I.G.L. 31-22-30 (e)

Click Add New to provide legal citations for exemption(s) to the State's texting ban.

Citation	Amended Date
R.I.G.L. 31-22-30 (c) (1)	10/17/2017

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:	Primary Offense
Date Enacted:	6/29/2006
Date Amended:	7/1/2014

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Prohibition on youth cell phone use while driving.

- Prohibition on youth cell phone use while driving.
 - R.I.G.L. 31-22-11.9
- Definition of covered wireless communication devices.
 - R.I.G.L. 31-22-30 (8)

- Minimum fine of at least \$25 for an offense.
 - R.I.G.L. 31-22-11.9

Click Add New to provide legal citations for exemption(s) to the State's youth cell phone use ban.

Citation	Amended Date
R.I.G.L. 31-22-11.9	7/1/2014

12 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	Yes
Reduction of fatalities and crashes	No
Impaired driving program	Yes
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	Yes

Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency:	Board of Governors for Higher Education and/or Community College of Rhode Island
State authority name/title:	Anthony Ricci, RIREP Program Coordinator

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula:	(i) Motorcycle Safety Foundation Basic Rider Course
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CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered

motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Kent	5851
Providence	14394

Enter the total number of registered motorcycles in State.

31137

Motorcyclist awareness program

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency:	Board of Gov for Higher Ed and/or CCRI
State authority name/title:	Anthony Ricci, RIREP Program Coordinator

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Select one or more performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance Measure Name	Target Period (Performance Target)	Target End Year	Target Value (Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	9.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	4.0

Enter the counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

County or Political Subdivision	# of MCC involving another motor vehicle
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Kent	47
Providence	177
Washington	37
Newport	19
Bristol	13

Enter total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

Total # of MCC crashes involving another motor vehicle: 293

Submit countermeasure strategies that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select countermeasure strategies to address the State’s motorcycle safety problem areas in order to meet the performance targets identified above.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Motorcycle Rider Training
Communication Campaign
Communication Campaign

Submit planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select planned activities to address the State’s motorcycle safety problem areas in order to meet the performance targets identified above.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 402 PM 19 06	Creative Media (MC) Awareness Personal Protective Gear	Communication Campaign
NHTSA 402 PM 19 05	Paid Media (MC) Awareness Campaign (May)	Communication Campaign
NHTSA 402 MC 19 02	Motorcycle Public Education Awareness and Outreach Campaign	Communication Campaign

NHTSA 164 AL 19 08	State Agencies (HEALTH) Alcohol Toxicology & BAT Mobile Support	Breath Test Devices
NHTSA 164 AL 19 13	VMS Message Boards	Communication Campaign
NHTSA 164 AL 19 09	State Agencies (URI) Alcohol Enforcement	High Visibility Enforcement
NHTSA FDLSP 19 01(405D)	Municipalities Impaired Driving Law Enforcement Patrols	High Visibility Enforcement
NHTSA M9 MA 19 01 (405F)	State Agency CCRI Rider Program	Motorcycle Rider Training

Impaired driving program

Select one or more performance measures and corresponding performance targets developed to reduce impaired motorcycle operation. Each performance measure and performance target shall identify the impaired motorcycle operation problem area to be addressed. Problem identification must include an analysis of motorcycle crashes involving an impaired operator by county or political subdivision.

Fiscal Year	Performance Measure Name	Target Period (Performance Target)	Target End Year	Target Value (Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	20.0
2019	Perception of being ticketed for failure to wear safety belts	Annual	2019	47.0
2019	Perception of being arrested after drinking and driving	Annual	2019	60.0
2019	Recognition of DSoGPO slogan	Annual	2019	65.0

Submit the countermeasure strategies demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Motorcycle Rider Training
Communication Campaign

Communication Campaign

Submit the planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NHTSA 402 PM 19 06	Creative Media (MC) Awareness Personal Protective Gear	Communication Campaign
NHTSA 402 PM 19 05	Paid Media (MC) Awareness Campaign (May)	Communication Campaign
NHTSA 402 MC 19 02	Motorcycle Public Education Awareness and Outreach Campaign	Communication Campaign
NHTSA 164 AL 19 08	State Agencies (HEALTH) Alcohol Toxicology & BAT Mobile Support	Breath Test Devices
NHTSA 164 AL 19 13	VMS Message Boards	Communication Campaign
NHTSA 164 AL 19 09	State Agencies (URI) Alcohol Enforcement	High Visibility Enforcement
NHTSA FDLSP 19 01(405D)	Municipalities Impaired Driving Law Enforcement Patrols	High Visibility Enforcement
NHTSA M9 MA 19 01 (405F)	State Agency CCRI Rider Program	Motorcycle Rider Training

Enter counties or political subdivisions with motorcycle crashes (MCC) involving an impaired operator. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

County or Political Subdivision	# of MCC involving an impaired operator
Newport	2
Washington	2

Enter total number of motorcycle crashes involving an impaired operator.

Total # of MCC involving an impaired operator 4

Use of fees collected from motorcyclists for motorcycle programs

A State shall have a process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs. A State may qualify under this criterion as either a Law State or a Data State.

Use of fees criterion

Law State

+ Enter legal citations for each law state criteria.

- The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
 - Rhode Island General Law 31-10.1-1.1 (c)
- The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.
 - Rhode Island General Law 31-10.1-1.1 (c)

13 405(h) Nonmotorized

Nonmotorized information

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

14 1906 Racial Profiling Data Collection Grants

Racial profiling data collection grant

Is the State applying as an official documents or assurance State? (Note: The State is not eligible for a grant as an assurance State if the State has received a grant as an assurance State for two fiscal years after October 1, 2015.)

Official documents

Official documents

Select what type of official documents will be uploaded that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Law	Yes
Regulation	No
Binding policy directive	No
Letter from the Governor	No
Court order	No
Other	No

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

- Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.
 - R.I.G.L Title 38

Upload official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Documents Uploaded
FY18 1906 - Racial Profiling Completed.pdf

15 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded
Additional OP info.pdf
RHODE ISLAND - Highway Safety Plan - FY 2019 - Submitted.pdf
HSP 2019 cert signed Peter A.pdf