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State of Rhode Island Highway Safety Plan Federal Fiscal Year 2021



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Acronym Guide

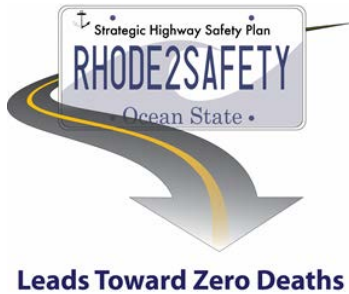
AAASNE	American Automobile Association, Southern New England	DRE	Drug Recognition Expert
AR	Annual Report	DSOGPO	Drive Sober or Get Pulled Over
ARIDE	Advanced Roadside Impaired Driving Enforcement	DUI	Driving Under the Influence
BAC	Blood Alcohol Concentration	DWI	Driving While Intoxicated
BHDDH	Behavioral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

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

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Introduction to the Rhode Island Highway Safety Planning Process



On behalf of the Rhode Island Department of Transportation (RIDOT) and the Office on Highway Safety I am pleased to present the Federal Fiscal Year (FFY) 2021 Highway Safety Plan (HSP) for the State of Rhode Island.

Although many of the planning steps regarding the creation of this plan began early in FFY 2020, the coronavirus turned a few things upside down. As much as our main goal was to plan for programs and strategies in 2021, we also needed to deal with the effects of COVID 19 on our 2020 programs. Things at every level (state, federal, community) were changing quickly and our team's ability to pivot, at the same time stay the course of our goal TOWARDS ZERO DEATHS, helped direct our energies productively and with focused attention to traffic safety. We've developed this plan within the COVID 19 outbreak and have no idea what the world of traffic safety will look like as we enter a new fiscal year.

By the end of 2019 RI tracked two fewer roadway fatalities than it did in 2018. Then in January and February of 2020 we witnessed a spike in pedestrian fatalities. After examining many of the factors associated with those crashes, we've added a heightened focus on Pedestrian Safety within this plan. The Injury Prevention Center of RI, which is associated with Rhode Island Hospital, will be funded to facilitate a new older pedestrian safety program. In 2019 we created a new Pedestrian and Speed safety campaign, and both will be featured heavily in our media outreach efforts. Since Speed is an ongoing causal effect in many of our fatal crashes, we will continue our development of an interactive community education toolkit for law enforcement, community leaders and parents.

As this plan is being developed, we are tracking an additional eight fatal crashes than we were tracking at the same time in 2019. That is alarming since our state's VMTs have lowered in comparison. As concerned as we are of this data, we continue to recognize that each number is a person who is connected to a family, who is connected to a community, who is connected to friends and colleagues. The increased numbers have offered us additional motivation to get this plan "right" and to make sure it leads to decreased deaths and serious injuries in the coming years.

We believe that the programs outlined in our plan, which are based on solid problem identification, detailed program value and resources available, will help us reach our goal. We will continue to enhance our 5th version of our Ripple effect campaign in 2021. Two weeks ago, the campaign was awarded its third New England Emmy for its strong messaging and community awareness success. We will also continue to develop another leg to our successful Distracted Driving campaign. Our new Speeding and Pedestrian Safety media pieces will continue to be highlighted in FFY 2021. Our social media footprint will also be enhanced.

As we plan for FFY 2021 we continue to grow our advocacy efforts by increasing our community outreach efforts. The programs and projects outlined in this report are aligned with the strategies included in the state Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Plan (HSIP). The Rhode Island SHSP is coordinated and facilitated through the OHS. This ensures alignment of the HSP with the SHSP and emphasizes coordinated performance measures throughout all safety issue areas. The SHSP is being reviewed, reinforced, and extended within FFY 2021. It is our goal to create a distinct and workable linear correlation between this FFY 2021 HSP and our 2017-2022 SHSP.

During 2021 we will continue to implement a comprehensive prevention approach which includes media components, additional attention to young driver behavior and law enforcement strategies. We will continue to use our statewide safety message boards which run unique, yet direct, safety messages throughout the year. We will also layer our media programs and high visibility enforcement campaigns with our ongoing business education efforts. Although the general public's attention to traffic safety may be temporarily distracted by COVID we will find creative, yet impactful ways, to remind everyone of the inherent dangers on our roadways and the positive actions they can take to make the roads safer. It's a team effort, internally and externally, and we are proud that it is RIDOT's Office on Highway Safety who leads the way. The entire staff of the OHS, the leadership of the RIDOT and our safety partners remain committed to building the most comprehensive and effective traffic safety program in the country. We will stay the course to ZERO Fatalities.

1.1 Data Sources and Processes

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:

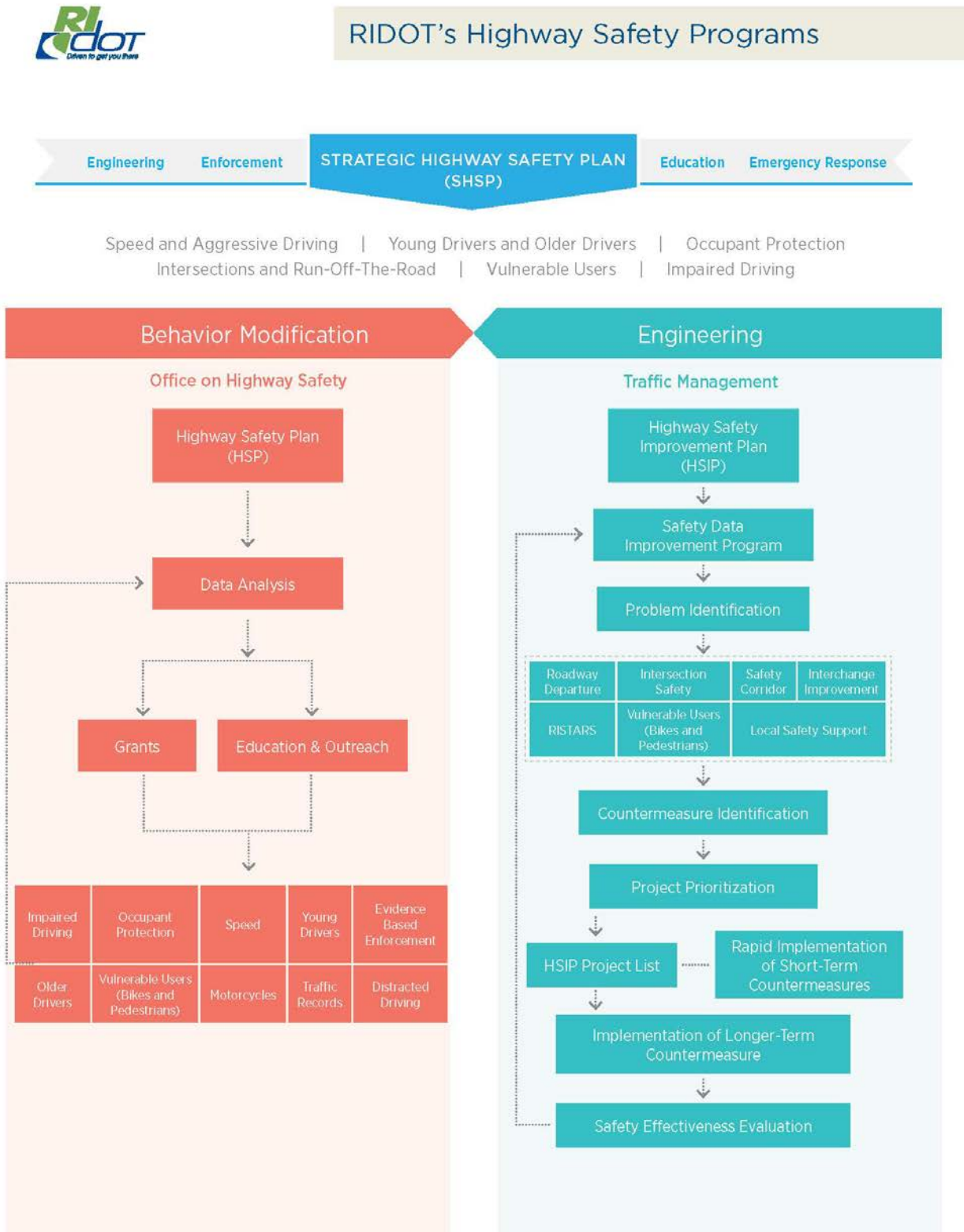
1. *Reduce the number of fatalities and serious injuries on Rhode Island roadways.*
2. *Reduce the number of traffic crashes and the severity of their consequences.*

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 2020 the OHS continued to lead in the implementation of the State SHSP, providing expertise related to driver behavioral issues, education, and enforcement-related countermeasures. The OHS works closely within the RIDOT to ensure coordination between the HSP and the SHSP, ideally resulting in one comprehensive and strategic highway safety program for the State.

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

The OHS establishes and implements a comprehensive program to accomplish its goals effectively. The HSP for FFY 2021 describes the process used to identify specific highway safety problem areas, including the development of countermeasures to correct those problems, and processes to monitor the performance of those countermeasures. The RIDOT OHS conducts transportation safety planning year-round. Emerging trends and safety needs are identified through data monitoring and outreach to key safety stakeholders.

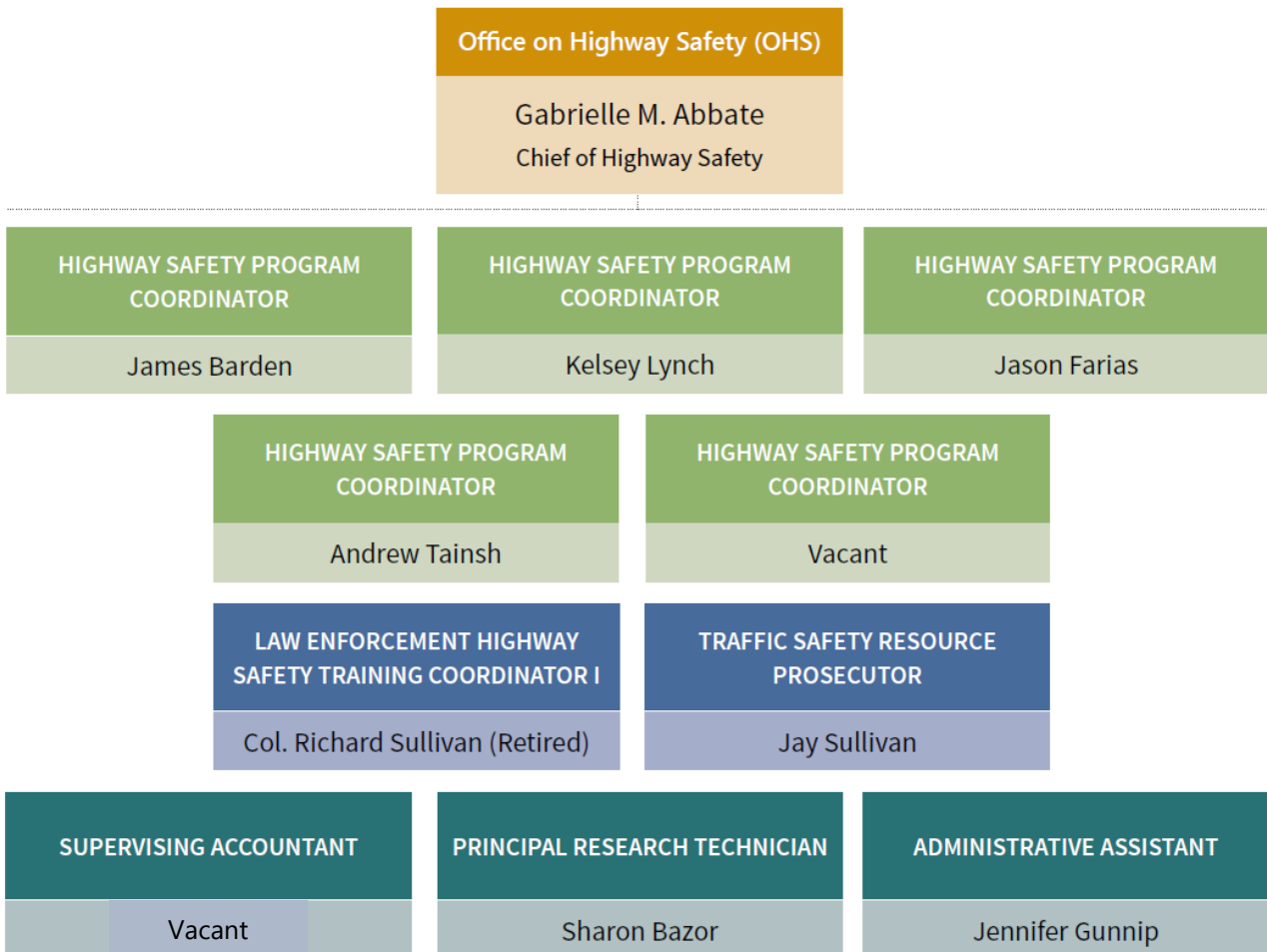
Figure 1.1 RIDOT Highway Safety Program Relationship System



Organization and Staffing

Figure 1.2 shows the RIDOT OHS organizational chart. In addition to operational and administrative tasks, each OHS Program Coordinator is responsible for overseeing specific programs and emphasis areas which promote identified countermeasures to enhance highway safety across the State. The program areas addressed by OHS are assigned to Program Coordinators based on their individual safety training and the capacity of the OHS, as noted below. As discussed with the NHTSA Region 1 office, we will assure that all OHS personnel attend the United States Department of Transportation (USDOT) Transportation Safety Institute (TSI) training at least every five years to keep up to date with the latest changes on program policies and Federal legislation. We are also working to create a working system based on CORE training (educational, law enforcement, policy, etc.) that would allow us to cross train staff.

Figure 1.2 RIDOT OHS Organizational Chart



Timeline and Planning Purpose

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

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

Month	Activities
January-March	<ul style="list-style-type: none"> 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 (August 1, 2020 due to COVID-19)	<ul style="list-style-type: none"> The final HSP is submitted to NHTSA. Meetings are held with potential grantees.
August-October	<ul style="list-style-type: none"> Request for Proposals (RFP) are issued or received based on availability of Federal funding. FFY 2021 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-November	<ul style="list-style-type: none"> Begin work on the FFY 2020 Annual Report.
November-December	<ul style="list-style-type: none"> The FFY 2020 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.

1.2 Data Sources and Processes

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

- › Using data, highway safety research, and prior experience to identify problem areas
- › Soliciting input and project proposals from local and regional organizations having expertise in areas relevant to highway safety
- › Analyzing trends in serious injury and fatality rates and comparing them to regional and national trends
- › Reviewing highway safety data and researching best practices including the following:
 - Fatality Analysis Reporting System (FARS)
 - NHTSA
 - National Occupant Protection Use Survey (NOPUS)
 - RIDOT OHS
 - Rhode Island 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
 - 2019 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)

1.3 Processes Participants

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

- › American Automobile Association, Southern New England (AAA)
- › Bike Newport
- › Brain Injury Association of Rhode Island (BIARI)
- › Community College of Rhode Island (CCRI)
- › Comprehensive Community Action
- › Connecting for Children and Families, Inc. – Woonsocket COZ Safe Communities (CCF)
- › Cranston Child Opportunity Zone (COZ)
- › Mothers Against Drunk Driving (MADD)
- › NEL/CPS Construction and Career Academy
- › Driver’s Education
- › 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 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
- › The Genesis Center
- › Young Voices
- › Statewide Substance Abuse Task Forces

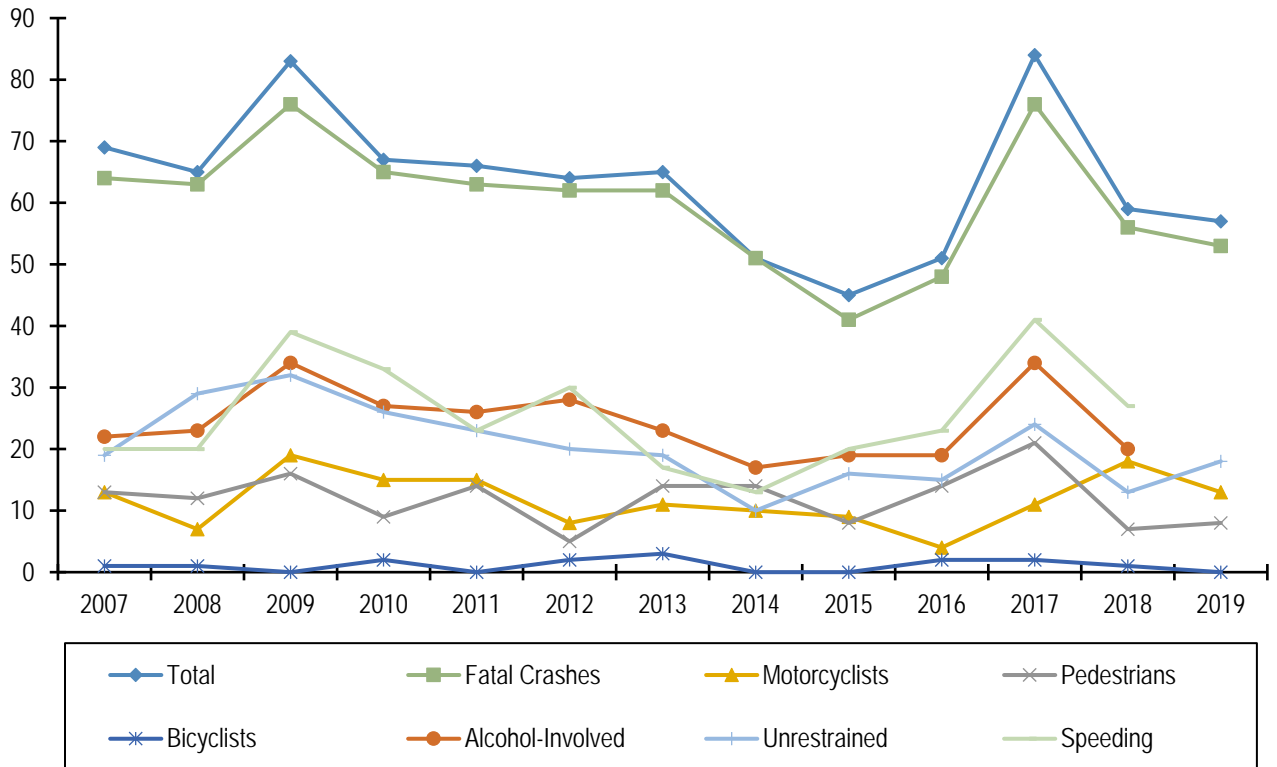
In addition to these stakeholders, the OHS works with numerous other agencies and organizations throughout the year:

- › 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)

1.4 Description of Highway Safety Problems

Figure 1.3 depicts the multiple highway safety problems in Rhode Island, including impaired driving, occupant protection, speed, motorcycles, and other road users (including pedestrians and bicyclists), which are program areas in the FFY 2021 HSP and described in detail in Section 4.0. Not shown in Figure 1.3, but also priority program areas for FFY 2021 are older drivers and younger drivers. The OHS will continue to concentrate on improving State traffic records through crash data collection and reporting as part of the Section 405c records grant process. The HSP also addresses agency planning and administration functions.

Figure 1.3 Fatality Trends and Projections

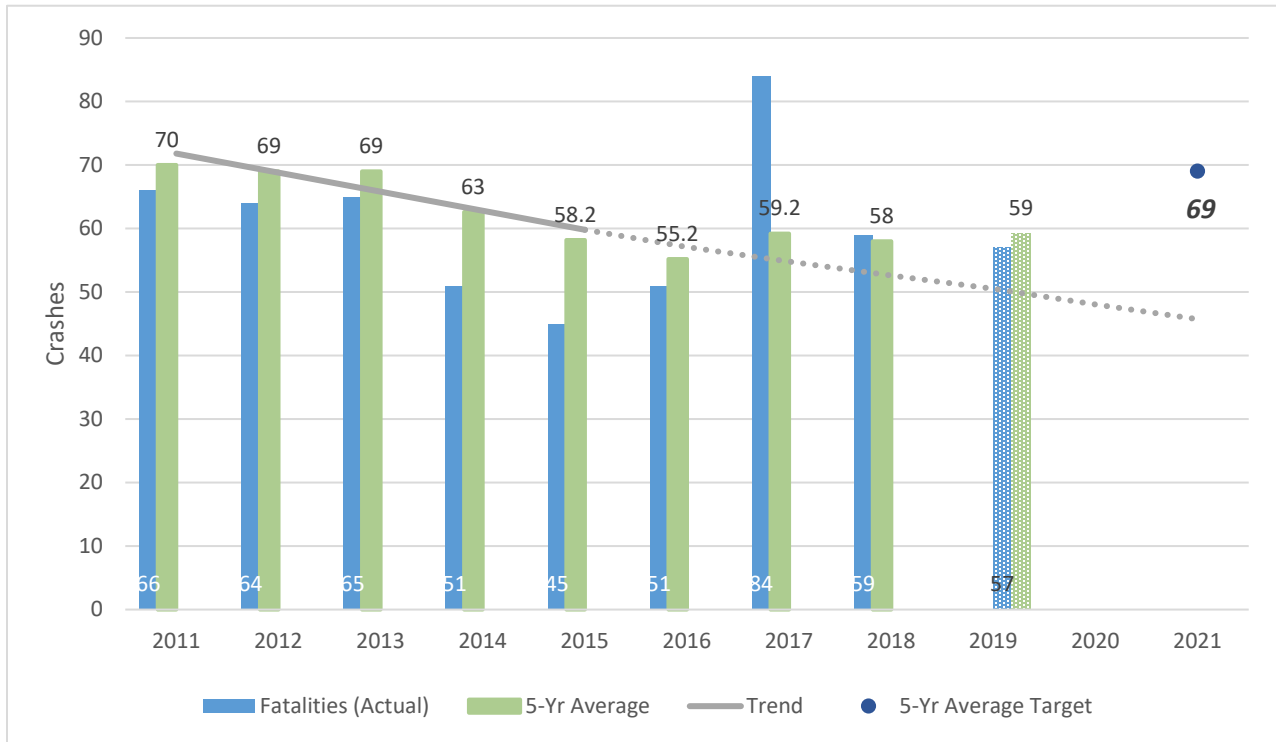


Source: RIDOT/OHS (2020) and FARS (2020).

Note: 2019 values are preliminary

Figures 1.4 and 1.5 show recent fatality and serious injury trends which have shown a general decline, however, there have been deviations to the decline, such as the spike in fatalities in 2017. Preliminary data from 2020 show an anticipated spike in the number of fatalities. This spike combined with the spike in 2017 will result in a higher five-year average of fatalities. It is therefore more realistic to set a higher five-year fatality target in 2021 that accounts for these spikes. It is still Rhode Island’s long-term goal to move toward zero deaths and to support this with programs and activities to help perform better than set targets.

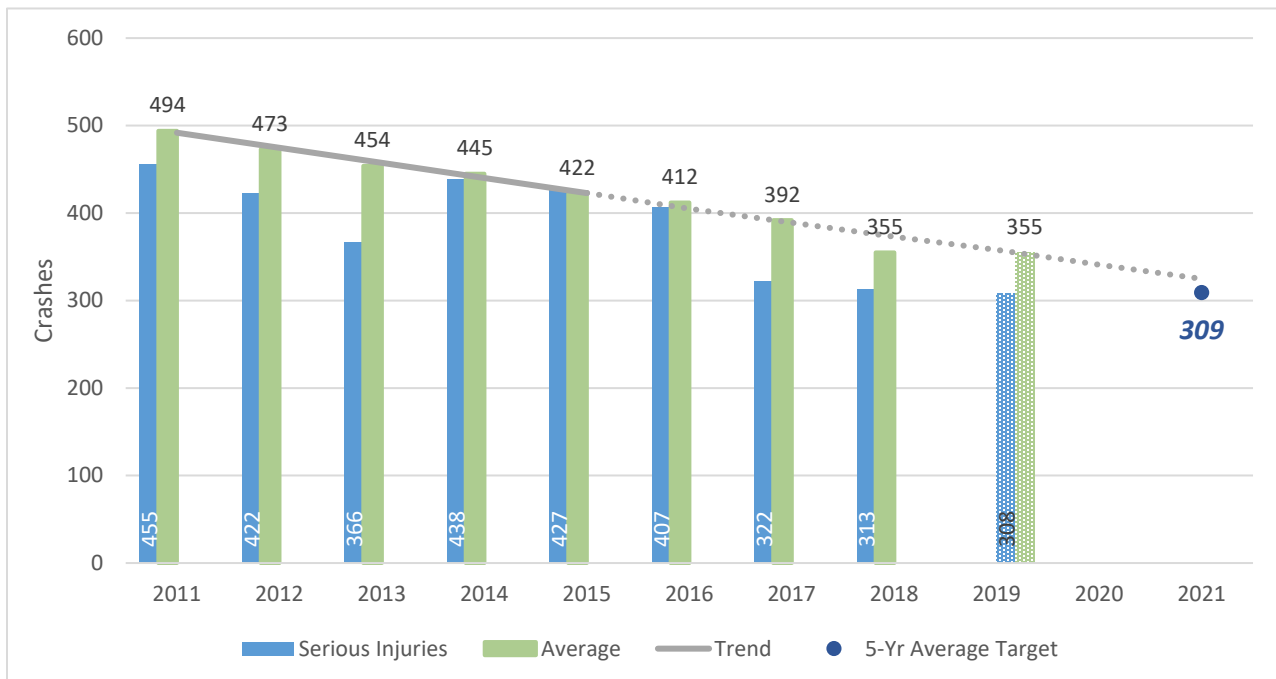
Figure 1.4 Fatality Trends and Projections



Source: RIDOT/OHS (2020) and FARS (2020).

Note: 2019 values are preliminary

Figure 1.5 Serious Injury Trends and Projections



Source: RIDOT/OHS, 2020.

Note: Beginning in 2013, RIDOT transitioned to reporting a 5-year average annual crashes rather than a 3-year average as more data became available.
2019 values are preliminary

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

- › Rhode Island does not have a universal helmet law for all motorcyclists (the Rhode Island motorcycle helmet use law covers all passengers (regardless of age) and all operators during the first year of licensure (regardless of age), and all operators under 21 years of age.
- › Sobriety checkpoints are banned by judicial ruling in Rhode Island.
- › Required installation of alcohol ignition interlocks becomes mandated when an impaired driver demonstrates a BAC of 0.15 or higher or if that driver is a repeat offender. It is at the discretion of the sentencing judge for anyone with a lower BAC. RIDOT's OHS plans increasing our efforts to change the law to include all impaired drivers with less exemptions for driving with any conditional license offered via the courts.
- › No requirement for behind-the-wheel training for novice drivers; only classroom instruction is required. Recently a 50-hour parent/guardian practice requirement was added. We do not require that a young driver is accompanied and supervised between 10:00 p.m. to 5:00 a.m. and we allow for broader exceptions for young drivers during the first 6 months. Rhode Island needs to prohibit more than 1 nonfamilial passenger younger than 21 years of age for the entirety of their provisional license stage. We also do not require the extension of the first stage of driving if the young driver is convicted of a driving related offense.

1.5 Methods for Project Selection

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

The OHS invites all stakeholders to an introductory meeting in early spring. During the two-hour meeting OHS explains of the grant funding process. Program Coordinators are introduced and offer more in-depth information regarding application criteria and funding cycles and processes. A developed PowerPoint is shown which depicts the process and offers concrete examples of important grant components. This year the OHS decided that all highway safety stakeholders would receive a flash drive which contained an explanation detailing the grant application process as well as all documentation a stakeholder would need to submit their application electronically. Assistance for grant preparation is always available from all the OHS Program Coordinators.

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's 2107 Countermeasures That Work and RI's 2020 HSP. This was the fourth year that grant submissions were accepted on-line into a secured DOT electronic mailbox. OHS staff worked

as a unit to create a streamlined process that benefits both the state and its sub-recipients. A due date for submissions was offered and stakeholders were told incomplete grant submissions would not be accepted.

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

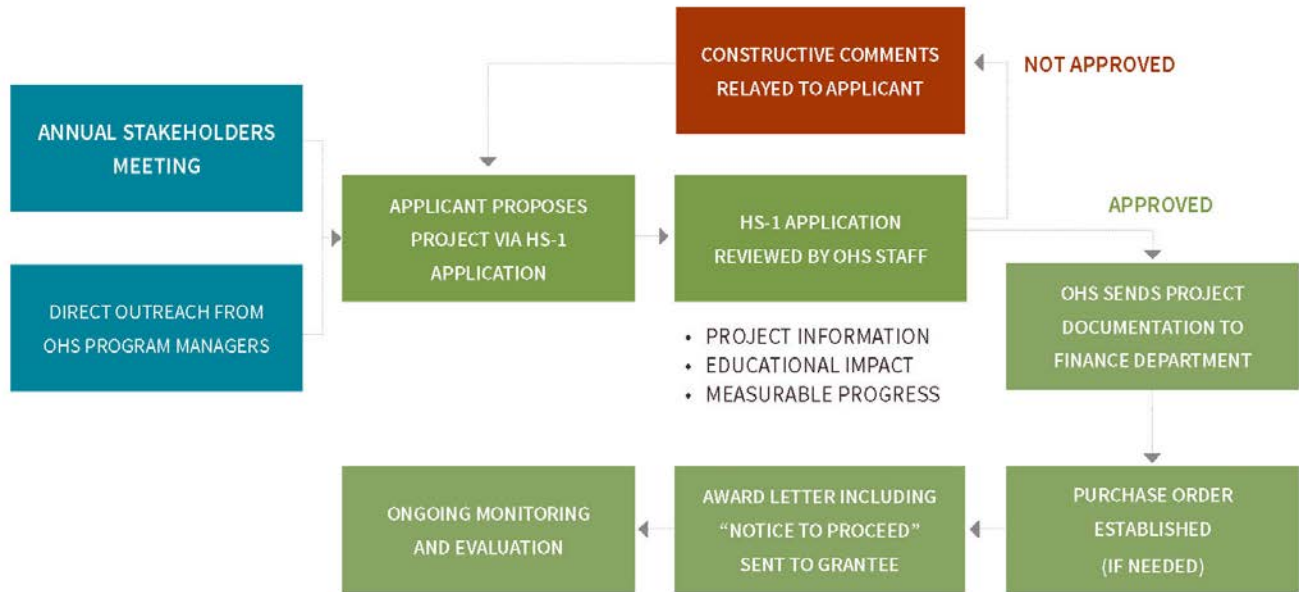
Applications may be approved or rejected immediately, or an applicant may be asked to offer additional modifications/revisions for review. Once these grant revisions are received the OHS staff will review the revised application. Each grantee will also be held to Rhode Island risk assessment criteria. Those standards include the sub-recipient's financial systems, accurate and timely submissions of their application, any amendments made, fiscal reporting, and their submitted budgets. We will review their prior experiences with similar and past OHS sub-awards, as well as, any previous audit results. For monitoring purposes, a sub-recipient will be considered low risk for monitoring if they receive a low grade on the assessment criteria, a medium risk if they receive a higher assessment and a HIGH risk if the criteria standards show them to be at a high level during their pre-award assessment. All grantees will be subject to the risk assessment process and offered as signed copy of our risk assessment form before any award is considered or made.

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

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

OHS grant partners are essential for the ultimate success of the Rhode Island HSP. They develop, implement, and evaluate programs designed to target Highway Safety Performance Measures and Outcomes. The OHS grant application funding process for projects is shown in **Figure 1.6**.

Figure 1.6 OHS Application Process



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

Section 4.0 shows what activities will take place in FFY 2021 by program area. Each section contains a description of the problem using state crash and demographic data that justifies inclusion of the program area and guides the selection and implementation of countermeasures to address the problem in a way that is specific to Rhode Island. Countermeasures are activities that will be implemented in the next FFY by the highway safety office and the safety partners. The selected countermeasures are proven effective nationally, have been successful in Rhode Island, and are appropriate given the data in

the problem identification and the resources available. The OHS used the *Countermeasures that Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices*, 9th Edition, 2017 as a reference in the selection of effective, evidence-based countermeasure strategies. The 2017 edition of *Countermeasures That Work* can be viewed in its entirety on the NHTSA web site at:

https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/812478_countermeasures-that-work-a-highway-safety-countermeasures-guide-.pdf

1.6 List of Information and Data Sources

The Rhode Island HSP accounts for crash data from FARS, RIDOT data for serious injuries, US Census Bureau for demographic information, FHWA for vehicle miles traveled information. Other sources include: RI DMV, RI EMS, RI DOH, RI Courts, RI Police Chiefs' Association, OSCAR (Crash reports), RISP, Alcohol Survey, Seatbelt Survey, RI Attorney general's Office, NHTSA, RI Hospital Trauma Data, YRBS (Youth Risk Behavior Survey)

1.7 Coordination with Strategic Highway Safety Plan

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 (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 RI's Traffic Records Coordinating Committee (TRCC) handle the data deficiency issues as part of their work. The final decision was to have the TRCC handle this issue. The TRCC coordinator is a member of the SHSP Steering Committee, team leader for the Data emphasis area, and attends all meetings.

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

OHS aligns its behavioral goals, strategies, and action steps with the 2017-2022 Rhode Island SHSP. The goal for the Rhode Island SHSP continues to be Toward Zero Deaths. Section 4.0 of this document highlights strategies that align the FFY2021 HSP with the 2017-2022 SHSP.

2

FFY 2020 Performance Report

Table 2.1 provides the results of Rhode Island progress in meeting the core (shaded areas) and secondary performance measures identified in the FFY 2020 HSP. Targets for core performance measures are set for five-year average fatalities over the period 2016 to 2020.

Table 2.1 Progress in Meeting FFY 2020 Performance Targets

Program Area	Performance Measure	Performance Target	Realized ^a
OHS Program Goals		Reduce the five-year average traffic fatalities by 2 percent Baseline: 58 fatalities (2014-2018) Target: 57 fatalities (2016-2020)	Preliminary data indications 2019: 57 fatalities 2015-2019 average: 59 fatalities Average trending upward
		While the number of fatalities shows a decrease from 2018 to 2019, the five-year average increased due to the shift in the years included in the average calculation. Preliminary 2020 fatality observations show an increase despite reduced travel due to the COVID-19 pandemic.	
	C-2 Reduce serious injuries (SI)	Reduce the five-year average serious injuries by 9 percent Baseline: 381 SI (2014-2018) Target: 348 SI (2016-2020)	Preliminary data indications 2019: 308 SI 2015-2019 average: 355 SI Average trending downward
		Serious injuries have continued to decline each of the last five years. Preliminary 2020 serious injury observations show a continued decline in these numbers during the COVID-19 pandemic.	
	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 1 percent Baseline: 0.73 (2014-2018) Target: 0.72 (2016-2020)	Preliminary data indications 2019: 0.71 fatalities per 100M VMT 2015-2019 average: 0.74 fatalities per 100M VMT Average trending upward
		An increase in the 2015-2019 five-year average is due to the years included in the average calculation. An increase in fatalities despite a reduction in VMT during the COVID-19 pandemic means the fatality rate is expected to increase.	
Occupant Protection	C-4 Reduce unrestrained occupant fatalities	Reduce the five-year average unrestrained occupant fatalities by 6 percent Baseline: 16 fatalities (2014-2018) Target: 15 fatalities (2016-2020)	Preliminary data indications 2019: 18 fatalities 2015-2019 average: 17 fatalities Average trending upward
		After a successful 2018 with lower than average unrestrained fatalities, in 2019, this number rose above average. Preliminary 2020 numbers show that the unrestrained five-year average will increase in conjunction with an increase in overall fatalities.	

Program Area	Performance Measure	Performance Target	Realized ^a
	B-1 Increase observed seat belt use	Increase observed seat belt use Baseline: 88.8 percent (2018) Target: 90 percent (2020)	2019: 88.6 percent Survey indicates flat trend
		Average several years of small incremental increases in the observed seat belt percentage, 2019 showed a slight decrease. This might indicate a flattening of a curve.	
	Increase safety belt use among pickup truck drivers	Increase pickup truck driver safety belt usage Baseline: 76.7 percent (2017) Target: 80 percent (2020)	Observed pickup truck driver safety belt use 2019: 79.1 percent Survey indicates upward trend
		The percentage of observed pickup truck drivers wearing safety belts is increasing and moving toward to the 80 percent goal.	
Impaired Driving	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 5 percent Baseline: 22 fatalities (2013-2017) Target: 21 fatalities (2016-2020)	Preliminary data indications 2018: 20 fatalities 2014-2018 average: 22 fatalities Average trending flat
		After a spike in 2017, the number of impaired driving fatalities dropped to 20, consistent with observations with prior years.	
Speed	C-6 Reduce speed-related fatalities	Reduce the five-year average speed-related fatalities by 4 percent Baseline: 25 fatalities (2014-2018) Target: 24 fatalities (2016-2020)	Preliminary data indications 2018: 27 fatalities 2014-2018 average: 24 fatalities Average trending upward
		As years with significant lower numbers of speed-related fatalities such as 2013 and 2014 are dropped from the five-year average calculations, the average will rise. The spike in 2017 and likely in 2020 with an increase in fatalities will result in requiring several years of sustained decline to help to lower the average.	
Motorcycles	C-7 Reduce motorcycle fatalities	Maintain the five-year average motorcyclist fatalities at 10 or below Baseline: 10 fatalities (2014-2018) Target: 10 fatalities (2015-2019)	Preliminary data indications 2019: 13 fatalities 2015-2019 average: 11 fatalities Average trending upward
		A higher number of fatalities in 2018 and 2019 is contributing to a steady rise in the number of motorcycle fatalities. 2020 preliminary numbers also show a significant increase in motorcycle fatalities. When the low number in 2016 is removed from the five-year average calculation in future years, the average number will also rise.	
	C-8 Reduce unhelmeted motorcyclist fatalities	Maintain the five-year average unhelmeted motorcyclist fatalities at 6 or below Baseline: 6 fatalities (2014-2018) Target: 6 fatalities (2015-2019)	Preliminary data indications 2019: 9 fatalities 2015-2019 average: 6 fatalities Average trending upward

Program Area	Performance Measure	Performance Target	Realized ^a
		The number of unhelmeted fatalities in 2019, just like 2018, was above the running average. In 2020 this number is running at a higher pace than previous years and will accelerate the upward trend.	
Young Drivers	C-9 Reduce or maintain the number of drivers age 20 or younger involved in fatal crashes	Reduce the average number of drivers age 20 or younger involved in fatal crashes by 14 percent Baseline: 7 fatalities (2014-2018) Target: 6 fatalities (2016-2020)	Preliminary data indications 2019: 3 fatalities 2015-2019 average: 8 fatalities Average trending slightly downward
		Preliminary 2019 numbers show a decline in the number of young driver fatalities which help to lower the average.	
Pedestrians	C-10 Reduce or maintain number of crash fatalities among pedestrians	Reduce the five-year average number of pedestrians in fatal crashes by 8 percent Baseline: 13 fatalities (2014-2018) Target: 12 fatalities (2016-2020)	Preliminary data indications 2019: 8 fatalities 2015-2019 average: 12 fatalities Average trending upward
		The number of pedestrians killed in 2019, like in 2018, was lower than average, however, preliminary 2020 numbers are trending higher which will increase the five-year average.	
	Reduce the number of pedestrian fatalities with a BAC of 0.08 or greater ^a	Reduce by 15 percent Baseline: 1.8 fatalities (2014-2018) Target: 1.7 fatalities (2016-2020)	Preliminary data indications 2019: 4 fatalities 2015-2019 average: 2.2 fatalities Average trending upwards
		Half of pedestrian fatalities in 2019 were impaired.	
Bicyclists	C-11 Maintain zero crash fatalities among bicyclists	Maintain the five-year average number of bicyclist fatalities at or below one. Baseline: 1 fatality (2014-2018) Target: 1 fatality (2016-2020)	Preliminary data indications 2019: 0 fatality 2015-2019 average: 1 fatality Average trending upward
		There were no bicycle fatalities in 2019. With at least 2 fatalities already in 2020, the average is expected to increase.	
Seat Belt Citations	A-1	In 2019, there were 5,335 seat belt citations issued during grant-funded enforcement activities.	
Impaired Driving Arrests	A-2	In 2019, there were 272 impaired driving arrests made during grant-funded enforcement activities.	
Speeding Citations	A-3	In 2019, there were 9,732 speeding citations issued during grant-funded enforcement activities.	
Traffic Records	Increase the percentage of crash records linked to a location with the roadway system.	Progress for this performance measure is deferred and will be revised after the strategic planning effort later in calendar year 2020. In other progress, 100% of crash severity and injury status attributes were mapped to MMUCC.	

Program Area	Performance Measure	Performance Target	Realized ^a
Distracted Driving	Increase the number of DMV survey respondents who never talk on a handheld cellular phone	Baseline: 45 percent (2018) Target: 75 percent (2020)	2019: 46 percent
		The annual attitudinal survey showed a slight increase in the percentage of respondents who indicated they never use a cellular phone while driving.	
Planning and Administration	Administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders, and addresses State specific safety characteristics		Conducted stakeholder meeting to receive input for development of the FFY 2021 HSP FFY 2020 Annual Report delivered by December 31, 2020 Deliver FFY 2021 HSP by August 1, 2020

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

a 2019 crash data is preliminary.

b Serious injury crashes 2011-2019 have been reviewed and validated resulting in slight changes to previously reported values.

c Measure based on NHTSA imputed values.

3

Highway Safety Performance Plan

3.1 Performance Trends and Goals

NHTSA identified 11 core performance measures and one behavioral measure for states to use to judge the effectiveness of their programs. The measures are total fatalities, total serious injuries, fatality rate, total fatalities according to common crash factors, and seat belt usage. **Table 3.1** presents Rhode Island FFY 2021 program areas and targets for the core performance measures. These goals are consistent with the latest revision of the 2017-2022 SHSP and its TZD target of halving fatalities and serious injuries by 2030 using 2011 as the base-year (2011 – 2015 five-year averages). OHS worked with RIDOT engineering safety division to align our fatality targets with those within the Rhode Island FFY 2021 HSIP.

Table 3.1 Performance Trends and Targets

Performance Measures		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 ^b	2021 Target
C-1	Traffic Fatalities (Actual)	83	67	66	64	65	51	45	51	84	59	57	
	Five-Year Moving Average	77	73	70	69	69	63	58	55	59	58	59	69
C-2	Serious Injuries (Actual)	484	542	455	422	366	438	427	407	322	313	308	
	Five-Year Moving Average	–	–	494	473	454	445	422	412	392	381	355	309
C-3	Traffic Fatalities per 100M VMT	1.01	0.81	0.84	0.82	0.84	0.66	0.57	0.64	1.05	0.74	0.71	
	Five-Year Moving Average	0.92	0.88	0.85	0.85	0.86	0.79	0.75	0.71	0.75	0.73	0.74	0.89
C-4	Unrestrained Occupant Fatalities	32	26	23	20	19	10	16	15	24	13	18	
	Five-Year Moving Average	30	28	26	26	24	20	18	16	17	16	17	18
C-5	Fatalities Involving Driver or Motorcycle Operator ≥ 0.08 BAC ^a	34	27	26	28	23	17	19	19	34	20	n/a	
	Five-Year Moving Average	29	27	26	28	28	24	23	21	22	22	n/a	25
C-6	Speed-Related Fatalities	39	33	23	30	17	13	20	23	41	27	13	
	Five-Year Moving Average	32	31	27	29	28	23	21	21	23	25	25	29
C-7	Motorcyclist Fatalities	19	15	15	8	11	10	9	4	11	18	13	
	Five -Year Moving Average	14	14	14	13	14	12	11	8	9	10	11	15
C-8	Unhelmeted Motorcyclist Fatalities	12	11	8	5	6	7	4	4	5	9	9	
	Five-Year Moving Average	8	9	8	8	8	7	6	5	5	6	6	8
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	11	7	4	4	7	4	6	9	13	7	3	
	Five-Year Moving Average	14	11	9	7	7	5	5	6	8	7	8	9
C-10	Pedestrian Fatalities	16	9	14	5	14	14	8	14	21	7	8	

Performance Measures		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 ^b	2021 Target
	Five-Year Moving Average	14	13	13	11	12	11	11	11	14	13	12	14
C-11	Bicyclist Fatalities	0	2	0	2	3	0	0	2	2	1	0	
	Five-Year Moving Average	1	1	1	1	1	1	1	1	1	1	1	2
B-1	Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	75%	78%	80%	78%	86%	87%	87%	88%	88%	89%	89%	90%
	Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	4,630	5,802	6,446	7,317	8,446	9,607	6,200	8,092	10,798	9,836	9,732	–
	Number of Safety belt Citations Issued During Grant-Funded Enforcement Activities	2,553	2,181	2,172	5,958	5,346	2,825	7,099	5,562	5,272	4,444	5,335	–
	Number of Impaired Driving Arrests Made during Grant-Funded Enforcement Activities	253	288	253	417	438	507	404	363	306	257	272	–

Source: RIDOT/OHS (June 2020), Rhode Island DMV (June 2020); FARS (2020).

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

a NHTSA imputed number.

b Preliminary.

3.2 Core Performance Measures

Figures 3.2 through 3.13 provide greater detail on the 11 national core and one behavioral performance measures and include data points and an associated trend line. OHS and RIDOT conducted a target setting workshop in Spring and Summer 2020 to finalize performance targets that are consistent between the SHSP, HSP, and HSIP for Fiscal Year 2021 (Fatality, Fatality Rate, Serious Injuries) as required by the FAST Act. As part of the target setting exercise, data was projected using the FORCAST function in Excel using 2015-2019 averages as the baseline. Staff then compared the projected crashes based on the historical trendline and discussed if and how Rhode Island could maintain this trendline. Factors such as current year fatality and serious injury projections, recently implemented and proposed programs and projects, and funding were considered when determining targets for Fiscal Year 2021.

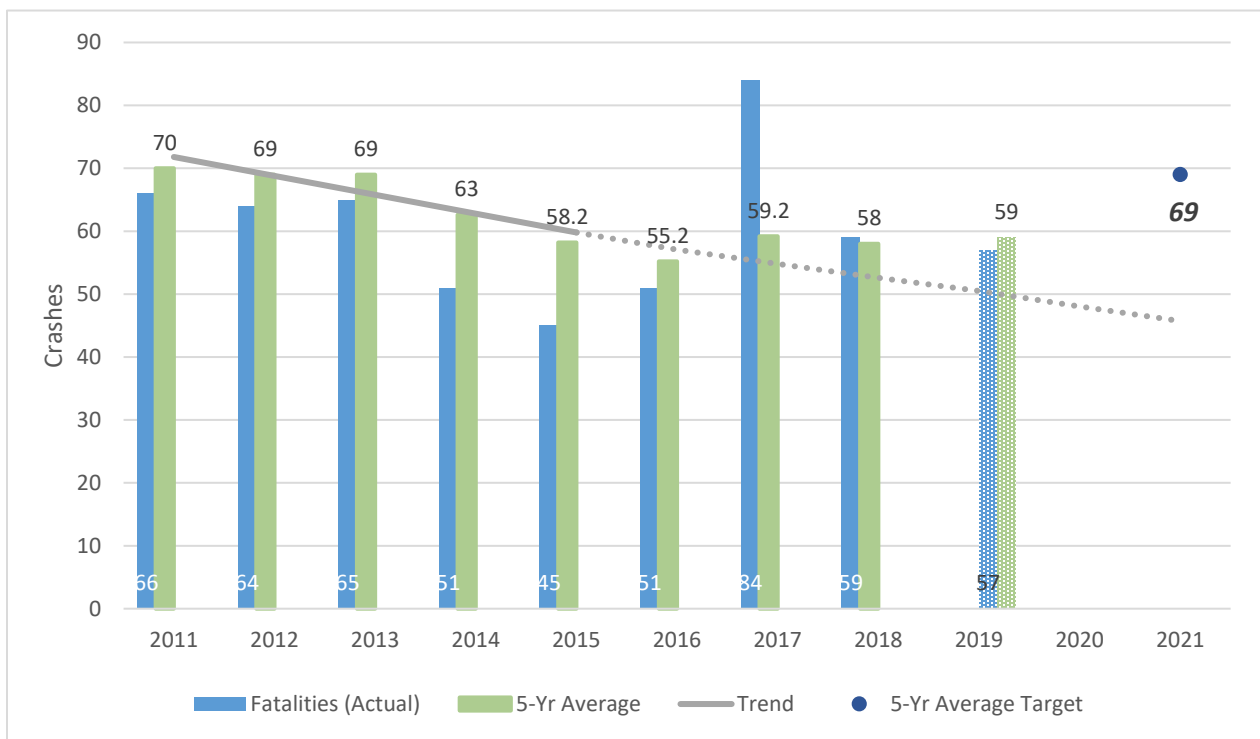
To reach RI's longer-term goals of toward zero deaths and halving the number of serious injuries based on a base average year of 2015, an annual reduction in average annual fatalities and serious injuries of 3.7 percent would be required starting in 2018. However, an increase in the number of fatalities in 2016 and 2017 may negate gains from prior years and slow the downward trend in average annual numbers.

The 2017-2022 Rhode Island SHSP adopted a 3 percent reduction in average annual fatalities and serious injuries to account for the recent increases for both numbers. The 2021 fatality and fatality rate targets for the HSP and HSIP are estimated to trend higher as the five-year average from 2017-2021 includes a year with a significantly higher number of fatalities (2017) compared to other years. The HSP from the previous fiscal year included a year (2016) with a lower number of fatalities and helped to lower the five-year average. Preliminary fatality numbers in 2020 are trending higher than average for at least 2020 and 2021. In addition, this higher number of fatalities combined with lower VMT due to COVID-19 also results in higher fatality rates. However, the 2021 serious injuries target for the HSP and HSIP maintains or exceeds the SHSP 3 percent reduction approach as serious injuries have trended downward prior to and during COVID-19. This will help this target maintain the SHSP approach and at least help Rhode Island reach its serious injury targets stated in the 2017-2022 SHSP. The core measures described in the subsequent sections shows FY 2021 fatality targets that are higher than those of FY 2019 and 2020 to account for spikes in 2017 and 2020. The 2019 values shown in the subsequent figures are preliminary and are provided by RIDOT/OHS.

C-1 – Fatalities

- > **Goal.** Maintain the five-year average traffic fatalities below 69 (2017 to 2021 average) by December 31, 2021.
 - **Justification.** Fatalities have steadily declined in recent years, however, there was spike to 84 fatalities in 2017, which then was reduced to 59 in 2018. The increase in 2017 was associated with a rise in speeding, pedestrian, and young driver crashes. Preliminary fatality numbers in 2020 show another spike, which will raise the five-year average for 2017-2021. An increase in motorcycle and pedestrian fatalities are among the factors that contribute to the increase. It is reasonable to set a five-year average target that is higher than those in prior years to account for the spikes in 2017 and 2020. With additional effort placed in highway safety programs, reductions were achieved in 2018. Rhode Island looks to negate the spike in 2020 by addressing the factors that are found in a large proportion of fatalities: speed and impaired driving. In addition, addressing pedestrians and motorcyclist fatalities will help to reverse spikes seen in 2020.

Figure 3.1 C-1 Fatalities



Source: RIDOT/OHS (2020) and FARS (2020).

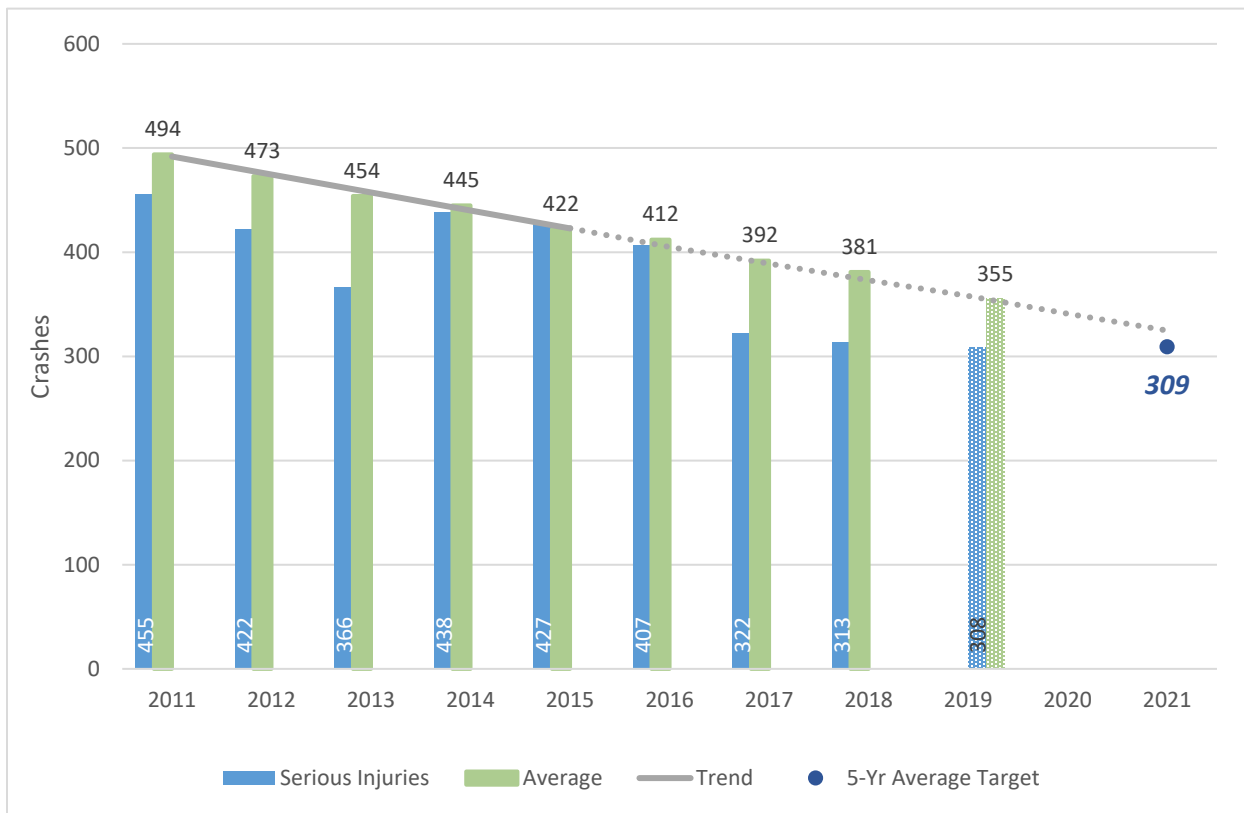
Note: 2019 crash values are preliminary

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

C-2 – Serious Injuries

- > **Goal.** Reduce the five-year average serious injuries by 17 percent from 355 (2015 to 2019 average) to 309 (2017 to 2021 average) by December 31, 2021.
 - **Justification.** The five-year rolling average for Rhode Island’s serious injuries have steadily decreased for the last five years. Serious injuries are projected to be lower than average, with 308 in 2019 and even lower in 2020 as initial observations project to an eight decrease by the end of year. With recovery from COVID-19 expected in 2021 and associated VMT increase, Rhode Island anticipates serious injuries will increase in 2021 to levels similar to those of 2017 and 2018. As a result, the five-year average target for 2021 of 309 looks to be attainable and maintains a pace that meets the SHSP goal of TZD with a baseline of 2011.

Figure 3.2 C-2 Serious Injuries



Source: RIDOT/OHS (2020).

Note: 2019 crash values are preliminary

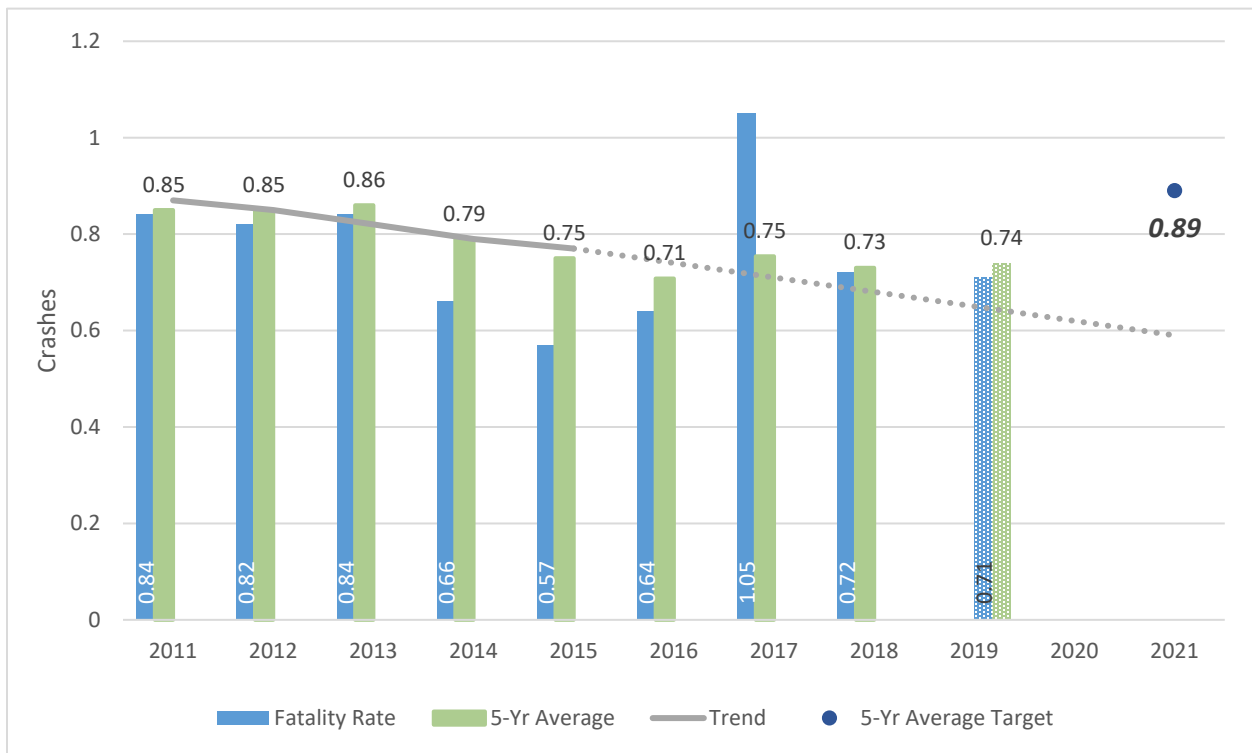
Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022 SHSP.

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

C-3 – Fatality Rate

- > **Goal.** Maintain the five-year average traffic fatalities per 100 million VMT lower than 0.89 (2017 to 2021 average) by December 31, 2021.
 - **Justification.** While the fatality crash rate has declined slightly in recent years, the spike in 2017 negates progress made toward traffic safety. In addition, fatalities also have not declined in 2020 despite lower VMT due to COVID-19. The significant spike in 2017 combined with the anticipated 20 percent spike in 2020 will require several years of rate reductions before Rhode Island moves back on track toward its zero goal. The conservative target 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.

Figure 3.3 C-3 Fatality Rate per 100 Million VMT



Source: RIDOT/OHS (2020) and FARS (2020).

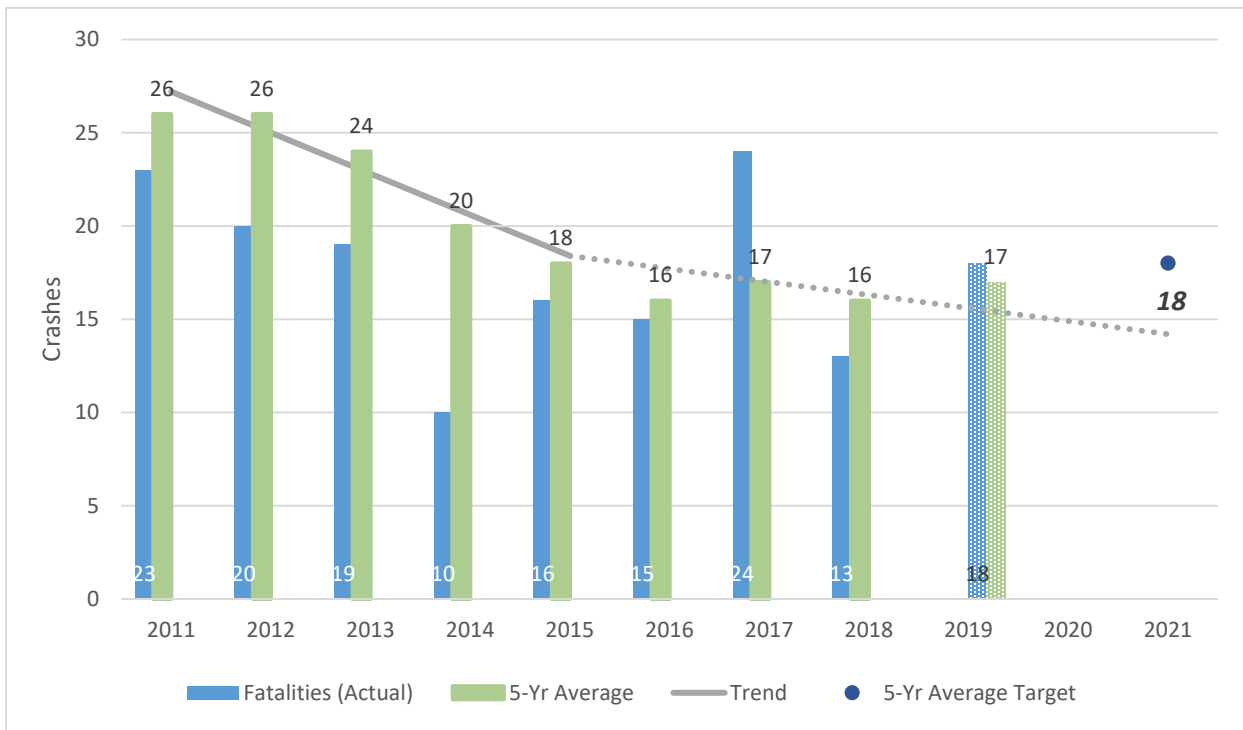
Note: 2019 crash values, and therefore rates, are preliminary

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

C-4 – Unrestrained Motor Vehicle Occupant Fatalities

- › **Goal.** Maintain the five-year average unrestrained occupant fatalities lower than 18 (2015 to 2019 average) to 16 (2017 to 2021 average) by December 31, 2021.
 - **Justification.** Unrestrained fatalities have steadily decreased over the last five years. The spike overall fatalities in 2017 and a projected spike in 2020 affects the five-year average. As unrestrained fatalities are typically one-third of fatalities, the projected spike in 2020 and a conservative reduction in 2021 will result in an increase in the target five-year average unrestrained fatalities to 18. Therefore, reinforced planned efforts such as paid and creative media are needed to address unrestrained occupants to replicate successes in 2018. The SHSP goal of TZD with a baseline of 2011 equates to 14 fatalities (5-year average) in 2021.

Figure 3.4 C-4 Unrestrained Motor Vehicle Occupant Fatalities



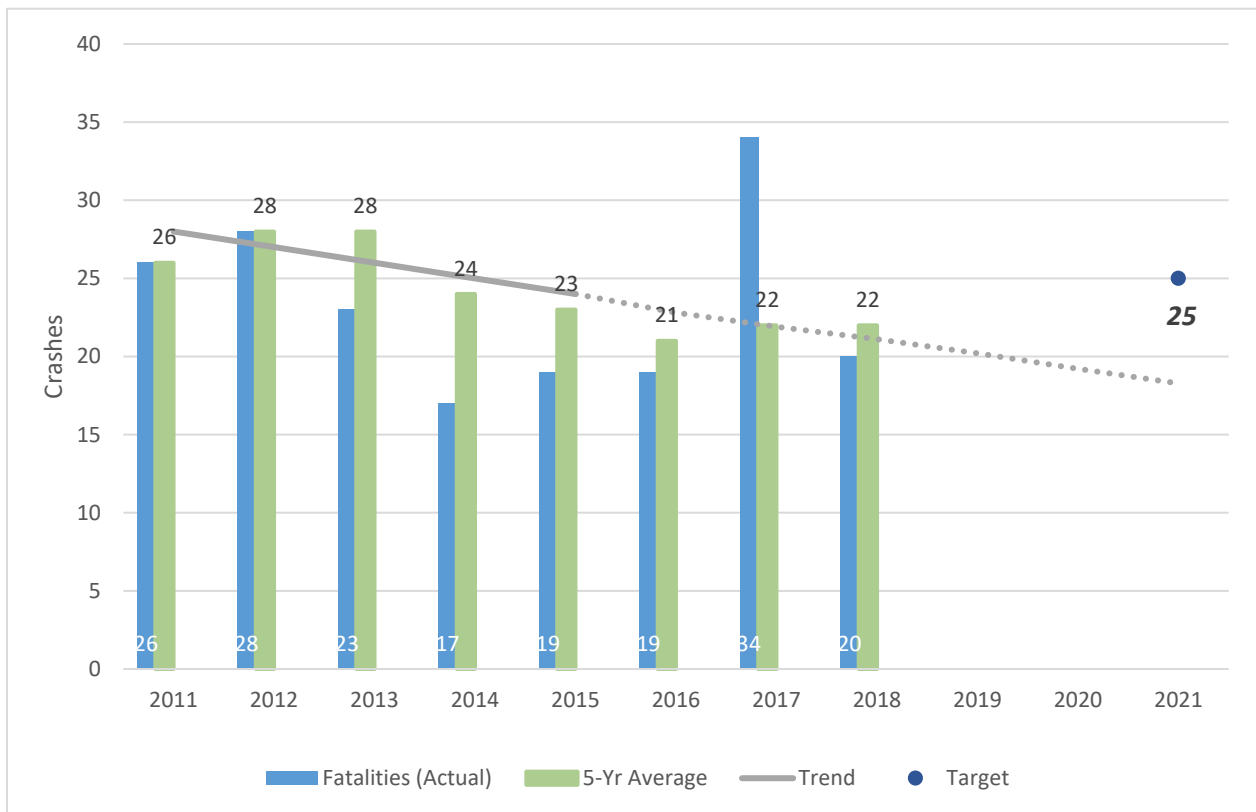
Source: RIDOT/OHS (2020) and FARS (2020).

Note: Restraint usage restated to reflect all motor vehicle occupants except buses. 2019 crash values are preliminary

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

- > **Goal.** Maintain the five-year average impaired driving fatalities below 25 (2017 to 2021 average) by December 31, 2021.
 - **Justification.** Between 2015 and 2019 five-year average fatalities have remained between a low of 21 and a high of 23. However, the spike in 2017 and projected spike in 2020 will result in a higher five-year average. Impaired driving is typically 35 to 40 percent of all fatalities in Rhode Island, therefore, based on the 2017 and the conservative overall fatality projections in 2020 and 2021 will result in a higher five-year average target of 25. Increased enforcement efforts by State and local law enforcement agencies are among the activities that will help reverse the upward trajectory.

Figure 3.5 C-5 Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC



Source: NHTSA Imputed data (2020).

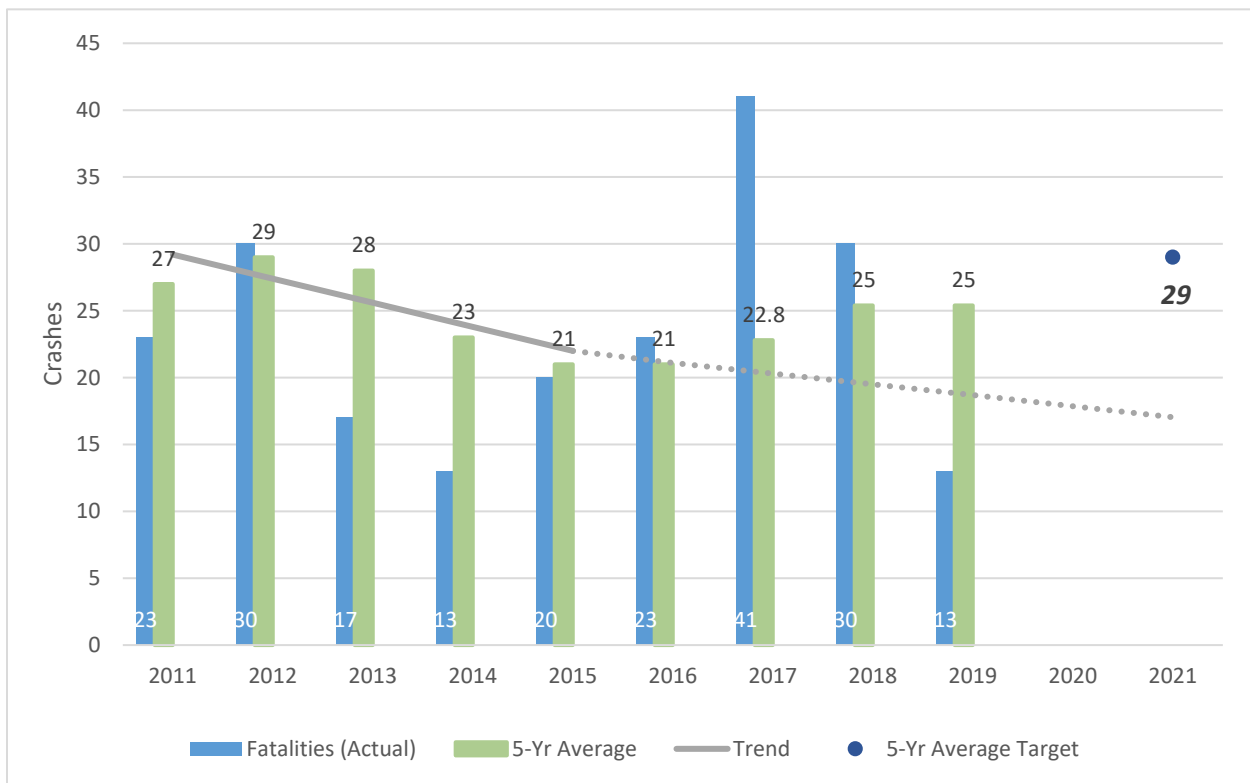
Note: Restraint usage restated to reflect all motor vehicle occupants except buses. 2019 crash values not currently available.

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 – Speed

- **Goal.** Maintain the five-year average speed-related fatalities below 29 (2017 to 2021 average) by December 31, 2021.
 - **Justification.** Speed-related fatalities have fluctuated over the last few years, with as few as 13 in 2014 and a spike in 2017 at 41 fatalities. As speed-related fatalities are typically 40 percent of overall fatalities, the projected spike in 2020 and conservative reduction in 2021, combined with the 2017 spike will result in a five-year target average of 29, which is higher than in previous years. Several years of significant decreases in speed-related fatalities will be needed to achieve averages that move toward the zero deaths goal. Increased enforcement efforts are among the activities that are needed to help curtail increases in speed-related fatalities.

Figure 3.6 C-6 Speed-Related Fatalities



Source: RIDOT/OHS (2020) and FARS (2020).

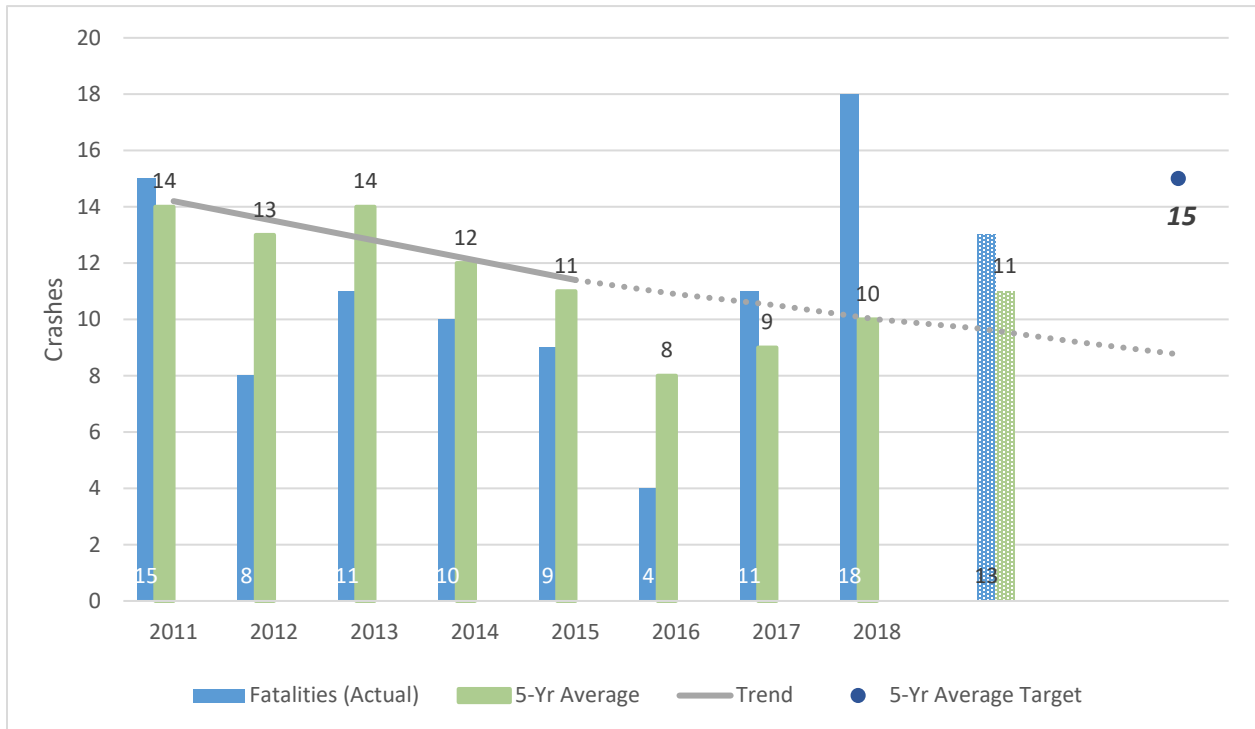
Note: 2019 crash values not currently available.

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-7 – Motorcycle Fatalities

- > **Goal.** Maintain the five-year average motorcyclist fatalities at 15 or below by December 31, 2021.
 - **Justification.** Motorcycle fatalities have been somewhat inconsistent over the last five years with an overall downward trend. A spike in 2018 and a projected spike in 2020 due to higher fatalities numbers during the first half of 2020 affect future average motorcycle fatalities. A conservative target of 15 is realistic as it relates to motorcycle fatalities, on average, represents approximately 20 percent of all roadway fatalities in Rhode Island. An aggressive program of motorcycle safety activities including enforcement and training is needed for Rhode Island to move toward a lower number of fatalities and move back to the path toward zero fatalities.

Figure 3.7 C-7 Number of Motorcyclist Fatalities



Source: RIDOT/OHS (2020) and FARS (2020).

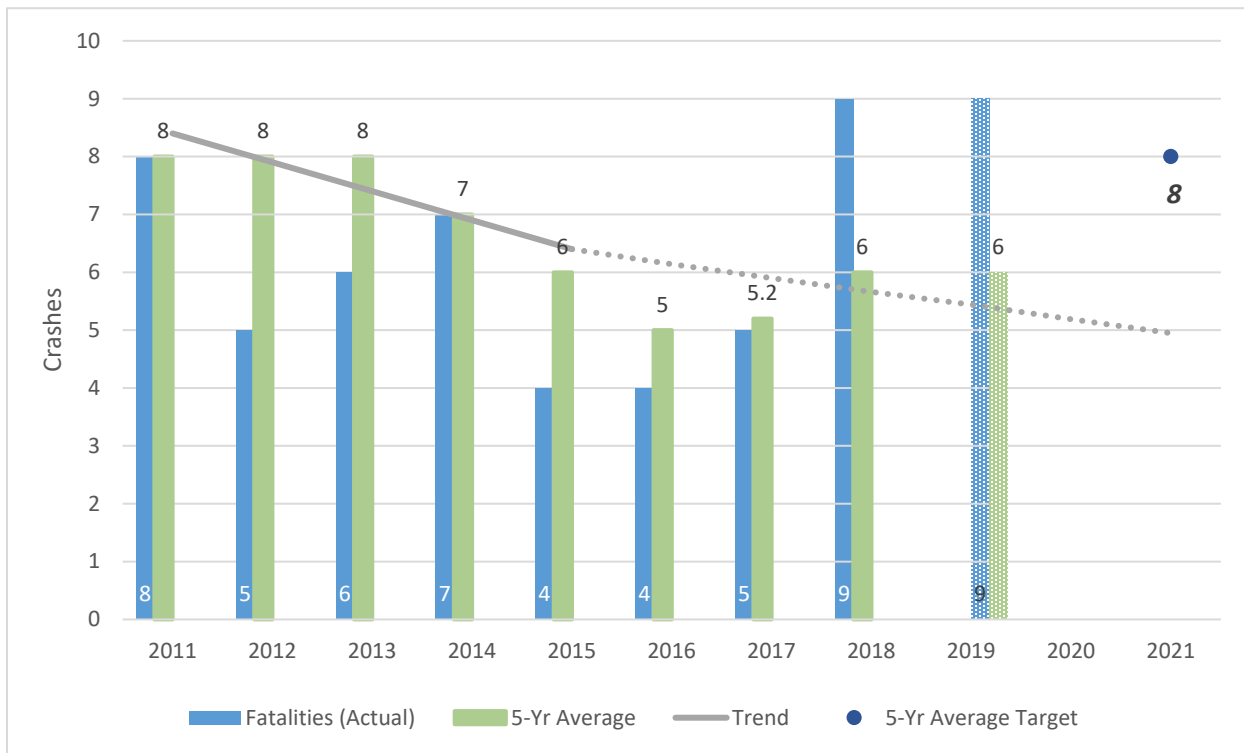
Note: 2019 crash values are preliminary

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

C-8 – Unhelmeted Motorcycle Fatalities

- > **Goal.** Maintain the five-year average unhelmeted motorcyclist fatalities at 8 or below by December 31, 2021.
 - **Justification.** Similar to the overall motorcycle performance measure, the spike in 2018 and projected in 2020 will affect future averages. Unhelmeted fatalities in Rhode Island have, on average, comprised of 60 percent of all motorcycle fatalities. A five-year average target of 8 is realistic as it relates to the conservative higher target as shown for all motorcycle fatalities. By instituting an aggressive program of motorcycle safety activities, including education and training, can help Rhode Island move toward a lower number of unhelmeted fatalities and move back to the path toward zero fatalities. The 2016 NHTSA motorcycle assessment recommendations are anticipated to help OHS reach this goal

Figure 3.8 C-8 Unhelmeted Motorcycle Fatalities



Source: RIDOT/OHS (2020) and FARS (2020).

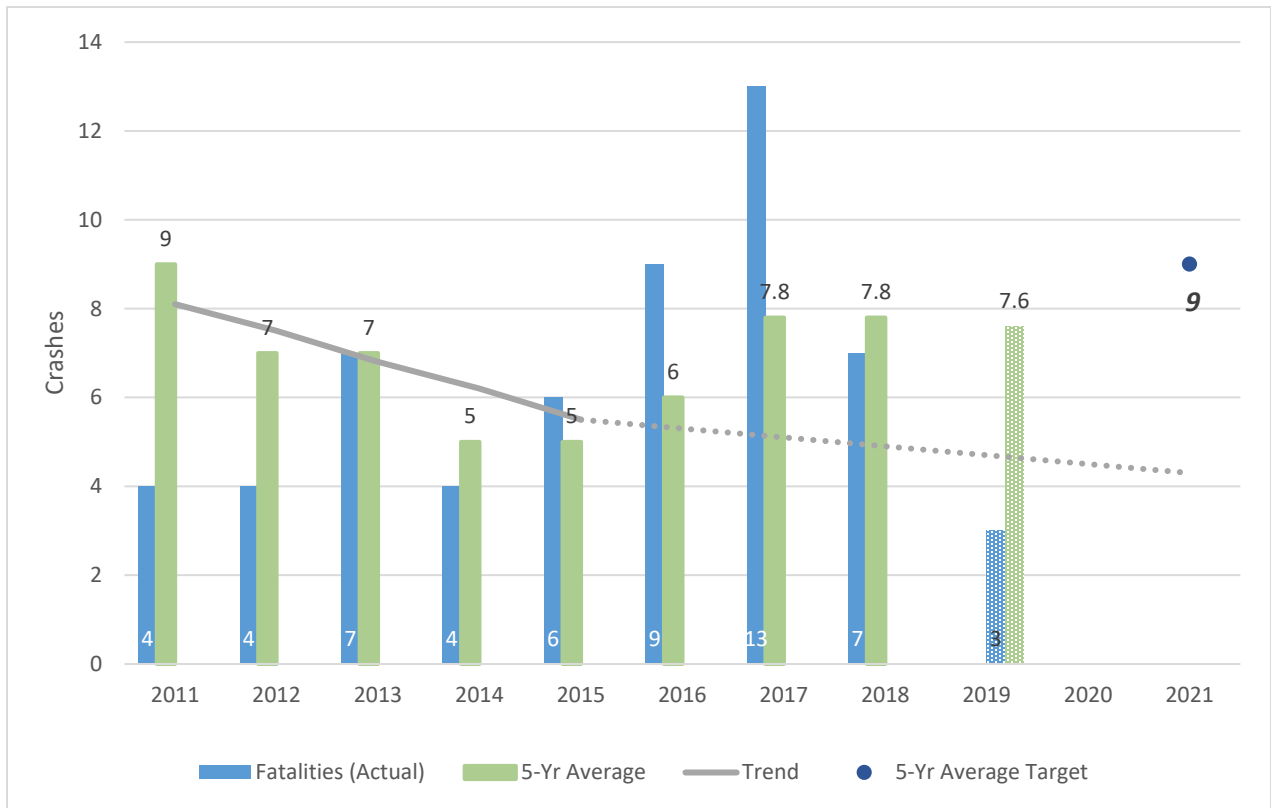
Note: 2018 crash values are preliminary

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

C-9 – Young Drivers

- > **Goal.** Maintain the five-year average number of drivers age 20 or younger involved in fatal crashes below 9 (2017 to 2021 average) by December 31, 2021.
 - **Justification.** Preliminarily the number of 2019 fatalities are 3 compared to 13 in 2017. This shows a significant decrease compared to recent years. However, given the high variability of this number, a conservative goal of 9 fatalities (2017 to 2021 average) has been chosen to move toward the TZD. This target also accounts for the spike in 2017 as well as projected higher numbers in 2020 and 2021 that match increases in overall fatalities. Young Driver fatalities, on average, have represented 10 percent of all roadway fatalities in Rhode Island. Increased education efforts are needed to promote safe driving habits for young drivers.

Figure 3.9 Drivers Age 20 or Younger Involved in Fatal Crashes



Source: RIDOT/OHS (2020) and FARS (2020).

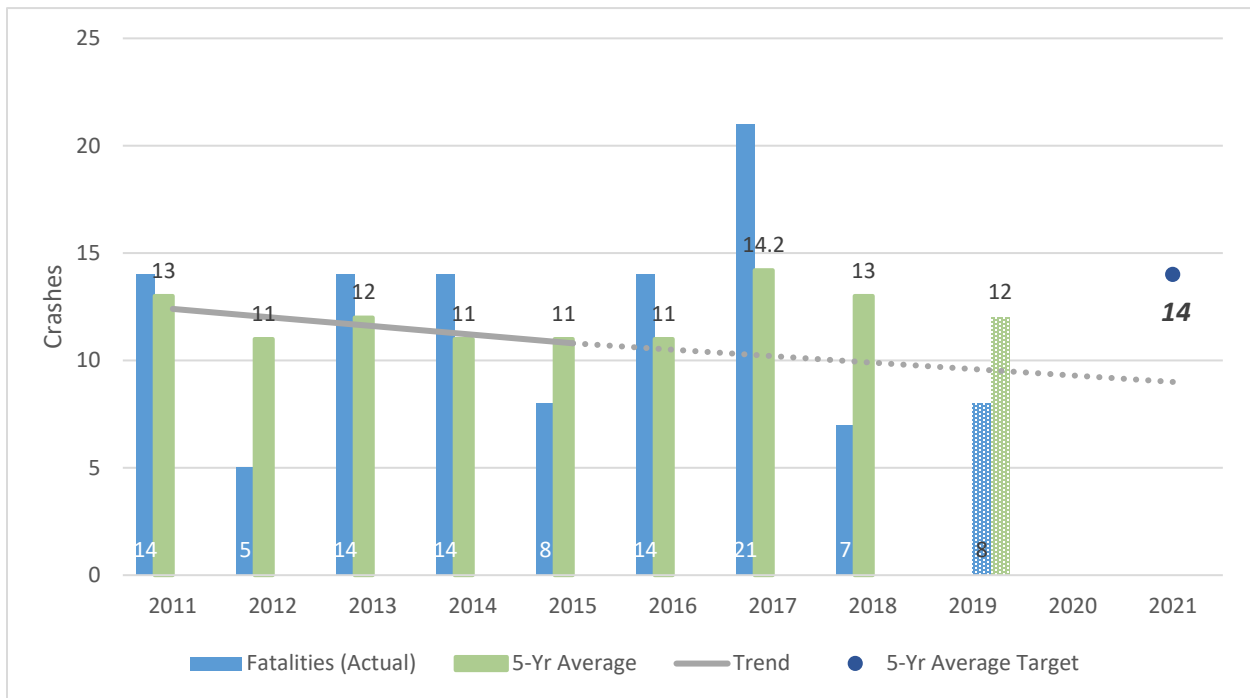
Note: 2019 crash values are preliminary

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

C-10 – Pedestrian

- **Goal.** Maintain the five-year average number of pedestrians in fatal crashes below 14 (2017 to 2021) by December 31, 2021.
 - **Justification.** Preliminary data indicate there were 8 pedestrian fatalities in 2019, a significant reduction from the 21 fatalities from 2017. However, 2020 fatalities have already exceeded those of 2019. The spikes in 2017 and 2020 will result in a higher five-year average, therefore, a target of 14 is realistic. An increased focus on statewide vulnerable road user programs targeting Providence and other municipalities with high pedestrian crashes, like the outreach campaigns that were successful in 2018, is needed to move the State back toward the TZD trend.

Figure 3.10 C-10 Pedestrian Fatalities



Source: RIDOT/OHS (2020) and FARS (2020).

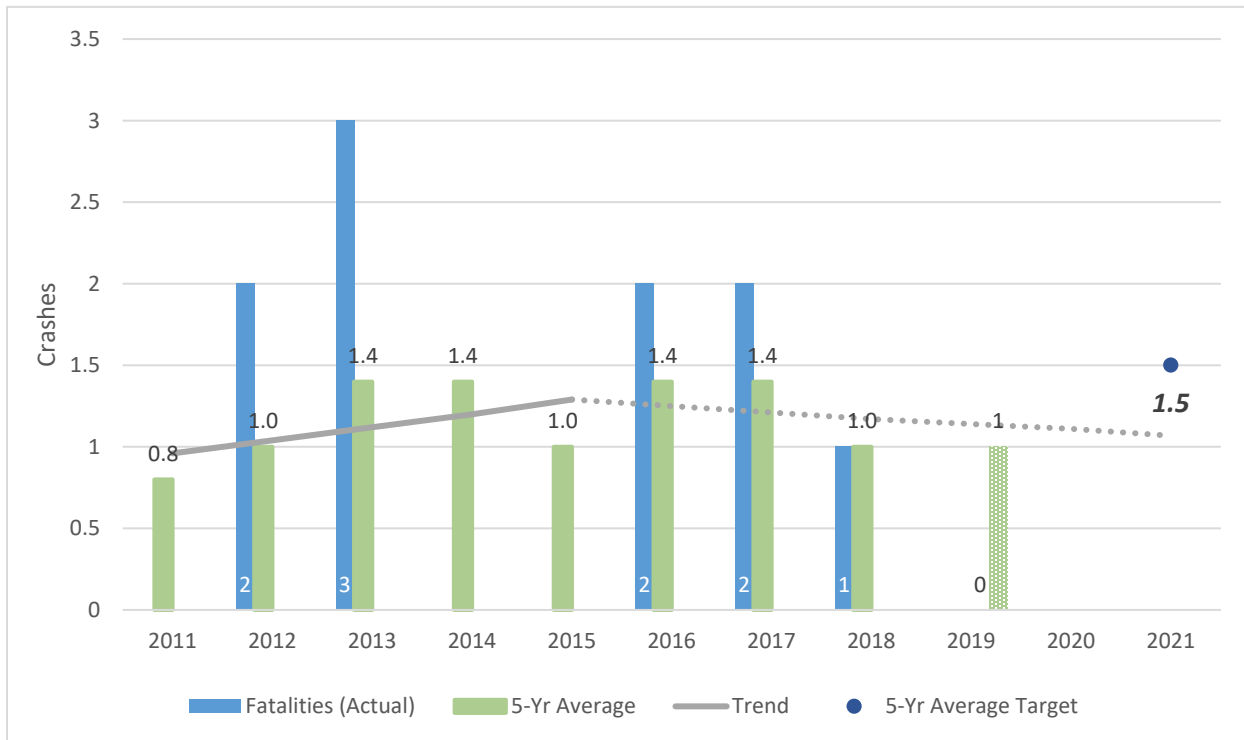
Note: 2019 crash values are preliminary

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

C-11 – Bicycle

- **Goal.** Maintain the five-year average number of bicyclist fatalities at or below 1.5 by December 31, 2021.
- **Justification.** Bicyclist fatalities have been very low in Rhode Island over the past five years. Preliminary 2019 values show no fatalities. However, 2 bicyclist fatalities have occurred in 2020. Accounting for a potential spike in 2020 results in a realistic five-year average target of 1.5 in 2021. The implementation of bicycle education and awareness events and programs can help to maintain lower bicyclist fatalities.

Figure 3.11 C-11 Bicyclist Fatalities



Source: RIDOT/OHS (2020) and FARS (2020).

Note: 2019 crash values are preliminary

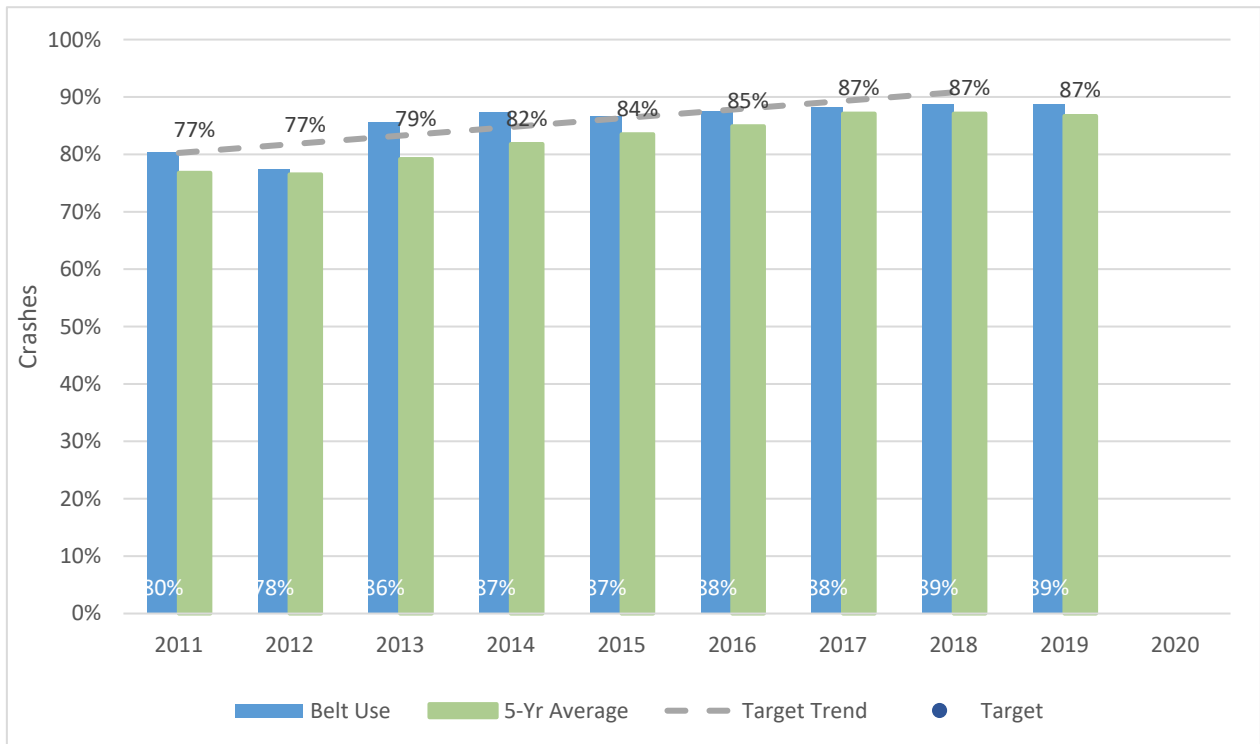
Zero bicycle fatalities occurred in 2011, 2014, 2015, and 2019.

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

B-1 – Observed Belt Use

- › **Goal.** Increase observed seat belt use from 88.6 percent in 2019 to 90 percent by 2021.
- › **Justification.** Since the 2013 removal of the sunset on the primary seat belt law seat belt usage has made very minor but steady improvements. The intent is for the rate to continue to rise to 90 percent by 2021, which is achievable with the continuation of the primary seat belt law, fines, enforcement, and education programs.

Figure 3.12 Percent Observed Belt Use for Passenger Vehicles (Front Seat Outboard Occupants (2011-2019))



Source: RIDOT/OHS (2020) and FARS (2020).

3.3 Additional Performance Measures

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

Occupant Protection

- › **Goal.** Increase safety belt use among pickup truck drivers, as measured by observations, from 79.1 percent in 2019 to 80 percent in 2021.
 - **Justification.** The 2019 value was 2.4 percent higher than in 2017, which is significant. A one percent increase to reach 80 percent appears a reasonable goal. Pickup drivers exhibit the lowest safety belt use rate among the vehicle types tracked in the annual Rhode Island seat belt use survey, ten percent less than passenger cars. Changing the safety behavior of these users is a key component of the initiatives in the HSP. A dedicated enforcement and education focus on these users will help move percentage use upwards.

Pedestrians

- › **Goal.** To decrease the five-year average number of pedestrian fatalities testing positive for impairment by blood alcohol, by 15 percent from 1.8 (2014 to 2018) to 1.7 (2017 to 2021) by 2021.
 - **Justification.** The average annual number of impaired pedestrian fatalities is 1.8 from 2015-2019, which is an increase from previous years. Continued enforcement and education efforts will help drive the number down, however, Rhode Island recognizes increased pedestrian volumes may negate some successes.

Traffic Records

- › **Goal.** Increase the percentage of crash records successfully linked to another traffic records database to 100 percent for each data-linking project.
 - **Justification.** This performance measure is based on the C-I-1 model integration performance measure. Rhode Island will improve the Integration of the Crash data with Roadway and EMS systems through projects involving MIRE and EMS data respectively.
- › **Goal.** Increase the percentage of crash records with no missing critical elements to 100 percent for each pursued data completeness project.
 - **Justification.** This performance measure is based on the C-C-2 model completeness performance measure and ties to the efforts to comply to MMUCC.
- › **Goal.** Increase the number of MMUCC-compliant data elements entered into the database or linked to other databases to 100 percent for each uniformity project.
 - **Justification.** This performance measure is based on the C-U-1 model uniformity performance measure and ties to the efforts to comply to MMUCC.

Distracted Driving

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

4

Highway Safety Countermeasures and Projects for FFY 2021 (by Program Area)

Section 4 provides details on the program areas, performance targets and measures, project descriptions, and funding levels and sources. The program areas in the Rhode Island FFY 2021 HSP include occupant protection, impaired driving, speed, motorcycles, younger drivers, vulnerable road users (pedestrians, bicyclists), traffic records, evidence-based enforcement, distracted driving, and planning and administration.

4.1 Occupant Protection

Problem Identification and Analysis

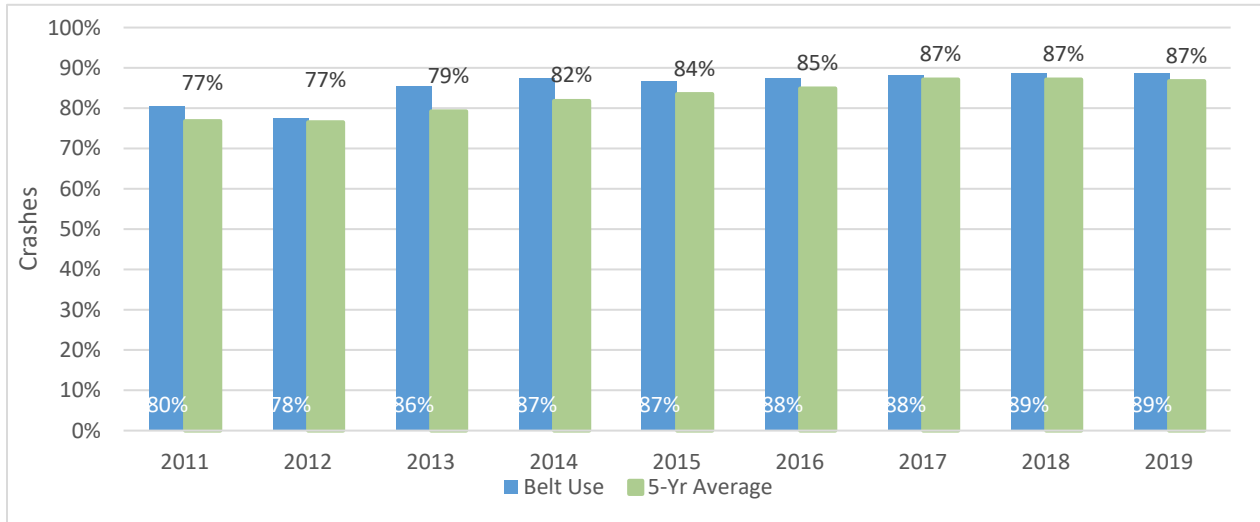
Lack of restraint use continues to be a significant contributing factor in Rhode Island's crash fatalities and serious injuries. Fatalities resulting from crashes where restraints were not used accounted for approximately 32 percent of the total fatalities in 2019. The safety belt use rate for Rhode Island, while steadily rising, has been well below the national rate over the last decade. The Rhode Island seat belt in 2019 was 88.6 percent, lower than the national rate of 90.7 percent. However, the increase in safety belt use also appears to be associated with the continued decline of unrestrained fatalities.

Additional analysis of available five-year average data show that most unrestrained drivers in fatal crashes are white (72%). 29 percent of occupants are under age 25. Providence has the highest numbers of unrestrained motor vehicle occupant fatalities.

All this information, as well as, the key recommendations from the Rhode Island Occupant Protection Assessment in April 2016 will continue to be used to develop appropriate educational and marketing materials and target enforcement activities to reduce restraint nonuse. In 2020, the Office on Highway Safety will work with NHTSA on a new assessment after which new or revised recommendations will replace the items below.

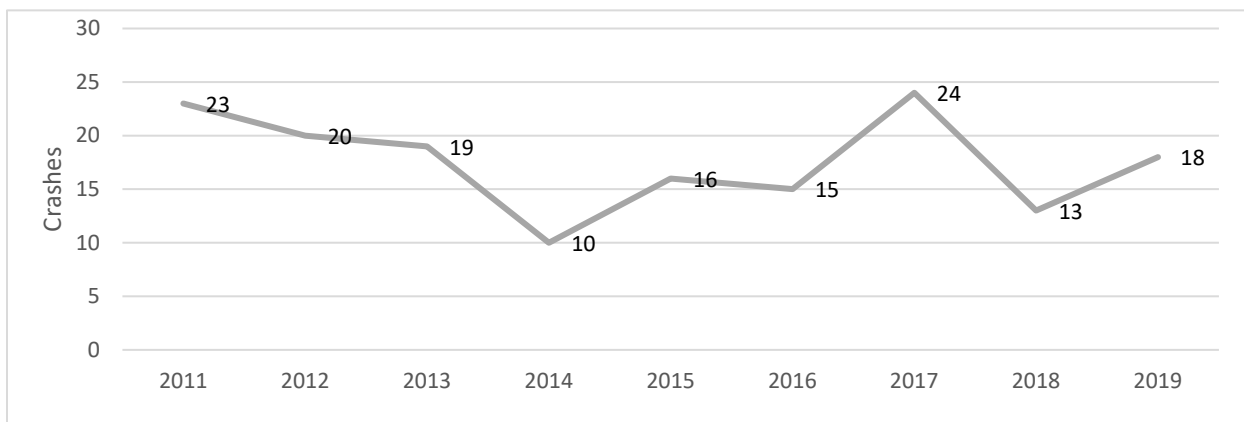
OHS continues to staff a Program Coordinator for the Occupant Protection program, as well as other program areas. This has enabled OHS to enhance occupant protection programs and outreach. This includes introducing an initiative to enhance child passenger safety technician training program for fire services,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

Figure 4.1 Observed Safety Belt Use Rate



Source: RIDOT/OHS (2020); FARS (2020).

Figure 4.2 Restraint Nonuse for Rhode Island Motor Vehicle Fatalities



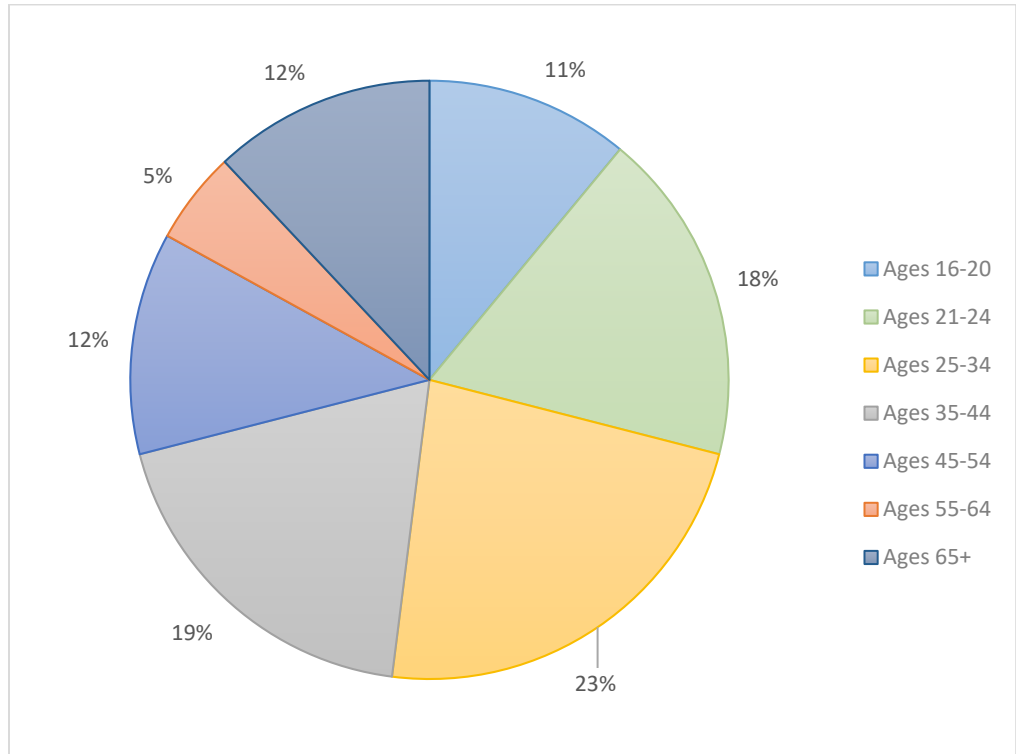
Source: RIDOT/OHS (2020).

Table 4.1 Motor Vehicle Fatalities by Restraint System – Use and Nonuse (2019)

	Driver	Passenger	Total
None Used/Not Applicable	11	7	18
Lap Belt Only Used	0	0	0
Shoulder and Lap Belt	11	2	13
Child Restraints	0	0	0
Unknown	1	1	3
Total	23	10	34

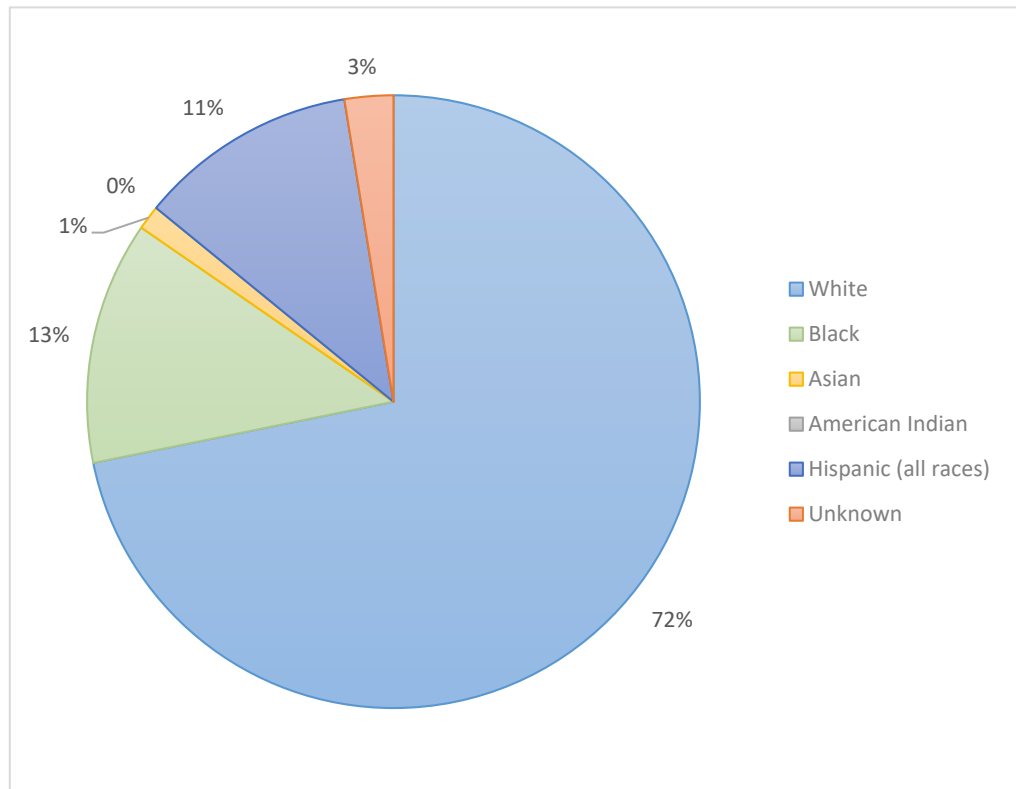
Source: FARS (2020).

Figure 4.3 Number of Unrestrained Fatalities by Age Group (2015 to 2019)



Source: RIDOT/OHS (2020).

Figure 4.4 Unrestrained Fatalities by Race (2014 to 2018)



Source: RIDOT/OHS, 2020.

Table 4.2 Top Five Cities/Towns for Unrestrained Motor Vehicle Occupant Fatalities (2015-2019)

City/Town	2015	2016	2017	2018	2019	Total
Johnston	0	4	1	2	0	7
Providence	4	1	2	1	3	11
Cranston	0	0	2	3	1	6
Pawtucket	4	1	2	0	1	8
East Providence	0	0	0	0	5	5

Source: RIDOT/OHS, (2020)

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. **Table 4.3** lists planned Child Passenger Safety Technician Events planned for FFY 2021. **Table 4.4** summarizes the active network of child restraint inspection stations proposed for FFY 2021.

Table 4.3 CPST Certification Events

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

Source: RIDOT/OHS, (2020)

Table 4.4 Active Network of Child Restraint Inspection Stations FFY 2021

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		
AAA	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	Yes
Richmond	Urban	7,708	Yes
Smithfield	Urban/Rural	21,430	
South Kingstown	Urban/Rural	30,369	
Tiverton	Urban/Rural	15,780	
Warren	Urban	10,611	
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
Department of Public Safety, Providence, RI
Injury Prevention Center, Rhode Island Hospital, Providence, RI
Charlestown Rescue
Children's Friend
East Bay Community Action Program
Meeting Street School
Hasbro Children's Hospital
RT Doula Services

Source: RIDOT/OHS, (2020).

Associated Performance Measures

- › **Goal.** Maintain the five-year average unrestrained occupant fatalities lower than 18 (2017 to 2021 average) by December 31, 2021.
 - **Justification.** Unrestrained fatalities have steadily decreased over the last five years. The spike overall fatalities in 2017 and a projected spike in 2020 affects the five-year average. As unrestrained fatalities are typically one-third of fatalities, the projected spike in 2020 and a conservative reduction in 2021 will result in an increase in the target five-year average unrestrained fatalities to 18. Therefore, reinforced planned efforts such as paid and creative media are needed to address unrestrained occupants to replicate successes in 2018. The SHSP goal of TZD with a baseline of 2011 equates to 14 fatalities (5-year average) in 2021.
- › **Goal.** Increase observed seat belt use from 88.6 percent in 2019 to 90 percent by 2021.
 - **Justification.** Since the 2013 removal of the sunset on the primary seat belt law seat belt usage has made very minor but steady improvements. The intent is for the rate to continue to rise to 90 percent by 2021, which is achievable with the continuation of the primary seat belt law, fines, enforcement, and education programs.
- › **Goal.** Increase safety belt use among pickup truck drivers, as measured by observations, from 79.1 percent in 2019 to 80 percent in 2021.
 - **Justification.** The 2019 value was 2.4 percent higher than in 2017, which is significant. A one percent increase to reach 80 percent appears a reasonable goal. Pickup drivers exhibit the lowest safety belt use rate among the vehicle types tracked in the annual Rhode Island seat belt use survey, ten percent less than passenger cars. Changing the safety behavior of these users is a key component of the initiatives in the HSP. A dedicated enforcement and education focus on these users will help move percentage use upwards.

Countermeasure Strategies in Program Area

Communication Campaign

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

NHTSA402OP2102 Genesis OP for Diverse Families	
<p>Sub-Recipient: Genesis Center</p> <p>Project Budget/Source: \$24,030.00 FAST Act NHTSA 402</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 5.1</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No</p> <p>Match: \$6,007.50</p> <p>Local Benefit: \$9,612.00</p>	<p>In the FFY2021 fiscal year, the Genesis Center will continue to deliver Occupant Protection targeted education to communities in Providence, RI. Genesis Center’s service community consists largely of low-belt-use groups, including ethnic and racial minorities. Through adult education and early childhood education, the Center serves approximately 1,000 individuals per year. In the 2020-2021 program year, Genesis Center’s staff conduct outreach to inform their participants about RI’s seat belt and child restraint laws. They will also be educating parents on safe child restraint use and providing low-income parents with safe car seats and/or booster seats after education them on proper use of various child safety seats. Project success will be evaluated by reviewing results of a pre-test/post-test that measures adult and parent knowledge and behavior regarding seat belt/car seat laws, as well as habits regarding seat belt and child restraint use.</p>
NHTSA402PM2101 Paid Media (OP)	
<p>Sub-Recipient: State-Approved Media Vendor</p> <p>Project Budget/Source: \$200,000.00 of Section 402PM</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 3.2</p> <p>Countermeasure Strategy: Communication Campaign</p>	<p>OHS will develop and implement a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2020, March 2021, May 2021, and September 2021. The target audience will be 16- to 34-year old males. Media materials will be produced in both English and Spanish with the venues chosen based on market data for each audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning for the hearing impaired. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance using a State of Rhode Island Master Price Agreement (MPA) vendor, As</p>

<p>TSEP: No Match: \$50,000.00 Local Benefit: \$80,000.00</p>	<p>stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project.</p>
<p>NHTSA402PM2102 Creative Media (OP)</p>	
<p>Sub-Recipient: State-Approved Media Vendor</p> <p>Project Budget/Source: \$100,000.00 of Section 402PM</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 3.1</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match: \$25,000.00 Local Benefit: \$50,000.00</p>	<p>OHS will contract with a State of RI approved media consultant to create and produce a major occupant restraint campaign. Our primary target market will be males 16-34 years old, with rural drivers as a secondary audience. OHS has long believed OHS messaging needs to be localized to RI's uniqueness. Pickup truck drivers (majority located in rural sections of state) remain high in unbelted usage. rates. Our consultant will target that area using media components which attract that population. We will use Texas DOT "Buckle Up in Your Truck" campaign as a starting point for our creative media campaign and customize to resonate with the unique demographics and characteristics of RI to reach these audiences. Focus groups will be conducted to determine the best creative direction.</p>
<p>NHTSAM2PE2101B Paid Media (CPS)</p>	
<p>Sub-Recipient: State-Approved Media Vendor</p> <p>Project Budget/Source: \$20,000.00 of Section 405B</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 6.2</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match Amount: \$5,000.00 Local Benefit: \$0.00</p>	<p>OHS will inform the public via paid media of all the steps of child restraints, including infant seats, convertible seats, forward facing seats, booster seats, and safety belts. The media buy is expected to cover on-line/web/Internet and "out of home" (billboard/bus) with the target market of parents and caregivers, with emphasis on women between 18 and 40. The media buy will coincide with National Child Passenger Safety Week. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning for the hearing impaired. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project.</p>

NHTSAM2HVE2104B State Agencies (RISP) Rollover Simulator Demonstrations	
<p>Sub-Recipient: Rhode Island State Police</p> <p>Project Budget/Source: \$10,000.00 of Section 405B</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 3.1 – 3.2 and 6.1 – 6.2</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP Match: No Local Benefit: \$2,500.00 \$0.00</p>	<p>OHS will work with RISP to promote and conduct Rollover Simulator demonstrations in as many locations as possible (with a warranted size audience). If a Program Coordinator is not available, OHS will fund two RISP officers for the event. The projected number of demonstrations for FY 21 will be approximately 10 based on a four-year average.</p> <p>2015 – 15 2016 – 12 2017 – 7 2018 – 7</p> <p>This office has noticed a steady increase in OP safety day requests with the Rollover Simulator. The State Police has posted a Rollover Request form link to the Agency’s website for the general public to make requests directly. 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, 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.</p> <p>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.</p> <p>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 member of the community.</p>

Child Restraint System Inspection Stations

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

NHTSAM2HVE2106B Municipalities Child Passenger Safety (CPS)	
<p>Sub-Recipient: All Municipal Police Departments</p> <p>Project Budget/Source: \$102,000.00 of Section 405B</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 5.1</p> <p>Countermeasure Strategy: Child Restraint System Inspection Station(s)</p> <p>TSEP: No</p> <p>Match: \$25,500.00</p> <p>Local Benefit: \$0.00</p>	<p>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.</p>

NHTSAM2HVE2107B RI Hospital Child Passenger Safety in Rhode Island	
<p>Sub-Recipient: The Injury Prevention Center at Rhode Island Hospital</p> <p>Project Budget/Source: \$122,483.00 of Section 405B</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 5.1</p> <p>Countermeasure Strategy: Child Restraint System Inspection Station(s)</p> <p>TSEP: No Match: \$30,620.75 Local Benefit: \$0.00</p>	<p>The Injury Prevention Center at Rhode Island Hospital has housed Safe Kids RI since 2008. Safe Kids RI is the agency that certifies Child Passenger Safety Technicians across the state of Rhode Island. In this role the IPC also assumed responsibility for all CPS training activities in the state of Rhode Island. They hold CPST certification classes, and renewal classes each year. They have certified over 400 individuals as CPSTs. The IPC has also served as the central resource for technicians to maintain their certification. They organize updates for technicians, so they can earn the continuing education credits (CEUs) needed for renewing their certifications. Representing children and young families across Rhode Island, Safe Kids RI helps represent, and educate families on the proper use of Child Passenger Seats to prevent injury and misuse across the state. In FY21, Safe Kids RI will be assisting the Office on Highway Safety at RIDOT with the mandatory switchover of CPST's using NHTSA's new Digital Checklist form so that statewide data can be available on misuse and installation rates in Rhode Island. Program Coordinator, Andrea Cheli will work closely with RIDOT's CPS Program Coordinator to ensure that this switch is smooth and that the program at the IPC continues to grow in strength and in the number of new/returning CPST's. With the support of the Office on Highway Safety at RIDOT, Safe Kids will ensure quality is the defining term for Child Passenger Safety in Rhode Island. Safe Kids RI is funded under NHTSAM2HVE, which supports high visibility enforcement of child passenger safety, and as the states go-to resource for Child Passenger Safety Training, Safe Kids supports this funding source. The Injury Prevention Center in Providence houses Safe Kids RI and is the Office on Highway Safety's central hub for Child Passenger Safety in Rhode Island. The IPC currently has the Child Safety Seat misuse rate that they track at 69%. This means that 69% of the seats checked prior to reinstallation are done incorrectly. This number is alarming but makes the Child Passenger Safety work done by Rhode Island Law Enforcement Municipalities that much more important to combat misuse and enhance community education throughout the state. The OHS partnered by the IPC ensure that each department has the tools, equipment and educational material to accurately and safely inform each family served on all facets of Child Passenger Safety.</p>

Highway Safety Office Program Management

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

NHTSA402OP2104 / NHTSA402OP2105 CIOT DMV Intercept Survey and Observational Surveys	
<p>Sub-Recipient: Preusser Research Group, Inc.</p> <p>Project Budget/Source: \$15,000.00 of Section 402OP \$76,000.00 of Section 402OP</p> <p>Evidence of Effectiveness: NHTSA Requirement</p> <p>Countermeasure Strategy: NHTSA Requirement</p> <p>TSEP: No Match: \$22,750.00 Local Benefit: \$36,400.00</p>	<p>Preusser Research Group out of Trumbull Connecticut has been a contracted firm that has worked with the Office on Highway Safety for years. Primarily they handle the annual observational daytime seatbelt surveys that determine restraint use in the state of Rhode Island. Each year, PRG provides RIDOT's OHS with their belt usage rate. In 2019 Rhode Island reached an 88.6% compliance rate for belt usage. Their attitudinal DMV surveys also track impaired driving and the public's perceptions of the dangers and also enforcement mobilizations that surround impaired driving. In 2020, due to COVID 19, the scope of work for Preusser's contract year changed slightly. With VMT down due to the pandemic, there would not be an accurate portrayal of seatbelt usage in Rhode Island by implementing the observational survey. The OHS opted instead to implement a smaller telephone survey for impaired driving and conduct a nighttime seatbelt use study that will prove to be a useful tool in the coming years to determine where and when non-belt use happens. In 2021, with restrictions and dangers from the pandemic hopefully subsiding, regular observational daytime seatbelt surveys will re-commence to get the state of Rhode Island's belt usage rate. As usual the OHS hopes for 100% compliance but has been and will continue to try to reach 90% in 2021.</p>

NHTSA402OP2111 / NHTSAFDL2103 / NHTSAM8EM2101 / NHTSA402PT2115 Municipal Fire Crash Extraction Equipment

<p>Sub-Recipient: EMS Agencies</p> <p>Project Budget/Source: \$50,000.00 of Section 402OP \$100,000.00 of Section 405D \$50,000.00 of Section 405E \$50,000.00 of Section 402PT</p> <p>Evidence of Effectiveness: Traffic Records Op/Supporting Enforcement Integrated Enforcement</p> <p>Countermeasure Strategy:</p> <p>TSEP: No Match: \$62,500.00 Local Benefit: \$40,000.00</p>	<p>Extrication equipment universally referred to in the fire/rescue service as the "Jaws of Life" consist of three major types of hydraulic tools known as spreaders, cutters, and rams. These extrication tools, powered by hydraulic pump system, are used to shear metal or pry open vehicles involved in motor vehicle crashes when there are victims still trapped inside. From the moment of impact seconds can mean the difference between life and death. Adequate tools arriving on the scene quickly and operated by skillfully trained fire personnel is essential to a positive outcome for the victims.</p> <p>Rhode Island has several major highways running through it to include Routes 4, 1, 2, 138, 102, 146, 195, 95, 295 and 403. It is on these highways, where high impact motor vehicle crashes often occur, resulting in complicated and time-consuming extrication that require multiple sets of hydraulic tools being used simultaneously. Requests for mutual aid assistance, to provide additional tools and power units, often takes 15 to 20 minutes to arrive. Reducing extrication time is critical to a patient's survival of their injuries. With extrication becoming progressively more challenging as today's vehicles evolve with the latest innovations for passenger safety firefighters must be prepared with the tools, they need to win the race against the clock.</p> <p>This equipment would improve the effectiveness and interoperability with neighboring communities when they are called upon to provide mutual aid assistance. The extrication equipment purchased with funding from NHTSA will expand the rescue capabilities and is not intended to replace any present equipment owned and operated by local fire departments.</p> <p>All fire/rescue personnel on local fire departments are trained in the safe and proper use of extrication tools. Many are certified fire service instructors who provide both classroom and hands-on practical instruction and evaluate personnel through periodic training exercises. They also attend and participate in additional training when made available by other fire departments throughout the state. As new technologies and best practice strategies evolve instructors attend "train the trainer" education classes, to maintain the skills of personnel to a high level of competency We continue to support DOH's EMS efforts via our state's TRCC strategies.</p> <p>The DOH/EMS will add "time of extraction" to their EMS reporting system managed by ImageTrend which would validate the importance of up to date extraction equipment to decrease traffic crash fatalities and also decrease the severity of This will begin a baseline for all extractions across the state. We need to create then evaluate extraction methods and equipment in order to save increased lives in RI.</p>
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4.2 Impaired Driving

Problem Identification and Analysis

Alcohol-impaired driving continues to be a significant contributing factor in Rhode Island's crash fatalities and serious injuries. Alcohol-impaired crashes accounted for 34 percent of the total fatalities in 2018, second to speed-related at 51 percent. Fatal impaired crashes in Rhode Island in 2018 exceeded that of the nation (29%). This trend of Rhode Island having a higher proportion of impaired driving fatalities than the nation has been true over the past decade. Based on NHTSA imputed data from 2011 through 2018, 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 4.5.

Almost one-third (31%) of impaired driving fatal crashes involved a driver age 25-34 years old. The Cities of Providence, Warwick, Coventry, Cranston, and North Kingstown have the highest number of impaired driver fatal crashes over the most recent five-year period (2014-2018).

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

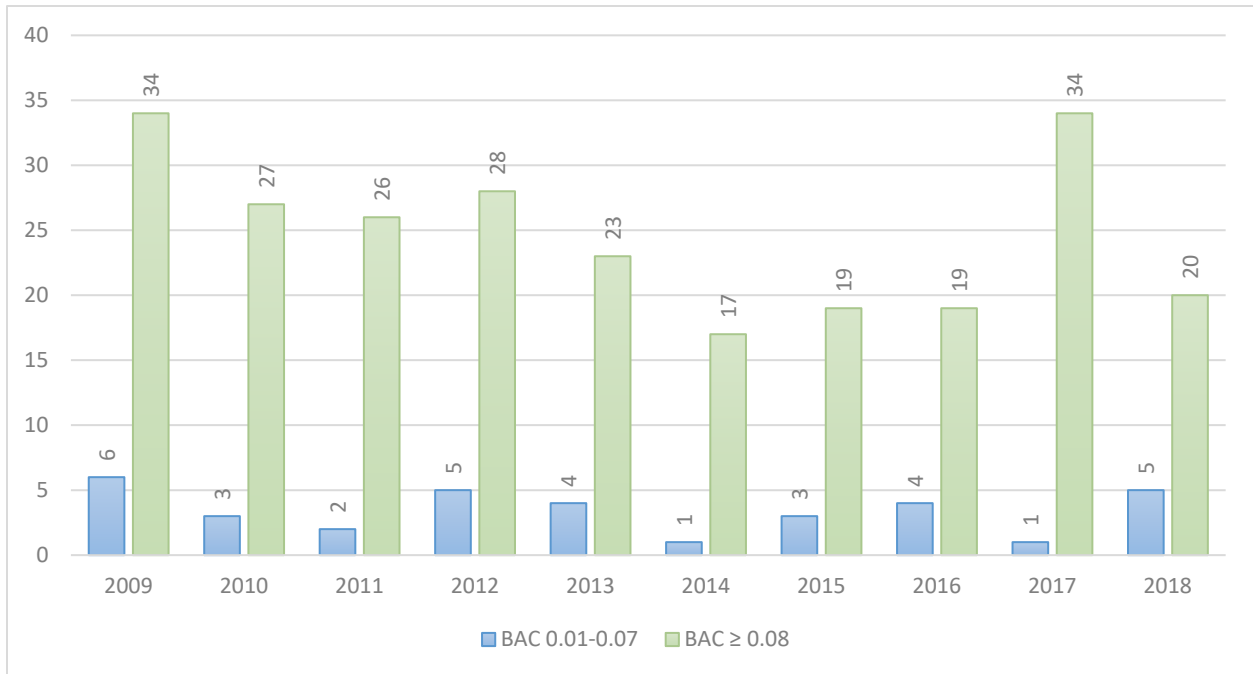
The Rhode Island DUI law provides for higher sanctions at increasing BAC levels: 0.08 to <0.10, 0.10 to <0.15, and 0.15 and greater. Of the 66 drivers and motorcycle operators involved in fatal crashes in 2017, 61 were male and 21 were female. **Table 4.6** provides the BAC test results for these drivers.

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

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

During FFY 2016 RIDOT OHS invited NHTSA to lead an impaired Driving Assessment. During FFY 2020 OHS will continue to make efforts to employ strategies which support many of the recommendations.

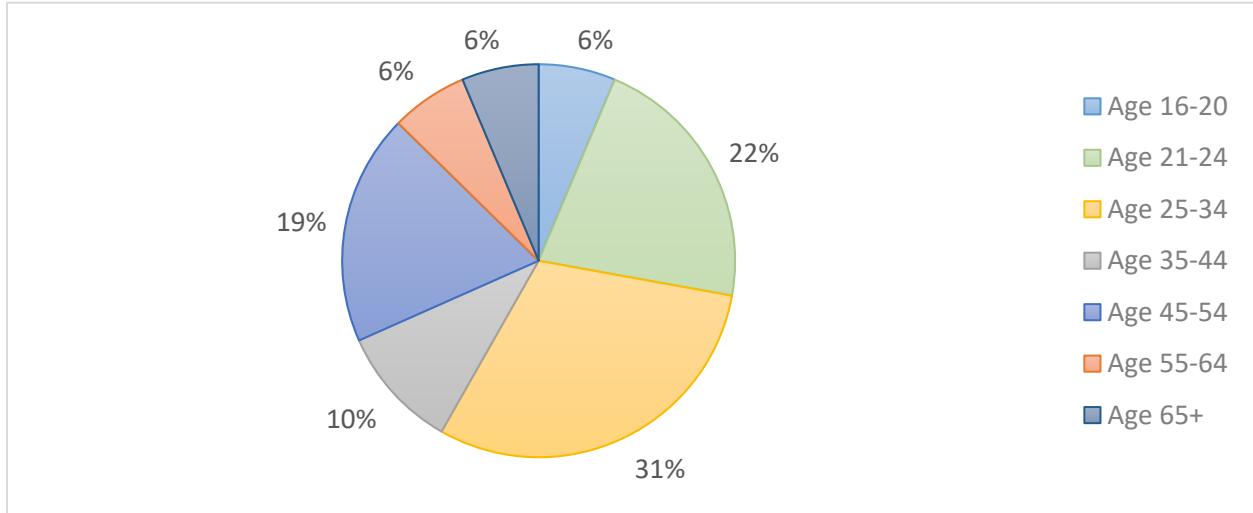
Figure 4.5 Alcohol-Related Fatalities



Source: FARS (2020).

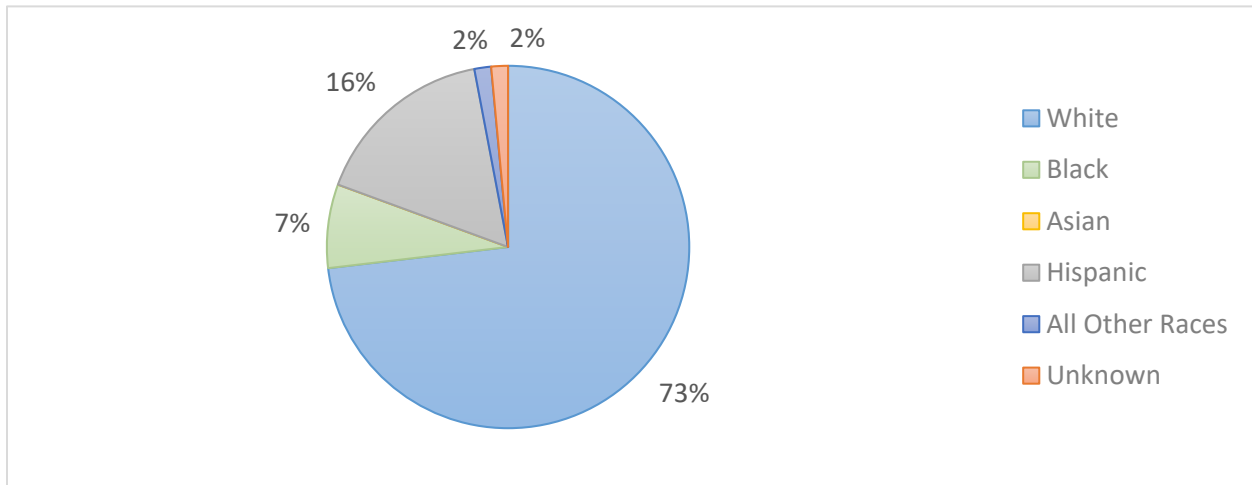
Note: Reflects NHTSA imputed data.

Figure 4.6 Drivers and Motorcycle Operators in Fatal Crashes with BAC ≥ 0.08 by age (2014 to 2018)



Source: FARS (2020).

Figure 4.7 Alcohol Involved Drivers in Fatal Crashes by Race 2014 to 2018



Source: FARS (2020).

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

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

City/Town	2014	2015	2016	2017	2018	Total
Providence	1	5	3	4	2	16
North Kingstown	1	3	0	3	1	8
Coventry	2	1	3	1	1	8
Cranston	2	1	1	1	2	6
Warwick	2	1	0	4	0	7

Source: RIDOT/OHS (2020)

Table 4.6 BAC Test Results and Gender for Drivers or Motorcycle Operators Involved in Fatal Crashes (2017)

	Male	Female	Unknown/Blank	Total
BAC Test None Given	25	12	0	37
BAC 0.00	21	4	0	25
BAC 0.01-0.07	3	1	0	4
BAC 0.08-0.14	4	0	0	4
BAC 0.15-0.19	2	1	0	3
BAC greater than 0.19	3	1	0	4
Blank	3	2	0	5
Total	61	21	0	82
Total BAC 0.01+	12	3	0	15
Total BAC 0.08+	9	2	0	11

Source: FARS (2020).

Associated Performance Measures

- › **Goal** Maintain the five-year average impaired driving fatalities below 25 (2017 to 2021 average) by December 31, 2021.
 - **Justification** Between 2015 and 2019 five-year average fatalities have remained between a low of 21 and a high of 23. However, the spike in 2017 and projected spike in 2020 will result in a higher five-year average. Impaired driving is typically 35 to 40 percent of all fatalities in Rhode Island, therefore, based on the 2017 and the conservative overall fatality projections in 2020 and 2021 will result in a higher five-year average target of 25. Increased enforcement efforts by State and local law enforcement agencies are among the activities that will help reverse the upward trajectory.

Countermeasure Strategies in Program Area

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

> Planned Activities

NHTSA164AL2105 Alcohol Survey	
<p>Sub-Recipient: Preusser Research Group, Inc.</p> <p>Project Budget/Source: \$15,000.00 of Section 164AL</p> <p>Evidence of Effectiveness: CTW, Chapter 1, Section 5.2</p> <p>Countermeasure Strategy: Impaired Driving TRCC</p> <p>TSEP: No Match: \$0.00 Local Benefit: \$6,000.00</p>	<p>OHS will facilitate a survey, targeting the general public, which will effectively gauge the level of risk of arrest for Driving Under the Influence of Alcohol that persons perceive while using the State’s roadways. This survey will be created using a scientific approach by a reputable company experienced in polling and conducting surveys. This survey will help OHS in planning a strategic plan to address the public’s perception and alleviate any fears or concerns that are not based upon data or statistics.</p> <p>Survey locations will be at DMV offices in Cranston, Woonsocket and Middletown with pre-surveys taking place in late-July 2021 and post surveys in early September 2021, to align with the State’s mandatory participation in the national “Drive Sober or Get Pulled Over” national Labor Day HVE Mobilization.</p>
NHTSA164AL2106 Alcohol Program Resources	
<p>Sub-Recipient: TBD</p> <p>Project Budget/Source: \$25,000.00 of Section 164AL</p> <p>Evidence of Effectiveness: CTW, Chapter 1, Section 5.2</p> <p>Countermeasure Strategy: Highway Safety Office Program</p> <p>TSEP: No Match: \$0.00 Local Benefit: \$10,000.00</p>	<p>OHS will develop, maintain, and disseminate appropriate resource and educational materials for use by local and state programs addressing “DSOGPO” and underage alcohol use regarding dangerous driving behaviors. The OHS will look to create informational handouts/brochures to bring awareness to young drivers especially around the Prom season to local high schools. These materials will also be provided to our partners and stakeholders to disseminate at their events as well to increase the reach of the message.</p>

Communication Campaign

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

NHTSA164AL2107 Alcohol Training Video	
<p>Sub-Recipient: Dept. of Behavioral Healthcare, Developmental Disabilities and Hospitals.</p> <p>Project Budget/ Source: \$50,000.00 of Section 164AL</p> <p>Evidence of Effectiveness: CTW, Chapter 1, Sections 3 and 4 Rhode Island Impaired Driving Assessment, 2016</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match: \$0.00 Local Benefit: \$20,000.00</p>	<p>OHS will create an RFP for the professional production of a training video regarding the effectiveness of the three tests currently used in the Standardized Field Sobriety Testing battery, Horizontal gaze nystagmus, Walk and Turn, One Leg stand. This training video will be utilized for recruit level training at the local law enforcement training academies to assist them in understanding how and why NHTSA’s Standardized Field Sobriety Testing process is so effective at identifying persons who are suspected of operating a motor vehicle while under the influence of alcohol. In addition to recruit training this production is also intended to be an educational tool which will be utilized at training held for prosecutors and judges. Rhode Island does not have any caselaw which grants judicial notice to the effectiveness of the Horizontal Gaze Nystagmus test, which is the most accurate test at identifying persons operating under the influence of alcohol. This production is intended to help spread the message regarding the effectiveness of the Field Sobriety tests and hopefully assist with getting the message out on the effectiveness of these tests. Increasing awareness on the effectiveness of the tests will then hopefully lead to better prosecutions by prosecutors and judges who grasp the concepts behind the effectiveness of the three tests.</p> <p>During COVID 19 there was a challenge with training Municipal law enforcement recruits since social distancing was required. We will design a video which includes an aspect of the SFST training directed toward recruit trainees.</p>

**NHTSA164AL2113 / NHTSA402OP2107 / NHTSA402PT2108 / NHTSA402DD2108 / NHTSAFHLE2105H
VMS Message Boards**

<p>Sub-Recipient: All Traffic Solutions</p> <p>Project Budget/Source: \$100,000.00 of Section 164AL \$56,000.00 of Section 402OP \$56,000.00 of Section 402PT \$56,000.00 of Section 402D \$70,000.00 of Section 405H</p> <p>Evidence of Effectiveness: CTW, Chapter 1, Section 5.2</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match: \$59,500.00 Local Benefit: \$107,200.00</p>	<p>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. Agencies chosen to receive grant funding to purchase Portable Variable Message Boards shall enter into a Memorandum of Agreement with the Office on Highway Safety regarding the effectiveness of safety messages. Furthermore, this Memorandum of Understanding will cover the usage of these tools and will make the subrecipient explicitly aware that the usage of these signs is restricted to alcohol related safety messages; Speed enforcement safety messages; seatbelt safety messages; Distracted Driving safety messages; and Non-Motorized messaging. The Office on Highway Safety shall closely monitor the usage of these message boards for compliance. These VMS boards will be Buy America compliant and shall be proportionally funded but will primarily be used for Alcohol Enforcement messaging. Portable Variable Message Signs (VMS) obtained with grant and local funding will be consolidated to a single contract with All Traffic Solutions (ATS), the current sole source provider, to provide a comprehensive management tool to access all the variable message boards in one location, the ATS TrafficCloud. OHS will have the ability to instantly review usage, messaging, placement and data of all VMS under this contract. A total of \$180,000.00 will be allocated to cover up to 80 VMS for a period of 3 years. In comparison if these VMS were under the individual subscription cost the total would be double. The funds shall be budgeted from Sections 164AL, 405H, 402DD, 402OP, and 402PT. This program will not replace the requirements dictated within original HS1 grants for the purchase of VMS and its use. This program will provide the ability for OHS to manage and monitor the entire fleet of VMS under this contract. Police departments will sign and agree to an “MOU” to ensure the understanding of this program to them, OHS and traffic safety. It should be noted that in addition to offer safety messaging these boards have the ability to collect data that can useful in measuring traffic volumes, speeds, etc.</p> <p>Furthermore, this MOU will cover the usage agreement of those VMS purchased without grant funds for accepting the cloud subscription through these grant funds. This will provide additional VMS for traffic safety messaging during mobilization and approved OHS events to include alcohol related safety messages; Speed enforcement safety messages; seatbelt safety messages; Distracted Driving safety messages; and Non-Motorized messaging.</p>
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NHTSA164PM2101 Paid Media (AL)	
<p>Sub-Recipient: State-Approved Media Vendor</p> <p>Project Budget/Source: \$500,000.00 of Section 164PM</p> <p>Evidence of Effectiveness: CTW, Chapter 1, Section 5.2</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match: \$0.00 Local Benefit: \$200,000.00</p>	<p>OHS will develop and implement a statewide paid media campaign for the DSOGPO campaigns to coincide with enforcement mobilizations scheduled for December 2020 and August/September 2021 in addition to supporting monthly sustained enforcement. The target audience is 20-50-year-old males. The media buy is expected to cover print, online/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 ads include closed captioning. Additionally, the project will be evaluated based on the criteria set out in the Section 402 Advertising Guidance. When OHS implements a media plan we receive reach and frequency numbers and impressions listed to answer the "penetration of the target audience." Significantly, we will have 90+ reach and much frequency. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project. There is a need to create more localized messages that highlight local stories, issues, strengths and partners. We will increase our social media presence. OHS will also use our DMV surveys and we rely on Providence media expertise to purchase media buys and media creative.</p>
NHTSA164PM2102 Creative Media (AL)	
<p>Sub-Recipient: State-Approved Media Vendor</p> <p>Project Budget/Source: \$250,000.00 of Section 164PM</p> <p>Evidence of Effectiveness: CTW, Chapter 1, Section 5.2</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match: \$0.00 Local Benefit: \$100,000.00</p>	<p>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 alcohol impaired driving campaign that will serve as a "part 5" in our "Ripple Effect" efforts. These campaigns have offered increased awareness and education regarding Traffic Safety countermeasures targeting the reduction of alcohol impaired driving behavior. The campaigns specifically target alcohol related traffic behavior and fatalities. Due to the unprecedented reach and frequency of the campaigns, the Ripple Effect has become branded in motorists' minds and our strategy is to continue to build off and promote the brand further with continued innovative attention catching appeals to motorists on the issue of drunk driving.</p>

NHTSA164PM2105 Newport Gulls Sports Marketing Sponsorship	
<p>Sub-Recipient: Newport Gulls, Inc.</p> <p>Project Budget/Source: \$5,600.00 of Section 164PM</p> <p>Evidence of Effectiveness: CTW, Chapter 1, Section 5.2</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match: \$0.00 Local Benefit: \$2,240.00</p>	<p>The Newport Gulls, members of the 13-team New England Collegiate Baseball League (NECBL), are a 501(c)(3) non-profit organization, founded as the Rhode Island Gulls in 1998 in Cranston, R.I., before moving to Newport in 2001. The organization is committed to recruiting, fielding, and developing a team of the nation’s top collegiate baseball athletes and attracts 50,000 fans annually to Cardines Field. This sports marketing sponsorship agreement furthers the achievement of OHS’s alcohol impaired driving performance targets.</p> <p>The Alcohol Impaired Driving Awareness Program will target the many negative results caused by Alcohol Impaired Driving. The target audience is men, women throughout Newport County and its surrounding area as well as the many tourists that visit Rhode Island throughout the summer. This project will be implemented by creating a presence at Cardines Field via signage and PA Announcements, throughout the Gulls Social Media Accounts and Website, and when Gulls players and staff make community appearances. In partnership with OHS, the Newport Gulls will serve as part of a multi-media campaign to bring awareness to the dangers of Alcohol Impaired Driving. Mirroring the OHS overall comprehensive media strategy, the Newport Gulls Alcohol Impaired Driving Awareness Program will be comprehensive- utilizing print and signage, PA Announcements to 50,000 individuals, and information disseminated on Gulls social media.</p>
NHTSAFDLPEM2101D PSE Sports & Entertainment Marketing Sponsorship	
<p>Sub-Recipient: Learfield IMG</p> <p>Project Budget/Source: \$6,500.00 of Section 164PM \$6,500.00 of Section 405E</p> <p>Evidence of Effectiveness: CTW, Chapter 1, Section 5.2</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match: \$3,250.00 Local Benefit: \$0.00</p>	<p>Learfield IMG contracts with the Rhode Island Convention Center to market advertising for the following Providence sports and entertainment venues in addition to the Convention Center itself; the Dunkin’ Donuts Center and the VETS (aka Veterans Memorial Auditorium). Between the Dunkin’ Donuts Center, Rhode Island Convention Center and the VETS, OHS messaging will reach over 1,000,000 local sports and entertainment event goers.</p> <p>The demos for the Providence Bruins and Providence College Friars skew towards college aged to middle aged males which have shown to be a target audience for the Impaired Driving and Distracted Driving Messaging. Sports fans and event goers who attend Providence Bruins and Providence College Friars games as well as other concerts and shows between the venues are also impacted.</p> <p>The project will be implemented by Learfield IMG College’s local team at Providence Venues & Sports Properties.</p> <p>Assets with alcohol impaired driving and distracted driving messaging will be in the form of (2) fixed position dasher board signs with the Providence Bruins on opposite, high visibility locations at ice level. Also scoreboard messaging in-game with the P-Bruins and digital signage on the concourse which will run during all P-Bruins, PC Friars, family shows, concerts, special events and conference at all events held in the Dunkin’ Donuts Center, RI Convention Center and the VETS during the 20-21 event season.</p>

Breath Test Devices

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

NHTSAFDLBAC2101 Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile Providence	
<p>Sub-Recipient: Providence Police Department</p> <p>Project Budget/Source: \$60,000.00 of Section 405D</p> <p>Evidence of Effectiveness: CTW, Chapter 1, Section 2.1, 2.2, 2.3</p> <p>Countermeasure Strategy: Breath Test Devices</p> <p>TSEP: No Match: \$15,000.00 Local Benefit: \$0.00</p>	<p>OHS will reimburse the Providence Police Department (PPD) for all necessary B.A.T. equipment, and overtime for the PPD at two officers per day for three days per week for at least 18 weeks of the FFY, gas, maintenance, specialized "Impaired Driving Task Force" safety vests, and two Guth Simulators to calibrate the Intoxilyzer 9000s There is no equipment over \$5000.00 to be acquired as part of this project.</p> <p>BATMobile Mobilization Calendar January- New Year's Day; February- Super Bowl; March- St. Patrick's Day; May- Cinco De Mayo and Memorial Day; June- High School and College Graduations; July- 4th of July; August- High Tourist Season; September- Labor Day; October- Halloween; November- Thanksgiving December- Christmas/Holiday Parties, New Year's Eve</p> <p>Municipal Schedule OCTOBER-Providence PD; Jamestown PD NOVEMBER-Burrillville/Glocester PD; Westerly PD DECEMBER-Cranston/Scituate PD; Providence; Warwick/West Warwick JANUARY- Bristol/Warren; Woonsocket/Cumberland FEBRUARY-Coventry/West Warwick/West Greenwich MARCH- Central Falls/Pawtucket; Warren/Barrington APRIL-Cranston/Johnston; Bristol/Warren MAY- East Providence/Pawtucket; Newport/Middletown</p>

	<p>JUNE- North Providence/Smithfield/Johnston; Warwick/East Greenwich JULY-Narragansett/South Kingstown; Newport (Folk Festival); Foster/Scituate AUGUST- Newport (Jazz Festival); Charlestown/Westerly; Hopkinton/Richmond SEPTEMBER- Pawtucket/Lincoln/Central Falls Woonsocket/North Smithfield</p>
<p>NHTSAFDLBAC2102 / NHTSA164AL2108 State Agencies (HEALTH) Traffic Safety Resource Forensic Toxicologist (TSRFT) and Preliminary Breath Testing</p>	
<p>Sub-Recipient: Rhode Island Department of Health</p> <p>Project Budget/Source: \$138,000.00 of Section 405D \$213,000.00 of Section 164AL</p> <p>Evidence of Effectiveness: CTW, Chapter 1, Section 2.3</p> <p>Countermeasure Strategy: Breath Test Devices</p> <p>TSEP: No Match: \$34,500.00 Local Benefit: \$85,200.00</p>	<p>OHS will reimburse 60% of the activities associated with traffic safety data collection 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 entire tasks listed for 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.</p>

Prosecutor Training

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

NHTSAFDLCS2101D State Agencies (AG) Traffic Safety Resource Prosecutor (TSRP)	
<p>Sub-Recipient: Rhode Island Attorney General's Office</p> <p>Project Budget/Source: \$200,000.00 of Section 405D</p> <p>Evidence of Effectiveness: CTW, Chapter 1, Sections 3.1 and 6.5</p> <p>Countermeasure Strategy: Prosecutor Training</p> <p>TSEP: No Match: \$50,000.00 Local Benefit: \$0.00</p>	<p>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:</p> <ul style="list-style-type: none"> ■ 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 will include lecture and mock trail exercises. ■ The TSRP will participate on NHTSA TSRP focused webinars and teleconferences on behalf of the OHS.

Impaired Training and SFST Training for Law Enforcement Officers

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

NHTSAM6OT2101D Municipalities SFST Trainer OT	
<p>Sub-Recipient: TBD</p> <p>Project Budget/Source: \$40,000.00 of Section 405D</p> <p>Evidence of Effectiveness: NHTSA Recommended</p> <p>Countermeasure Strategy: SFST training for Law Enforcement Officers</p> <p>TSEP: No Match: \$10,000.00 Local Benefit: \$0.00</p>	<p>This is a pending project, based upon potential NHTSA approval, of law enforcement training activities becoming an acceptable and allowable OHS expense.</p> <p>Funding shall be utilized to sponsor officers to attend SFST and in-service training events.</p> <p>It is recommended by NHTSA that all SFST practitioners complete a state-approved refresher/update training at a minimum of every three years from the date of their most recent state refresher/update training as an SFST practitioner. The average BAC of a DUI offender who submits to chemical testing is a .16 which shows that officers in RI could potentially be making face to face contact with impaired motorists and not recognize they are dealing with a possible DUI suspect.</p> <p>The Office on Highway Safety shall facilitate, through the Rhode Island Municipal Police Academy, approximately six (6), four (4) hour, in-service training classes per year to ensure officers can obtain refresher training and practice their skills. Class size would be limited to 20 officers per class.</p>
NHTSAFDLDT2106 State Agencies (RISP) Impaired Driving Training	
<p>Sub-Recipient: TBD</p> <p>Project Budget/Source: \$150,481.00 of Section 405D</p> <p>Evidence of Effectiveness: NHTSA Recommended</p> <p>Countermeasure Strategy: Law Enforcement Training</p> <p>TSEP: No Match: \$37,620.25 Local Benefit: \$0.00</p>	<p>OHS will fund implementation of specific Impaired Driving enforcement patrols by the RISP in addition to those facilitated by the new RISP dedicated ID task force. Patrols are conducted 24 hours and there is mandatory participation in annual enforcement periods which the RISP will abide by and participate fully in once dates are definitively set by NHTSA and RI's OHS. Members of the RISP attend any and all available NHTSA TSI trainings training in order to offer consistent and complementary patrols to all cities and towns. These extra ID patrols will support their dedication to a 24-hour, 7 day a week Impaired Driving Patrol cycle.</p>

4.3 Speed

Problem Identification and Analysis

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

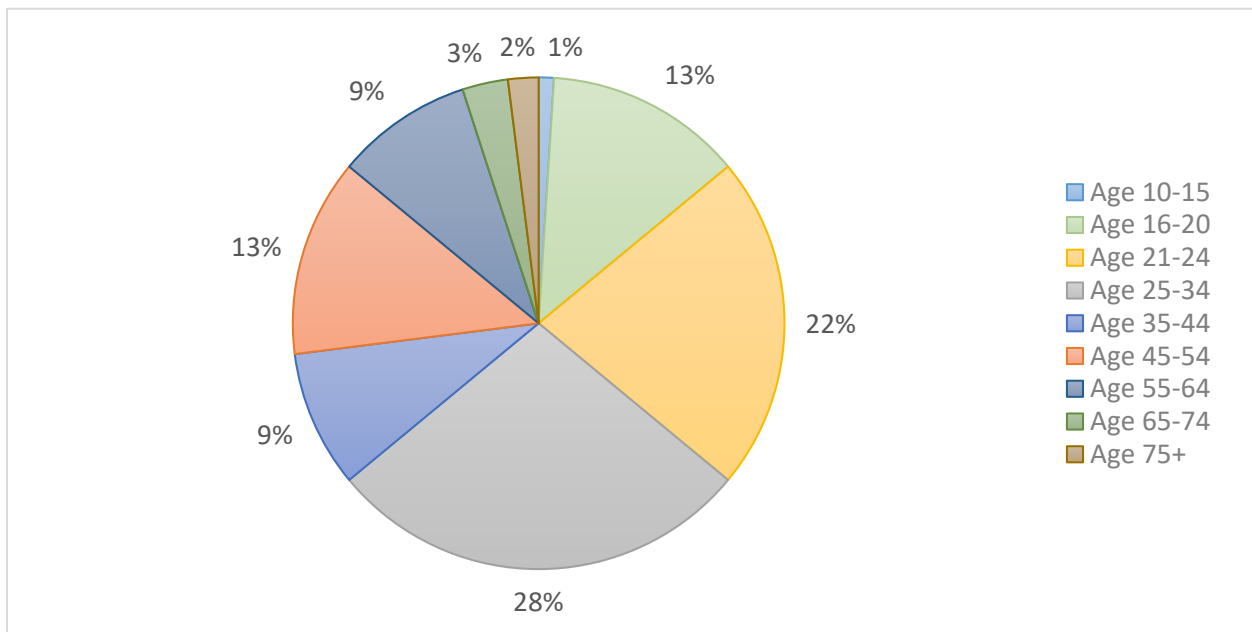
Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016).

Preliminary 2019 numbers show that speed was a factor in a quarter of fatalities. 2017 saw a dramatic jump to 41 fatalities, followed by 30 in 2018. The majority of drivers in speed-related fatal crashes for the five-year period prior to 2019 are between age 16 and 34 (63%), and 82 percent are white. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively.

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

Enforcement efforts have been consistent, with Rhode Island issuing 9,732 speeding citations in 2019, compared to 9,836 in 2018. Part of the multifaceted approach to this issue is paid media. OHS also has increased its' level of paid media buys during August, one of the highest months for speed-related fatalities, to support the annual speed enforcement campaign in Rhode Island during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly.

Figure 4.8 Age of Drivers in Fatal Speeding Crashes (2014 to 2018)



Source: RIDOT/OHS, (2020)

Table 4.7 Top Five Cities/Towns by Fatal Speeding Crashes

City/Town	2015	2016	2017	2018	2019	Total
Providence	4	4	4	5	4	21
Cranston	0	1	2	2	2	7
Warwick	4	0	2	1	3	10
North Kingstown	2	1	2	2	1	8
Coventry	0	3	3	1	1	8

Source: RIDOT/OHS (2020)

Associated Performance Measures

- › **Goal.** Maintain the five-year average speed-related fatalities below 29 (2017 to 2021 average) by December 31, 2021.
 - **Justification.** Speed-related fatalities have fluctuated over the last few years, with as few as 13 in 2014 and a spike in 2017 at 41 fatalities. As speed-related fatalities are typically 40 percent of overall fatalities, the projected spike in 2020 and conservative reduction in 2020, combined with the 2017 spike will result in a five-year target average of 29, which is higher than in previous years. Several years of significant decreases in speed-related fatalities, will be needed to achieve averages that move toward the zero deaths goal. Increased enforcement efforts are among the activities that are needed to help curtail increases in speed-related fatalities.

Countermeasure Strategies in Program Area

Communication Campaign

- › Project Safety Impacts
 - 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.
- › Linkage Between Program Area
 - The speed data determines there are a small number of communities where speed-related crashes are most likely to occur, particularly in larger communities. This will help to focus implementation efforts.
- › Rationale for Selection
 - Countermeasures That Work, Chapter 3, Section 4 describes "effective, high visibility communications and outreach are an essential part of successful speed and aggressive-driving enforcement program." This is a three-star strategy.
- › Planned Activities

NHTSA402PM2103 Paid Media (PT)	
<p>Sub-Recipient: State-Approved Media Vendor</p> <p>Project Budget/Source: \$250,000.00 of Section 402PM</p> <p>Evidence of Effectiveness: CTW, Chapter 3, Section 4.1</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match: \$62,500.00 Local Benefit: \$100,000.00</p>	<p>OHS will develop and implement statewide paid and earned media campaigns relating to “Obey the Sign or Pay the Fine” and the recently created “Know the Limits” 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. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project.</p>
NHTSA402PM2104 Creative Media (PT)	
<p>Sub-Recipient: State-Approved Media Vendor</p> <p>Project Budget/Source: \$100,000.00 of Section 402PM</p> <p>Evidence of Effectiveness: CTW, Chapter 3, Section 4.1</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match: \$25,000.00 Local Benefit: \$40,000.00</p>	<p>OHS’ contract with a public relations firm for creative media will include creation and production of ads relating to “Obey the Sign or Pay the Fine” and “Know the Limit” statewide campaigns. Focus groups will be conducted to determine the best creative direction to reach these audiences. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.</p> <p>In 2020 OHS created a SPEED community toolbox within its media contract that enhanced the media safety messages and which created a platform for our community stakeholders to share the messaging and offered a consistent educational/awareness component which will be relevant for several years.</p>

Sustained Enforcement

› Project Safety Impacts

- Law enforcement when combined with other communication efforts in this program area provide the best method to promote safe driving habits in the State. National research shows that sustained enforcement of seat belt laws has recorded statewide belt use well above national belt use rates - similarly, sustained enforcement of speed laws, in the absence of speed cameras, are expected to have a similar effect in reducing speeding. Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. Rhode Island speeding crashes occur on roads with lower speed limits compared to other

States. From 2011 to 2015, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54 percent). Enforcement efforts have improved annually, Rhode Island increased the number of citations issued to 9,732 in 2019.

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

NHTSA402PT2109 Municipalities Speed Initiative	
<p>Sub-Recipient: All municipal police departments</p> <p>Project Budget/Source: \$25,000.00 of Section 402PT</p> <p>Evidence of Effectiveness: In support and promotion of sustained law enforcement efforts</p> <p>Countermeasure Strategy: Sustained Enforcement</p> <p>TSEP: Yes</p> <p>Match: \$6,250.00</p> <p>Local Benefit: \$10,000.00</p>	<p>OHS will fund the implementation of an innovative Speed Enforcement program utilizing local data provided by the police relating to speed and crash data. High-visibility enforcement campaigns have been used to deter speeding and aggressive driving through specific and general deterrence. In the high-visibility enforcement model, law enforcement targets certain high-crash or high-violation geographical areas using either expanded regular patrols or designated aggressive driving patrols. The objective is to convince the public that speeding and aggressive driving actions are likely to be detected and that offenders will be arrested and punished.</p> <p>In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. A speed-related serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit. Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively. Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or</p>

below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54 percent). Enforcement efforts have improved annually, and Rhode Island issued 9,732 citations in 2019.

A partnership of local city/town departments, media group and the OHS will implement a program targeting speed issues with media outreach and enforcement efforts. The targeted area and operator demographics will be generated by the law enforcement department from a detailed analysis of their local data to specific "hot spots" and not an overall reach within their jurisdiction. Police will review local data prior to implementation so an evaluation can be conducted of the impact this targeted deployment effort had at the "hot spot".

Outreach will be conducted in conjunction with and separately targeting the risky behavior of speeding. This program will establish ownership of the program within the local department to increase participation and completion. This program will allocate funds to the participating departments for overtime enforcement patrols that will be conducted during preselected weeks of the "100 Deadliest Days" to obtain the greatest impact to concentrated incidents of fatal and serious injury crashes.

Earned media will be expected. Enforcement areas will be evidence based and on the overall community safety needs. Results will be measured utilizing citation analysis, officer reports, crash data, and speed study data and analysis following the completion of the speed initiative program at the conclusion of the fiscal year.

NHTSA402PT2114 OHS Speed Tools	
<p>Sub-Recipient: RI Office on Highway Safety</p> <p>Project Budget/Source: \$11,000.00 of Section 402PT</p> <p>Evidence of Effectiveness: In support and promotion of sustained law enforcement efforts</p> <p>Countermeasure Strategy: Sustained Enforcement</p> <p>TSEP: Yes Match: \$2,750.00 Local Benefit: \$4,400.00</p>	<p>OHS will purchase radar recorders for the purposes of collecting traffic data to establish problem identification for crash, traffic and grant application requirements for law enforcement and community-based groups. These tools are instrumental in collecting anonymous and accurate data for volume and speed data counts. It also provides the ability to establish days and times of the incidents of speeding infractions. There are multiple small towns that would not require to have these units for individual use. With OHS having these units available these towns and community-based groups will have access to this tool to collect data and enhance their programs with actual problem identifications. OHS will purchase a hand-held Lidar unit and “ball bank indicator” to enhance the effectiveness of Road Safety Assessment (RSA) reports and findings. RSA’s are conducted by RIDOT, communities and representatives from OHS to identify local and state road issues using a multidisciplinary team of community members, elected officials, law enforcement, engineers, public works and highway safety professionals. This team is created for each unique community driven RSA request. They consider all road users and at completion provide a detailed and comprehensive written report. RSA’s are conducted by these teams in areas where crashes have and potentially will occur. Part of the comprehensive report is data collection of previous crashes, traffic volumes and speeds and local factors. Speed has shown to be a concern at each of the RSA’s conducted. The ability to gather real time speeds within the team will provide the opportunity to validate the preconceived or alleged instance of speed behaviors while in the field.</p> <p>The Lidar unit will be used by trained OHS program coordinators or staff within DOT to provide the real time road speeds during these RSA’s. This will also provide additional benefits in gathering additional roadway data that is not obtained such as side roads and connecting streets to the identified RSA location. The “ball bank indicator” is used to determine the degree of roadway curves and determine the safe advisory speed for the curve. Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 percent of speeding related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54 percent). Enforcement efforts, with grant funds, in Rhode Island produced 9,732 citations in 2019.</p>

4.4 Motorcycles

Problem Identification and Analysis

From 2015 through 2019, motorcyclist fatalities in Rhode Island fluctuated between a low of 4 in 2016 to a spike 18 in 2018. This preliminary data for 2019 brings the five-year average from 2015 to 2019 up to 11. This is moving the State away from the desired downward trend.

Unhelmeted motorcycle fatalities have also mirrored the overall trend, with a spike in 2018 and 2019. After achieving a low of two in 2008, the lowest lower since then has been 4. There were 9 unhelmeted motorcycle fatalities in 2018 and 2019. Over the period 2015-2019, over half of the motorcycle drivers were unhelmeted.

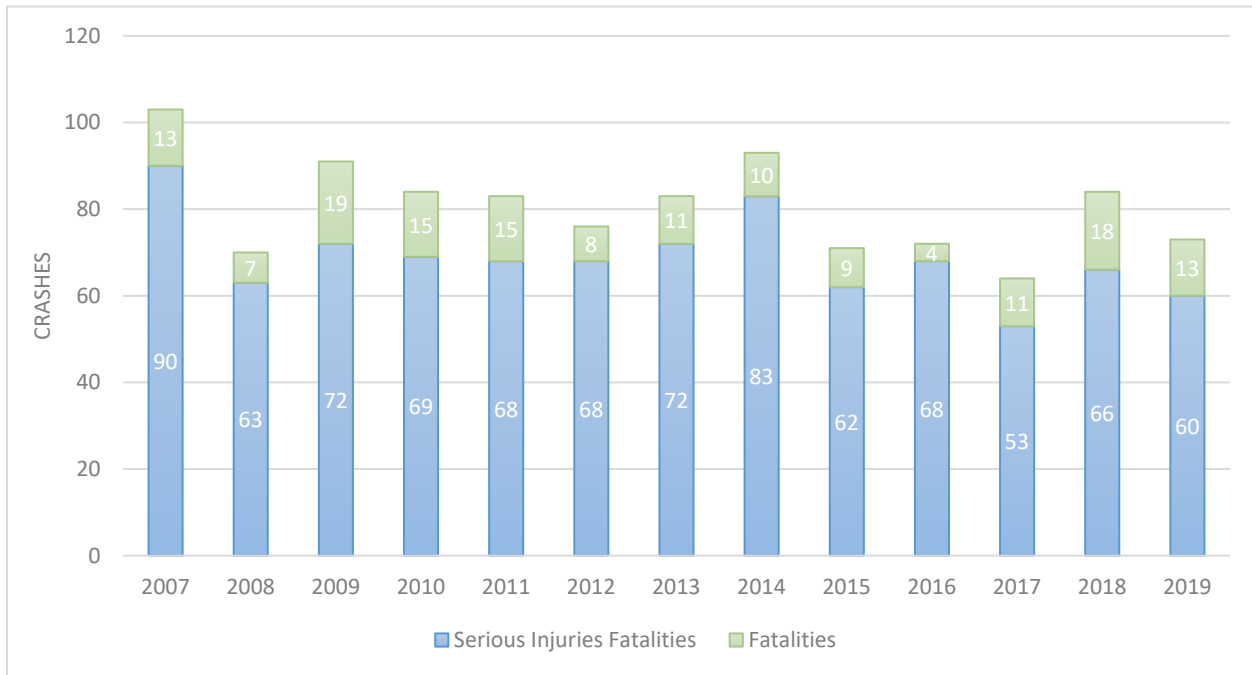
Rhode Island does not have a universal helmet law for all motorcyclists. The state motorcycle helmet use law only covers all passengers (regardless of age) and all operators during the first year of licensure (regardless of age), which makes it challenging to lower unhelmeted motorcycle fatalities.

Additional analysis shows that the majority of impaired drivers in fatal crashes are white (65%). About one-third (33%) of drivers are between the ages of 25 to 34 and another 18 percent are between the ages of 21 to 24. From 2015 to 2019, September had the most fatal crashes; and 85 percent of crashes occurred between Friday and Sunday. The urban areas such as Providence, Warwick, and Cranston generally have the highest numbers of motorcycle fatalities.

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

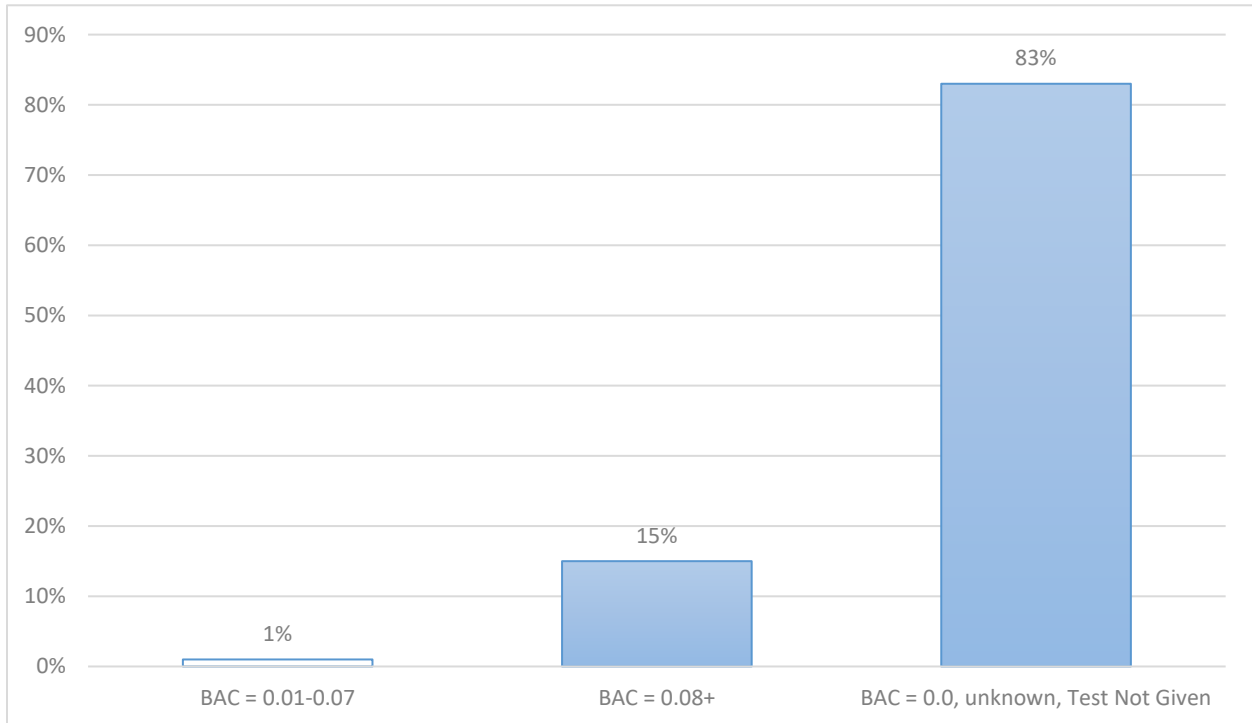


Figure 4.9 Motorcyclist Fatalities and Serious Injuries



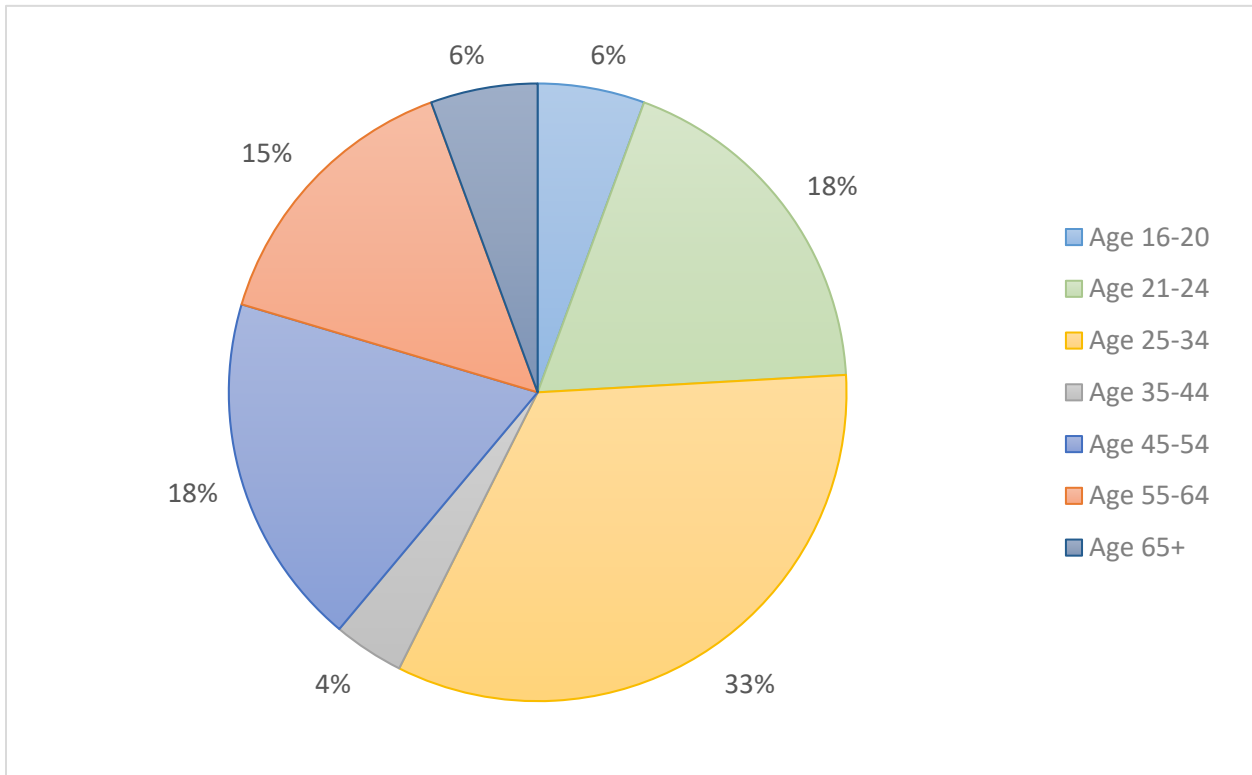
Source: RIDOT/OHS, (2020)
 Note: 2019 data is preliminary.

Figure 4.10 BAC Involved in Motorcycle Fatalities (2014 to 2018)



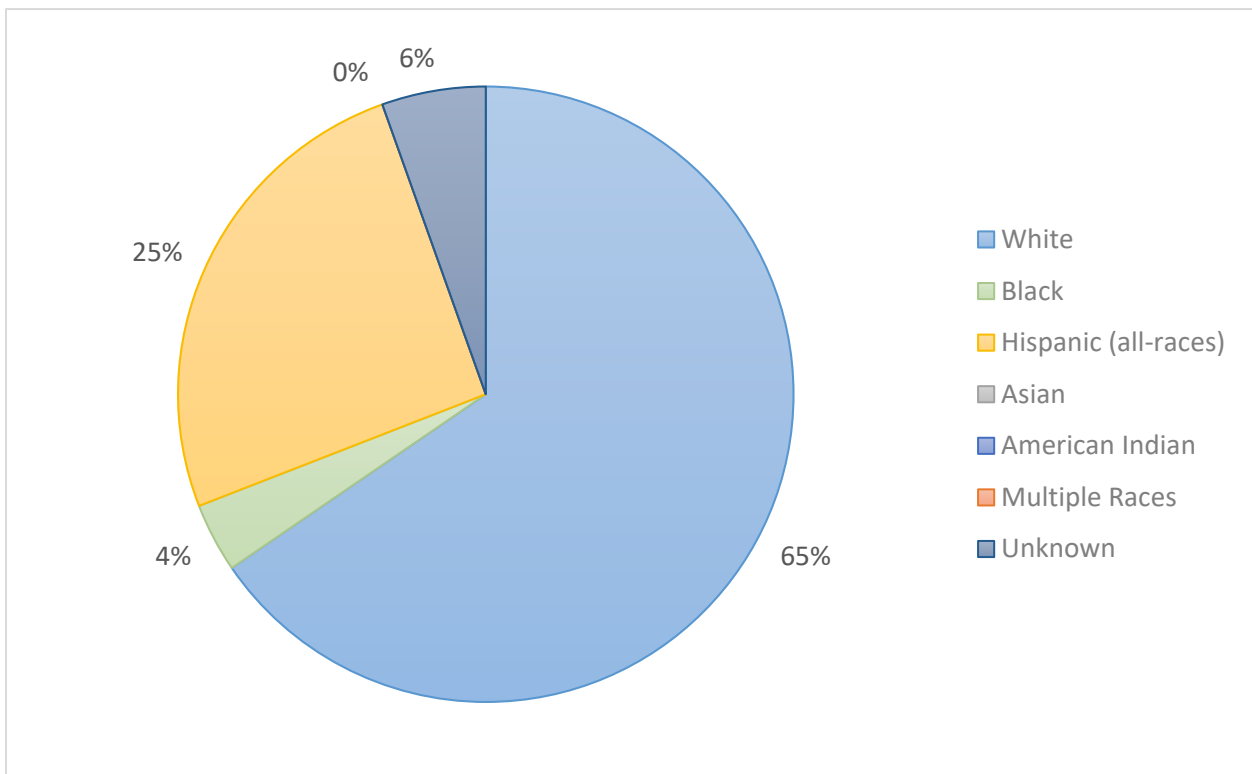
Source: RIDOT/OHS, 2020.

Figure 4.11 Motorcycle Fatalities by Age (2015 to 2019)



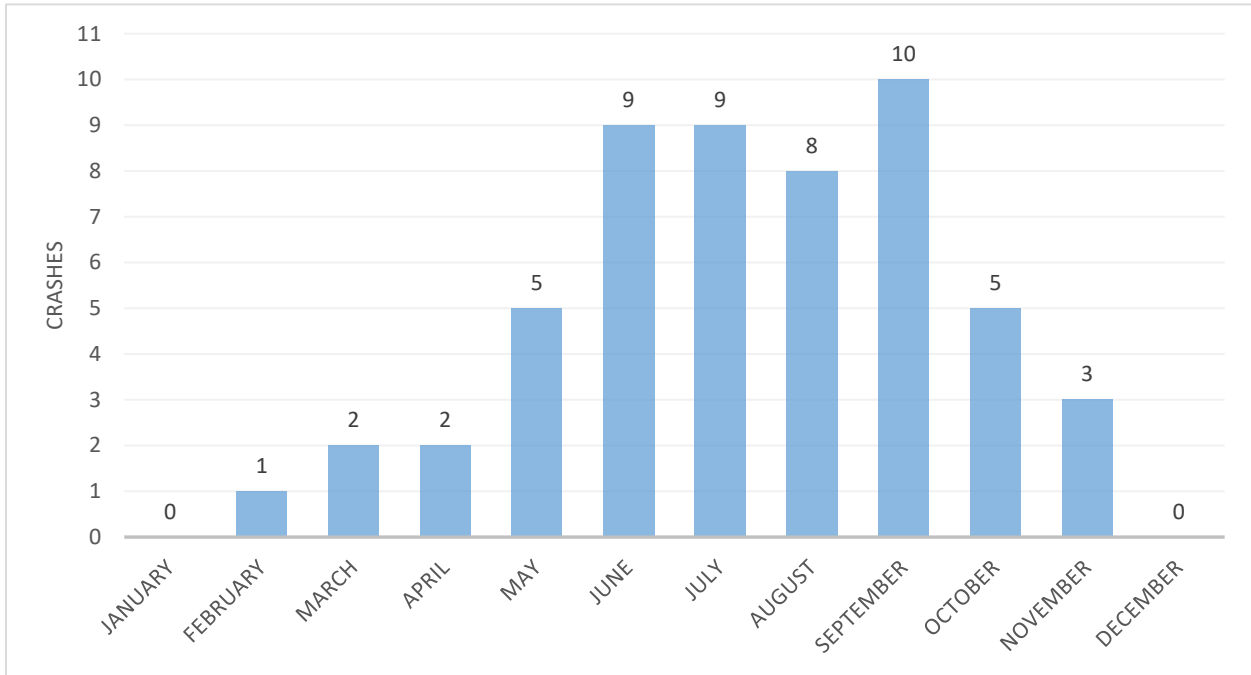
Source: RIDOT/OHS (2020).

Figure 4.12 Motorcycle Fatalities by Race (2015 to 2019)



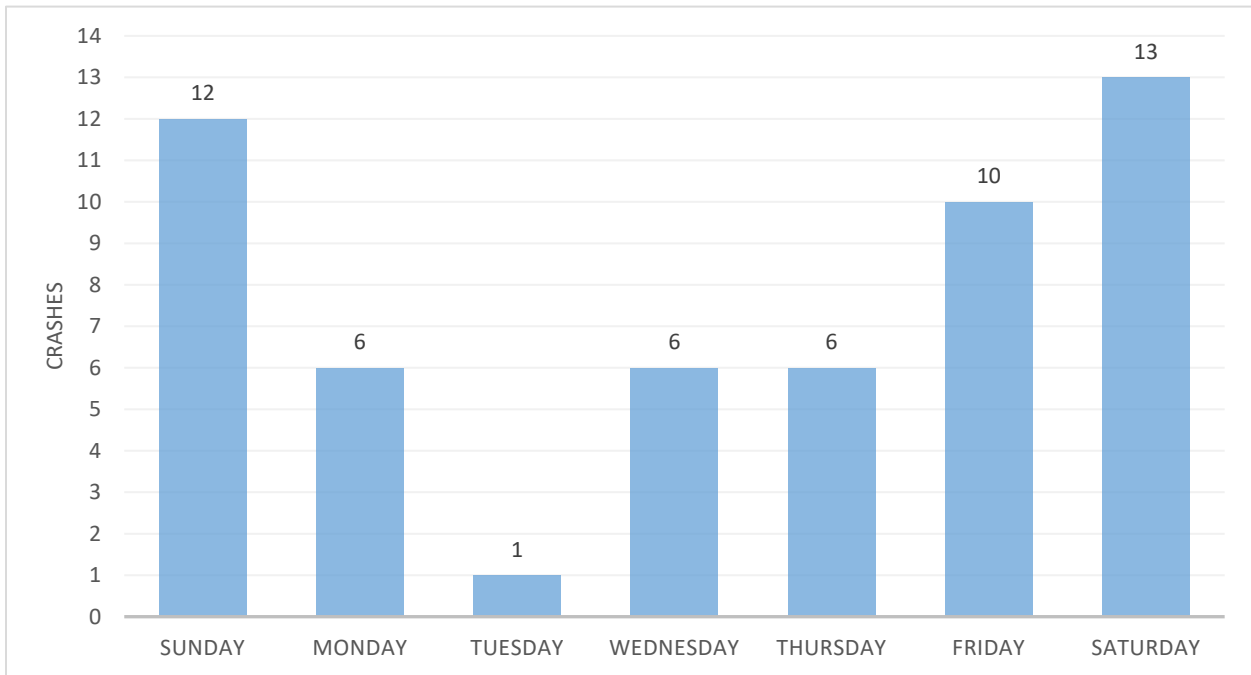
Source: RIDOT/OHS (2020).

Figure 4.13 Fatal Motorcycle Crashes by Month (2014 to 2018)



Source: RIDOT/OHS (2020)

Figure 4.14 Fatal Motorcycle Crashes by Day of Week (2014 to 2018)



Source: RIDOT/OHS (2020)

Table 4.8 Top Three Cities/Towns by Fatal Motorcycle Crashes

City/Town	2015	2016	2017	2018	2019	Total
Providence	1	1	3	3	0	8
Warwick	2	0	1	1	0	4
Cranston	0	0	0	0	2	2

Source: RIDOT/OHS, (2020)

Table 4.9 Motorcycle Models (2015-2019) Data Source (OSCAR)

Vehicle Model	Fatal Crashes
BMW	1
Ducati	1
Harley Davidson	19
Honda	13
Kawasaki	6
Suzuki	6
Triumph	0
Victory	0
Yamaha	5
Unknown	1
Other	3
Grand Total	55

Source: OSCAR (2020)

Associated Performance Measures

- › **Goal.** Maintain the five-year average motorcyclist fatalities at 15 or below by December 31, 2021.
 - **Justification.** Motorcycle fatalities have been somewhat inconsistent over the last five years with an overall downward trend. A spike in 2018 and a projected spike in 2020 due to higher fatalities numbers during the first half of 2020 affect future average motorcycle fatalities. A conservative target of 15 is realistic as it relates to motorcycle fatalities, on average, represents approximately 20 percent of all roadway fatalities in Rhode Island. An aggressive program of motorcycle safety activities including enforcement and training is needed for Rhode Island to move toward a lower number of fatalities and move back to the path toward zero fatalities.
- › **Goal.** Maintain the five-year average unhelmeted motorcyclist fatalities at 8 or below by December 31, 2021.
 - **Justification.** Similar to the overall motorcycle performance measure, the spike in 2018 and projected in 2020 will affect future averages. Unhelmeted fatalities in Rhode Island have, on average, comprised of 60 percent of all motorcycle

fatalities. A five-year average target of 8 is realistic as it relates to the conservative higher target as shown for all motorcycle fatalities. By instituting an aggressive program of motorcycle safety activities including education and training, can help Rhode Island move toward a lower number of unhelmeted fatalities and move back to the path toward zero fatalities. The 2016 NHTSA motorcycle assessment recommendations are anticipated to help OHS reach this goal.

Countermeasure Strategies in Program Area

Communication Campaign

- › Project Safety Impacts
 - 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.
- › Linkage Between Program Area
 - Motorcycle fatalities spiked in 2018. Improved communication efforts are needed to build awareness of these users of the transportation system and drive their fatalities to zero.
- › Rationale for Selection
 - 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

NHTSA402PM2105 Paid Media (MC) Awareness Campaign	
<p>Sub-Recipient: State-Approved Media Vendor</p> <p>Project Budget/Source: \$110,000.00 of Section 402PM</p> <p>Evidence of Effectiveness: CTW, Chap. 5, Sec. 4.1, 4.2</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match: \$27,500.00 Local Benefit: \$44,000.00</p>	<p>OHS will enter into a contract with a State approved media vendor to purchase advertising space for Motorcycle Safety Awareness.</p> <p>When OHS implements a media plan we receive reach and frequency numbers and impressions listed to answer the “penetration of the target audience”. Our primary target audience will be males ages 16-34. The date of the campaign is May 2021 and the message will be to all motorists that “Motorcycle Safety Is a Two-Way Street.” We will assure that our creative media be showcased via social media, TV ads, radio and out of home media such as billboards and bus sides. This task will meet the requirements within the Grant Funding Policy Part II by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project.</p>

NHTSA402PM2106 Creative Media (MC) Awareness Personal Protective Gear	
<p>Sub-Recipient: State-Approved Media Vendor</p> <p>Project Budget/Source: \$100,000.00 of Section 402PM</p> <p>Evidence of Effectiveness: CTW, Chapter 5, Section 2.2</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No</p> <p>Match: \$25,000.00</p> <p>Local Benefit: \$40,000.00</p>	<p>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 2013 to 2018 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 16 to 34 years of age. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements developed under this plan include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. Using a State of Rhode Island Master Price Agreement (MPA) vendor to design the creative materials. Focus groups will be conducted to determine the best creative direction to reach these audiences. There is a need to create more localized messages that highlight local stories, local issues, local stories and local strengths with local partners.</p>

Motorcycle Rider Training

- › Project Safety Impacts

 - Without a mandatory helmet law, an advanced training program required with the initial licensing process would increase the knowledge and experience of the motorcyclists. Evidence has shown that in addition to teaching motorcycle control skills, programs are more effective if they train riders to recognize potentially hazardous riding situations and encourage helmet and safety equipment use while assessing their risks and limitations. From 2014 through 2018, motorcyclist fatalities in Rhode Island fluctuated between a low of 4 in 2016 to a spike of 18 in 2018. This preliminary data for 2018 brings the five-year average from 2014 to 2018 up to 10. This is moving the State away from the desired downward trend. Unhelmeted motorcycle fatalities have also mirrored the overall trend, with a spike in 2018. After achieving a low of two in 2008, the lowest since then has been 4. There were 9 unhelmeted motorcycle fatalities in 2018. Over the period 2014-2018, over half of the motorcycle drivers were unhelmeted. Under half involved in a fatal crash had a BAC of .08 or greater. Rhode Island does not have a universal helmet law for all motorcyclists. The state motorcycle helmet use law only covers all passengers (regardless of age) and all operators during the first year of licensure (regardless of age), which makes it challenging to lower unhelmeted motorcycle fatalities. Additional analysis shows that the majority of impaired drivers in fatal crashes are white (67%). About one quarter (27%) of drivers are between the ages of 25 to 34 and another 23 percent are between the ages of 21 to 24. From 2014 to 2018, June and July had the most fatal crashes; Two-thirds of crashes occurred between Thursday and Saturdays; and one-third of crashes occurred between 8:00 PM and 2:00 AM. The urban areas such as Providence, Warwick, and Cranston generally have the highest numbers of motorcycle fatalities.

- › Linkage Between Program Area
 - Motorcyclist fatalities in the State spiked in 2018 and motorcycle crashes as a proportion of overall crashes is higher in Rhode Island than across New England and the United States. Training programs can contribute to safe riding techniques and reduce fatalities by providing education and hands on experience.
- › Rationale for Selection
 - Countermeasures That Work, Chapter 5, Section 3 describes motorcycle rider licensing and training methods and are considered when developing courseware for Rhode Island.
- › Planned Activities

NHTSAM9MA2101 Motorcycle Public Education Awareness and Outreach Campaign	
<p>Sub-Recipient: CCRI Rider Program</p> <p>Project Budget/Source: \$30,000.00 of Section 405F</p> <p>Evidence of Effectiveness: CTW, Chap. 5, Sec. 1, 2, 3, 4</p> <p>Countermeasure Strategy: Motorcycle Rider Training</p> <p>TSEP: No Match: \$7,500.00 Local Benefit: \$0.00</p>	<p>The State of Rhode Island, Rider Education Program currently uses the Motorcycle Safety Foundation’s (MSF) most current Basic Rider Course curriculum for a licensing requirement. The program is operated under the Community College of Rhode Island. All Rangers, Rider Coaches, and trainers are current and in good standing with MSF guidelines. The funding will be used to increase outreach for motorcycle training and for equipment to increase safety of the rider course itself through an approved vendor.</p> <p>The CCRI Rider Program, as a stakeholder in the Traffic Safety Coalition, will continue the effort of proposing amendments to include advanced motorcycle training to new licensing protocols. This effort would also look to incorporate the assessment recommendation of amending §31-10.1-1.2 to delete all references to Motorcycle Safety Foundation and replace it with language that gives the Board of Governors for Higher Education authority and responsibility to develop and/or approve curriculums, certify instructors, and define student completion requirements. The 2019-2020 academic year had 709 students register for the rider program of that 588 took the course. The Covid-19 pandemic halted all classes and programs and stalled registrations.</p> <p>Over the period of 2014-2018, over half of the motorcycle drivers were unhelmeted. Under half involved in a fatal crash had a BAC of .08 or greater. Rhode Island does not have a universal helmet law for all motorcyclists. The state motorcycle helmet use law only covers all passengers (regardless of age) and all operators during the first year of licensure (regardless of age), which makes it challenging to lower unhelmeted motorcycle fatalities. Additional analysis shows that most impaired drivers in fatal crashes are white (67%). About one-quarter (27%) of drivers are between the ages of 25 to 34 and another 23 percent are between the ages of 21 to 24. From 2014 to 2018, June and July had the most fatal crashes; Two-thirds of crashes occurred between Thursday and Saturdays; and one-third of crashes occurred between 8:00 PM and 2:00 AM. The urban areas such as Providence, Warwick, and Cranston generally have the highest numbers of motorcycle fatalities.</p>

4.5 Young Driver

Problem Identification and Analysis

Over the years, crash statistics in Rhode Island have shown young drivers are overrepresented in serious injury and fatal crashes. For example, in 2012, young drivers' ages 16 to 20 years represented 4.1 percent of Rhode Island's licensed driver population yet comprised 4.6 percent of drivers involved in fatal crashes. Preliminarily, younger driver-related crashes make up 5 percent of the 2019 annual crashes. This is reduction from 12 percent observed in 2018.

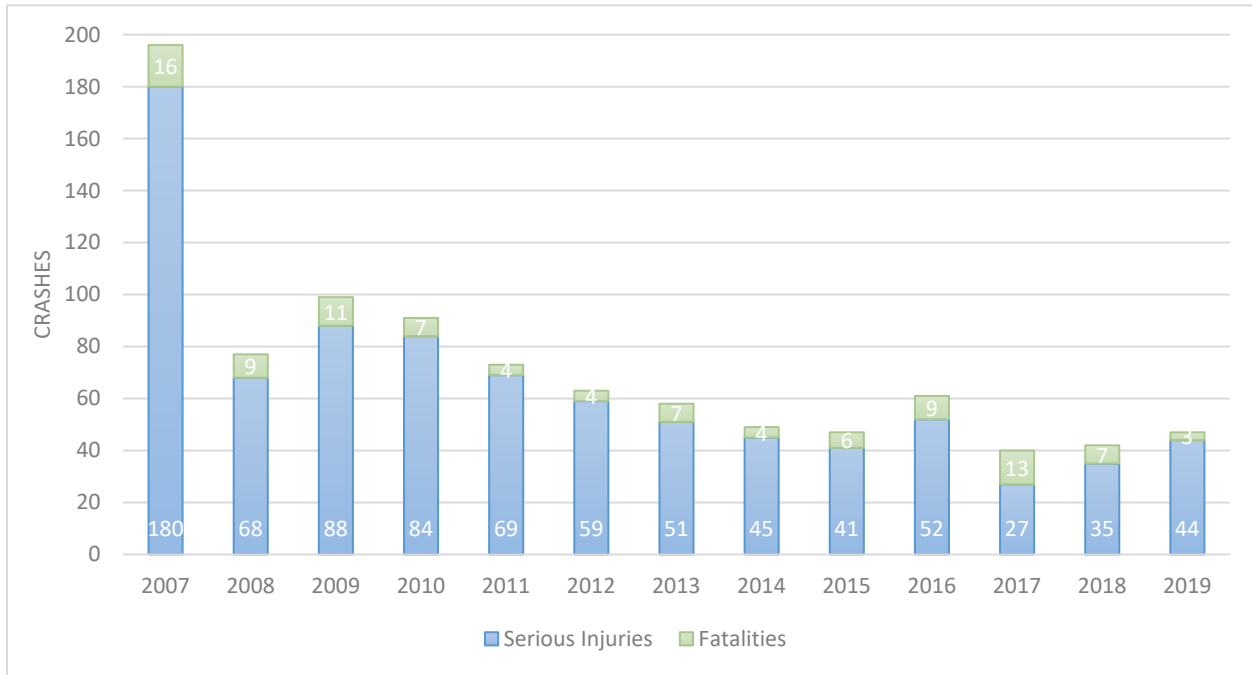
The top communities for young driver fatalities from 2015 to 2019 are Providence, Johnston, Cranston, and Foster.

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. The new "hands-free" law also took effect on June 1, 2018 that will assist police to enforce the cell phone laws for young drivers.

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

OHS agrees with the findings of AAFTS which suggest that age alone does not lead to a higher rate of traffic fatalities. "Given the large proportion of new drivers who are 18 years old or older, further research is needed to investigate their levels of safety or risk, to evaluate the potential. The high rate of motor vehicle-related serious injuries and fatalities can be attributed to more than just inexperience. National studies have shown young drivers are more likely to participate in risky behaviors like distracted driving and not wearing a seat belt. These reasons point to the need for targeted education and enforcement for this population." (AAAFTS)

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



Source: RIDOT/OHS, (2020).

Table 4.10 Top Cities/Towns by Fatal Younger Driver Crashes

City/Town	2015	2016	2017	2018	2019	Total
Cranston	0	0	1	1	1	3
Exeter	0	1	1	0	0	2
Foster	0	0	1	1	1	3
Glocester	0	0	0	1	1	2
Johnston	1	1	1	1	1	5
Pawtucket	1	0	1	0	0	2
Providence	2	2	2	1	1	8
Portsmouth	0	1	1	0	0	2
Warwick	0	1	1	0	0	2

Source: RIDOT/OHS, (2020)

Associated Performance Measures

- › **Goal.** Maintain the five-year average number of drivers age 20 or younger involved in fatal crashes below 9 (2017 to 2021 average) by December 31, 2021.
 - **Justification.** Preliminarily the number of 2019 fatalities are 3 compared to 13 in 2017. This shows a significant decrease compared to recent years. However, given the high variability of this number, a conservative goal of 7 fatalities (2017 to 2021 average) has been chosen to move toward the TZD. This target also accounts for

the spike in 2017 as well as projected higher numbers in 2020 and 2021 that match increases in overall fatalities. Young driver fatalities, on average, have represented 10 percent of all roadway fatalities in Rhode Island. Increased education efforts are needed to promote safe driving habits for young drivers.

Countermeasure Strategies in Program Area

Communication Campaign

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

NHTSA402SA2102 Cranston Child Opportunity Zone (COZ) Passport to Safety	
<p>Sub-Recipient: Cranston Family Center/COZ</p> <p>Project Budget/Source: \$13,000.00 of Section 402SA</p> <p>Evidence of Effectiveness: CTW, Chapter 4, Section 2.2</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match: \$3,250.00 Local Benefit: \$5,200.00</p>	<p>The Cranston COZ (Child Opportunity Zone) Passport to Safety program supports stronger communication between Cranston families, community education, social service, health-care, and public safety organizations. Their program educates on bicycle and pedestrian safety, the dangers of distracted driving, and the importance of occupant protection for every age in a motor vehicle. The Cranston Family Center/COZ serves 3000 children and 2350 families at eight Title I elementary schools and one Title I middle school in the city of Cranston. The focus at the Family Center is family engagement. To accomplish this, they conduct outreach by telephone, flyers, emails, and in person presenting safety information to families 15 to 20 times per year. The Family Center has successfully been serving Cranston School system for over 25 years and they have been a loyal partner with RIDOT's Office on Highway Safety for 10 years. Funding through NHTSA402SA (Young Drivers) will assure the continuation of safety programming, education and outreach for seatbelt safety/car seat safety, bicycle safety, pedestrian safety and distracted driving in Cranston, RI for youth and their families</p>

NHTSAFDLDT2104 / NHTSAM8PE2102E / NHTSAM2HVE2109B Comprehensive Community Action Program	
<p>Sub-Recipient: Comprehensive Community Action Program</p> <p>Project Budget/Source: \$15,828.50 of Section 405B \$15,828.50 of Section 405D \$15,828.50 of Section 405E</p> <p>Evidence of Effectiveness: CTW, Chapter 4, Section 2.2</p> <p>Countermeasure Strategy: School Programs</p> <p>TSEP: No Match: \$11,871.38 Local Benefit: \$0.00</p>	<p>The Cranston and the Coventry Substance Abuse Task Forces, under the leadership of Comprehensive Community Action Program (CCAP) will utilize DOT/OHS funding to address distracted driving (texting/cell phone use), impaired and impaired drug driving (alcohol/marijuana, other substances) and occupant protection (seat belts, car seats and buckling up for any passenger of a teen driver) for teen drivers. CCAP knows that youth can evidence higher rates of car crashes, higher rates of substance use and higher rates of distracted driving due to cognitive development, peer influence, and risk-taking behavior. Their target audience will be high school aged youth in Coventry and Cranston communities. Specifically, CCAP will work with our respective partners, police departments, schools, parents and the general community to provide education, in/out of school activities, increased compliance monitoring and community engagement opportunities that address these important areas. They have identified/are a part of several programs such as but not limited to Hang UP and Drive, EndDD, Avoiding Tween Tragedy, SADD, Youth Force; and activities, such as but not limited to Rock the Belt, No Phone Zone, Checkpoints, The Parent Who Hosts Loses the Most, to implement as strategies. CCAP intends to promote awareness in the community through development of youth driven public service announcements, through social media and through other communication channels (weekly newspapers, other). The program will evaluate success in many ways including pre/post measures at events/workshops, local and statewide assessments/survey results, school data, data from police traffic stops/offenses, and the number of participants involved in and attending activities.</p>

School Programs

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

› Planned Activities

NHTSA402SA2103 Young Voices Keeping Young Drivers Safe	
<p>Sub-Recipient: Young Voices</p> <p>Project Budget/Source: \$35,025.00 of Section 402SA</p> <p>Evidence of Effectiveness: CTW, Chapter 4, Section 2.2</p> <p>Countermeasure Strategy: School Programs</p> <p>TSEP: No Match Amount: \$8,756.00 Local Benefit: \$14,010.00</p>	<p>Young Voices has been designing and delivering successful youth-led highway safety education in urban Rhode Island communities for over five years. Programs that they have developed have focused on highway safety emphasis areas including young drivers, distracted driving, pedestrian safety and seatbelt safety. In the coming year Young Voices is hoping to deliver targeted, multi-strategy approaches to reduce pedestrian and bicycle serious injuries and fatalities in the city of Providence. Their work in this emphasis area will include the creation of PSA's, flyers to their communities, social media blasts, and a cumulative media outreach event with the providence community that they are hoping to reach. Young Voices will also work with RIDOT's Office on Highway Safety to brainstorm other ways in which to spread their message. Throughout the school year, Young Voices monitors their program's success and determines content to focus on by administering pre and post surveys to students to determine knowledge of traffic safety emphasis areas. Young Voices is run primarily by Providence High School Youth with the assistance of the Young Voice's Executive Director; Karen Feldman and their Program Coordinators Greta Schaaf and Marleni Suazo. Young Voices is funded under NHTSA402SA (Young Drivers) and continues their work to ensure that young drivers on Rhode Island roadways are as safe and informed as possible.</p>
NHTSA402PS2104 / NHTSA402DD2107 / NHTSA402SA2104 ThinkFast Interactive High School Education Program	
<p>Sub-Recipient: TjohneE Productions</p> <p>Project Budget/Source: \$50,000.00 of Section 402DD \$50,000.00 of Section 402SA \$50,000.00 of Section 402PS</p> <p>Evidence of Effectiveness: CTW, Chapter 4, Section 2.2</p> <p>Countermeasure Strategy: School Programs</p> <p>TSEP: No Match: \$37,500.00 Local Benefit: \$60,000.00</p>	<p>Think Fast Interactive, created by TJohnE Productions, is an interactive game show style program that blends critical highway safety messaging with pop culture to command youth's engagement and attention at high school and middle school assemblies. The production educates on such emphasis areas as Distracted Driving, Impaired Driving, Occupant Protection, GDL (Graduated Driver's License) Laws, RI General Law, and Pedestrian/Bicycle Safety. ThinkFast is funded by three different funding sources; 402SA (Young Drivers), 402DD (Distracted Driving), and 402PS (Pedestrian/Bicycle). These three funding sources are represented within each production's content. Reaching up to 50 schools by the conclusion of each school year hitting grades 6-12, this program exposes youth to important targeted highway safety information with a strong retention rate. The goal of ThinkFast is to empower Rhode Island middle and high school youth to make more educated and safe decisions when on Rhode Island roadways as either an occupant or as a driver. In order to measure the success of the program throughout the school year, pre and post examinations are administered. This ensures the program's success by measuring youth's knowledge of traffic safety emphasis areas, and what areas</p>

	<p>each school or grade needs to focus in on. The results of these surveys are compiled and put into a formal report by TJohnE Productions and sent to RIDOT's Office on Highway Safety. These results are featured in the OHS's Annual Report.</p>
<p>NHTSA402SA2105 RIPCA Youth Force</p>	
<p>Sub-Recipient: Rhode Island Police Chiefs Association</p> <p>Project Budget/Source: \$111,500.00 of Section 402SA</p> <p>Evidence of Effectiveness: CTW, Chapter 4, Section 2.2</p> <p>Countermeasure Strategy: School Programs</p> <p>TSEP: No Match: \$27,875.00 Local Benefit: \$44,600.00</p>	<p>Youth Force is a Youth Leadership Program put forth by the Rhode Island Police Chief's Association and supported by the Rhode Island Department of Transportation's Office on Highway Safety. Youth Force's target audience is 8th-12th grade middle and high school students from over 30 Rhode Island schools around the state totaling around 150 students from rural to urban populations. This two-part youth focused traffic safety program will feature a summer summit taking place at Rhode Island College in FFY21 during the summer, and a year- long action plan to be created at the summit and carried out over the remainder of their year at school. The summit will focus on all manners of traffic safety related emphasis area and will also empower Rhode Island Youth to make informed, and strong decisions towards safety in their daily lives. Youth Force's mission is to provide Rhode Island Youth and their adult advisors with the motivation, information, skills and support necessary to organize events in their communities focusing on traffic safety related emphasis areas. Areas to be covered during the summit and year-round will include distracted driving, occupant protection, speed, impaired driving and RI General Law. The summit features pre and post examinations for all student attendees to determine a baseline and then to analyze the intended effect that the summit had on the participating youth. This effect will continue to be monitored and analyzed year-round as youth create and deliver the events portion of their action plans within their school or communities. The action plan will be centered around a specific emphasis area to be decided on at the summit, and then expanded upon through youth planned school or community traffic safety events over the course of their year. Youth Force's Program Coordinator will hold monthly check in meetings after the summit with the youth to go over their plans and next steps. In FFY21, the Office on Highway Safety is providing funding to the RIPCA for activities implemented and facilitated by Youth Force's Program Coordinator, room/board at Rhode Island College for 150 students and 30 adult advisors at the annual summer summit, office supplies for the 3.5-day summit and AV requirements at the college for the summit. It also funds ongoing school year programs which have been facilitated virtually since COVID began.</p>

NHTSA402SA2106 RI Interscholastic League High School Sports Marketing	
<p>Sub-Recipient: Rhode Island Interscholastic League</p> <p>Project Budget/Source: \$50,000 of Section 402SA</p> <p>Evidence of Effectiveness: CTW, Chapter 4, Section 2.2</p> <p>Countermeasure Strategy: School Programs</p> <p>TSEP: No Match: \$12,500.00 Local Benefit: \$20,000.00</p>	<p>The RI Interscholastic League is the governing body for all High School sporting events in the State. The RIIL has partnered with the Rhode Island Department of Transportation.</p> <p>Our program, "Traffic Safety is a Team Sport," supports RIDOT's mission of achieving Zero Fatalities by focusing on the following areas: Occupant Safety, Impaired Driving, Speed, Distracted Driving and Young Drivers. Through education and outreach communication methods, the RIIL aims to positively influence the student-athletes, coaches, administrators and fans within our far-reaching RIIL community to modify behavior in an effort to save lives, reduce injuries and improve highway safety. This sports marketing sponsorship agreement furthers the achievement of OHS's alcohol impaired driving, occupant protection, speed and distracted driving performance targets. Continuing the strategic partnership with the Rhode Island Interscholastic League will greatly assist OHS in its goal Toward Zero Deaths. The RIIL will support RIDOT's mission of reducing fatalities and serious injuries through the creation of a sports marketing campaign that will tackle the following areas of emphasis: Occupant Protection, Impaired Driving, Speed and Distracted Driving. This program provides a valuable access point to key target markets, specifically males aged 30-50 and young drivers aged 16-24, with a statewide reach. The RIIL's goal is to assist RIDOT in meeting its FFY 2021 Performance Goals. Through education and outreach communication methods, the RIIL aims to positively influence the student-athletes, coaches, administrators and fans within our far-reaching RIIL community to modify behavior and save lives, reduce injuries and improve highway safety. Sports marketing programs grow in effectiveness over time, as fans, attendees and participants perceive a partner as being a consistent presence. This project will continue to impact positively the above goals. The RIIL is a non-profit 501(c) 3 organization. Its mission is to provide educational opportunities for students through interscholastic athletics and to provide governance and leadership for its member schools through athletic programs. Although this is a media-based safety communications program, the outreach this organization has within RI and community family units interested in high school sports is a valuable tool for safety information and skill dissemination.</p>

Highway Safety Office Program Management

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

NHTSA402SA2107 Youth Risk Behavior Survey	
<p>Sub-Recipient: RI Department of Health</p> <p>Project Budget/Source: \$11,000.00 of Section 402SA</p> <p>Evidence of Effectiveness: NHTSA Recommended</p> <p>Countermeasure Strategy: Highway Safety Office Program Management</p> <p>TSEP: No</p> <p>Match: \$2,750.00</p> <p>Local Benefit: \$4,400.00</p>	<p>RIDOT is proud to partner again with RIDOH on their Youth Risk Behavior Survey (YRBS). This survey provides data to RIDOT on teen driving behaviors from middle and high school classes across the state of Rhode Island. Motor vehicle crashes remain a significant risk factor for morbidity and mortality among U.S. teenagers. RIDOH recognizes that it is important to continue to reinforce the dangers of driving impaired or distracted and to ensure safe transportation practices are followed. Driver inexperience and engagement in risky behaviors are primary reasons for the increased number of crashes among teens. Substance use, distracted driving, and lack of seat belt use significantly increase the risk of crashes and/or subsequent injury or death. Data from the Rhode Island Department of Health YRBS has been shown to be a reliable and valid measure of risk behavior. By using a vendor to conduct the web-based survey in from January to May 2021 and including questions on transportation/driving behaviors, RIDOH and RIDOT will obtain relevant timely and valid data to describe the prevalence of risky transportation-related behavior among Rhode Island public high school and middle school students.</p>

NHTSA402PS2105 PrevCon Educational High School Program	
<p>Sub-Recipient: Rhode Island Prevention Resource Center</p> <p>Project Budget/Source: \$15,016.00 of Section 402SA</p> <p>Evidence of Effectiveness: NHTSA Recommended</p> <p>Countermeasure Strategy: Highway Safety Office Program Management</p> <p>TSEP: No</p> <p>Match: \$3,754.00</p> <p>Local Benefit: \$6,046.00</p>	<p>The Rhode Island Prevention Conference was created in 2018 by a subcommittee of the PAC (prevention Advisory Committee) which consists of certified prevention providers across Rhode Island, student assistance counselors, mental health providers, as well as national and state public health subject matter experts. Due to COVID-19, in 2021 PREVCON will transition from a traditional in person conference to a virtual webinar series. The series will focus in on such topics as mental health, self-care, substance use, combating impaired driving, distracted driving and how make good decisions under pressure. Among others, a large target audience for the webinar series will be young drivers who are overrepresented on our roadway fatalities nationally each year. The webinar series will be implemented over the course of the FFY21 grant period and will also allow staff time to prepare for in person gathering on subject matter as restrictions due to COVID subside. The Office on Highway Safety is proud to partner with JSI in their Virtual Prevention Conference Webinar series. OHS funding provided for this virtual conference will support only those webinars presented on behalf of Highway Safety subject matter.</p>

4.6 Pedestrians and Bicyclists

Problem Identification and Analysis

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

Over the most recent five-year period (2015-2019) pedestrian fatalities averaged 12 per year. The spike in 2017 contributes to a rise in the average compared to averages in the past. The number of fatalities of 8 in 2018 helps to lower the average. Bicyclist fatalities have generally been low over the last five years with no fatalities in 2015 and 2019, while in each of 2016 and 2017, there were two fatalities per year, and one in 2018.

A total of 155 pedestrians were killed in motor vehicle crashes in Rhode Island from 2007 through 2019 and total fatalities involving pedestrians have fluctuated from as few as five to as many as 21 in 2017, as illustrated in **Figure 4.16**. Over this period bicycle fatalities have totaled 12 with between zero and three occurring in each year. Rhode Island has exceeded the national percentage for pedestrian fatalities for most years in the past decade. The proportion of pedestrian fatalities rose in 2017 in conjunction with the rise in overall fatalities. In terms of bicycle fatalities as a proportion of total fatalities, the small number of fatalities occurring in the state causes each crash to have a significant impact.

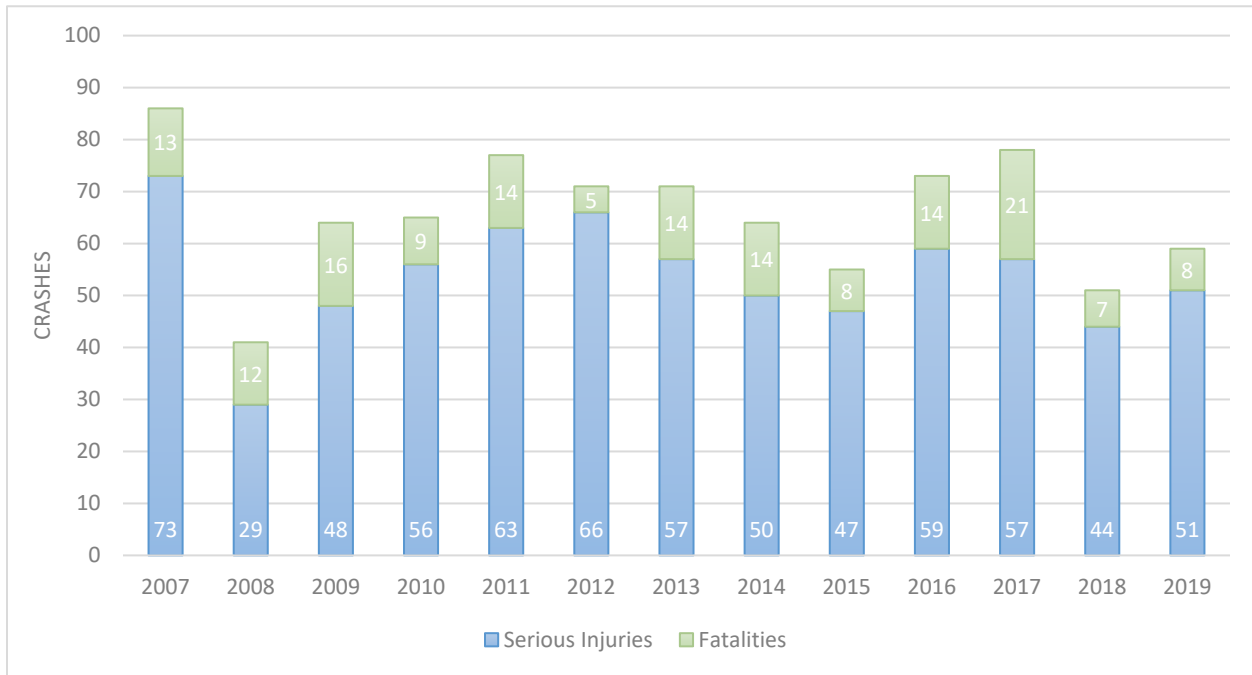
By age, the majority of pedestrian fatalities are 65 and over (36%) or between the ages of 45 to 54 (16%). By race, the majority of pedestrian fatalities are white (72%) and 24 percent are identified as black or Hispanic.

The top community for pedestrian fatalities from 2015 to 2019 was Providence with 13.

By age, bicycle fatalities are impacting users across age groups, primarily 16-24-year olds. As shown in **Table 4.12**, bicycle fatalities are dispersed across the State with five communities experiencing a total of one over the past five years.

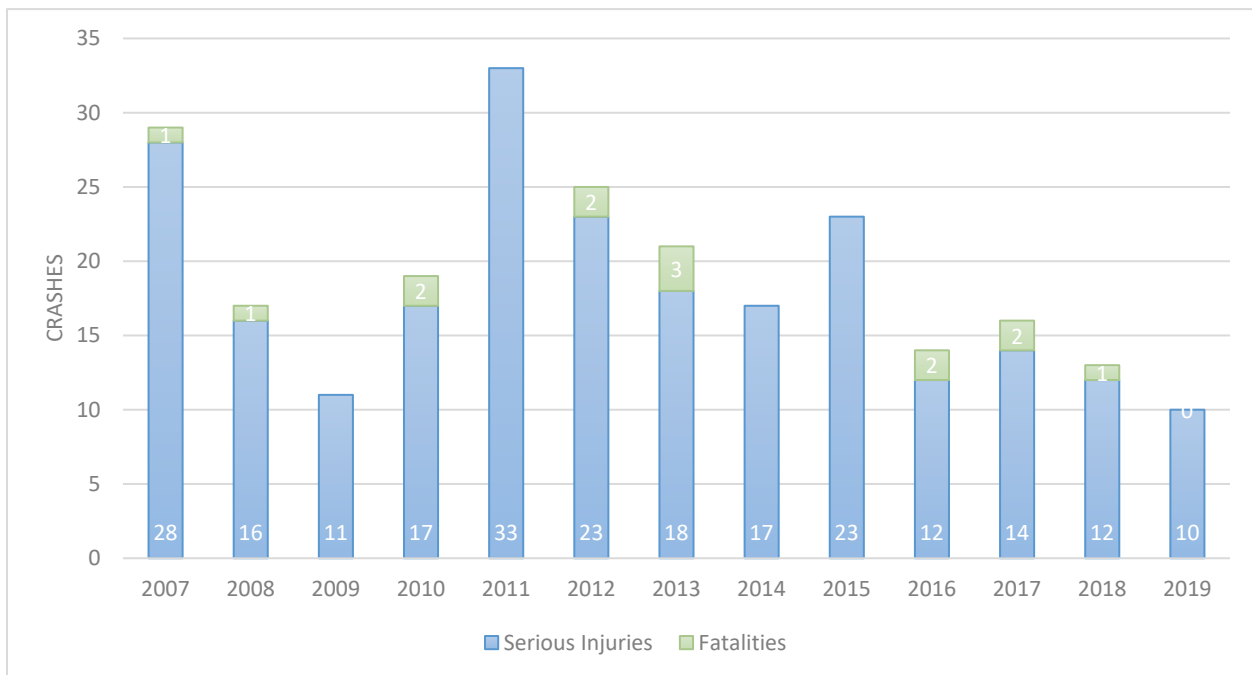
All this information will be used to develop appropriate educational and marketing materials and target enforcement activities to reduce pedestrian and bicycle fatalities and serious injuries.

Figure 4.16 Total Fatalities and Serious Injuries Involving Pedestrians



Source: RIDOT/OHS (2020).

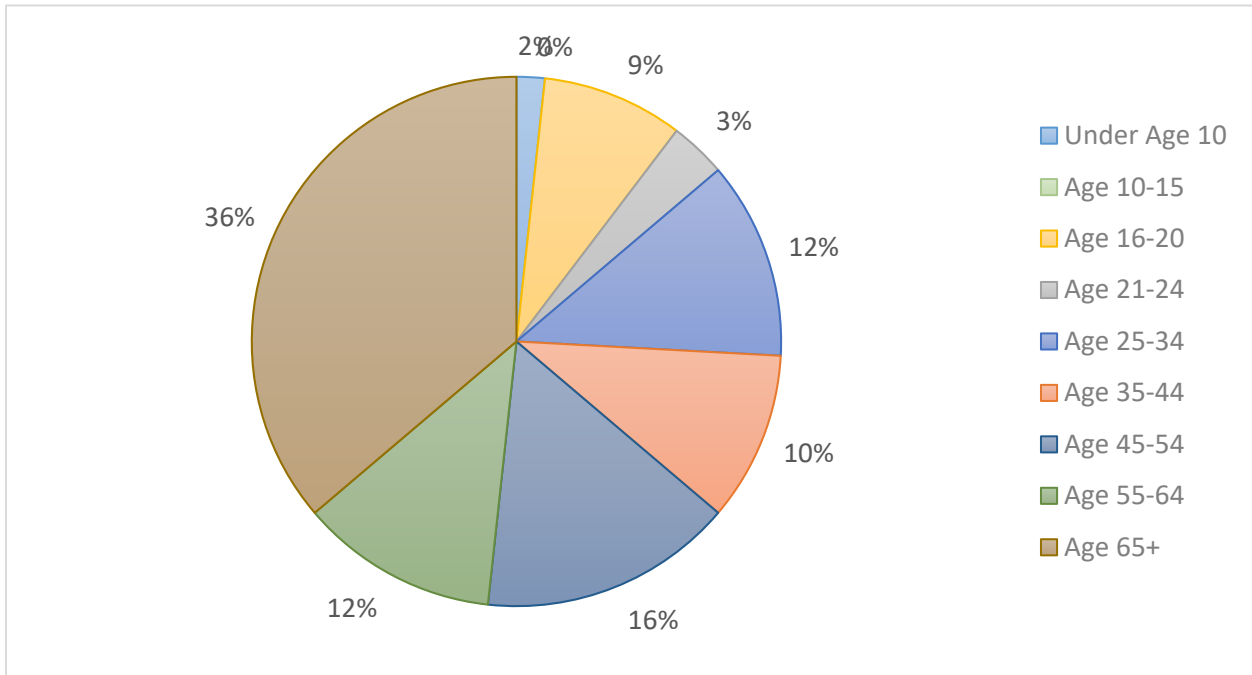
Figure 4.17 Total Bicyclist Fatalities and Serious Injuries



Source: RIDOT/OHS (2020).

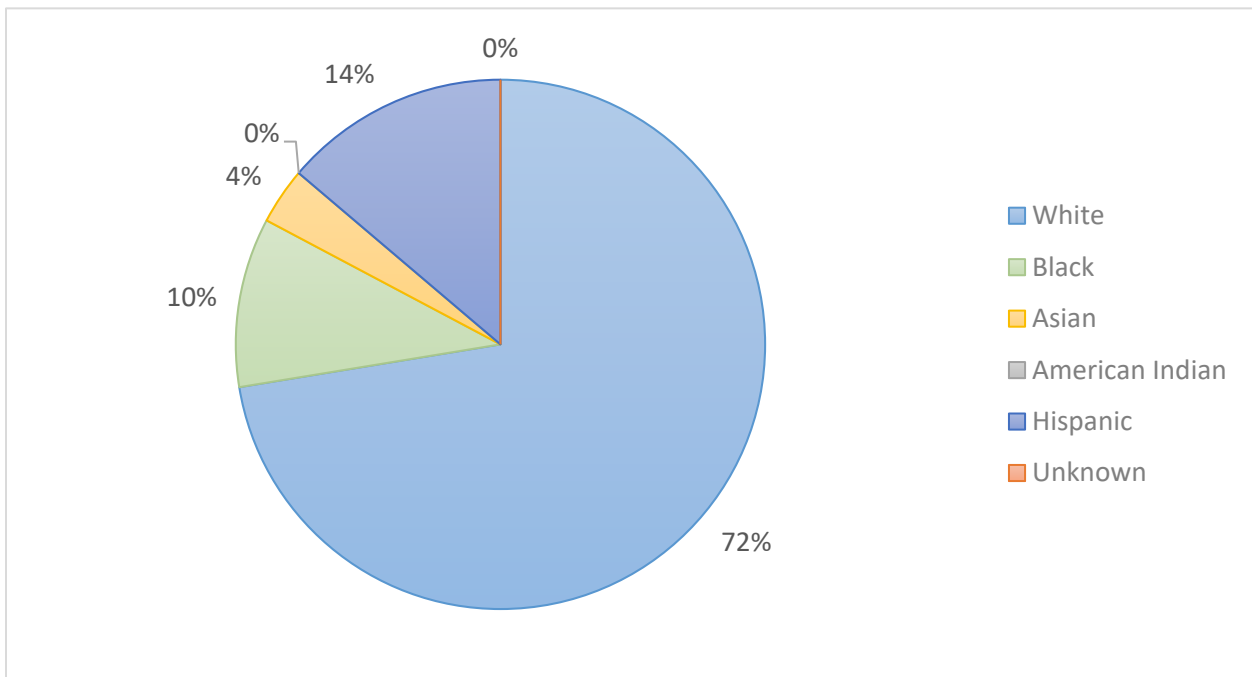
Note: Zero bicycle fatalities occurred 2009, 2011, 2014, 2015, and 2019.

Figure 4.18 Pedestrian Fatalities by Age Group (2015 to 2019)



Source: RIDOT/OHS (2020).

Figure 4.19 Pedestrian Fatalities by Race (2015 to 2019)



Source: RIDOT/OHS (2020).

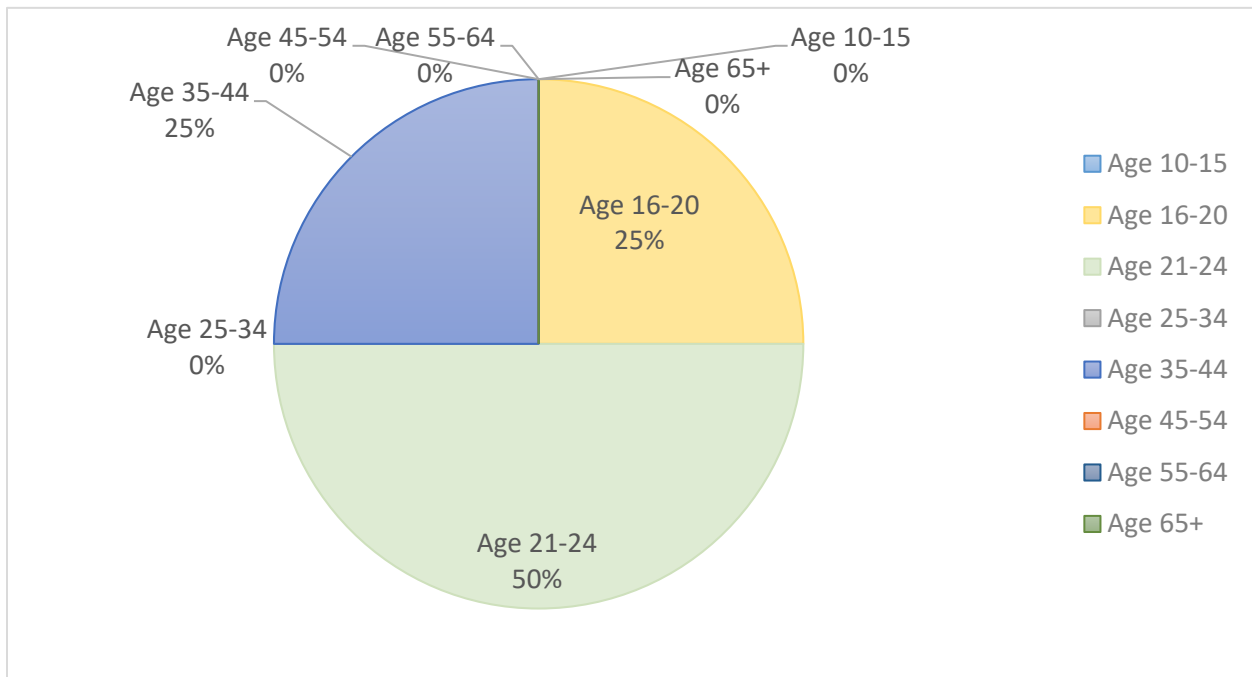
Note: Zero pedestrian fatalities were identified as American Indian.

Table 4.11 Top Three Cities/Towns by Fatal Pedestrian Crashes

City/Town	2015	2016	2017	2018	2019	Total
Providence	3	4	3	1	2	13
East Providence	0	1	1	1	2	5
Warwick	1	2	3	2	1	9

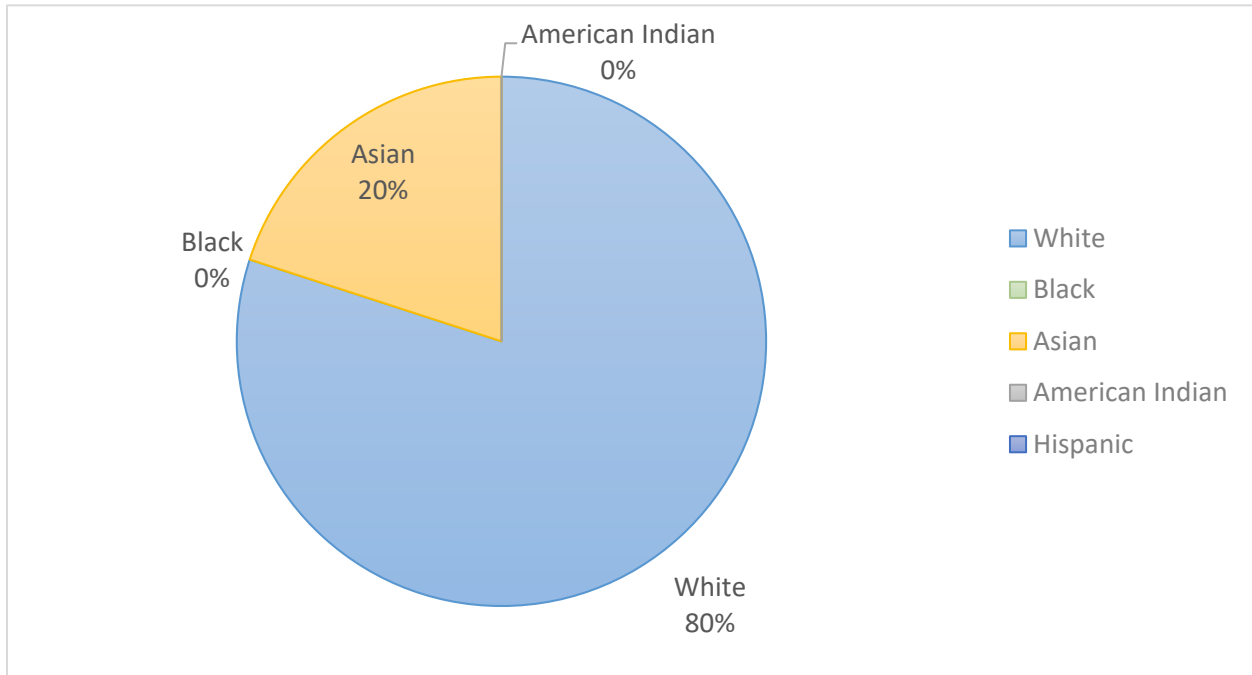
Source: RIDOT/OHS, (2020)

Figure 4.20 Bicyclist Fatalities by Age Group (2015 to 2019)



Source: RIDOT/OHS (2020).

Figure 4.21 Bicyclist Fatalities by Race (2015 to 2019)



Source: RIDOT/OHS (2020).

Table 4.12 Top Cities/Towns by Fatal Bicycle Crashes

City/Town	2015	2016	2017	2018	2019	Total
Bristol	0	0	0	1	0	1
Coventry	0	0	1	0	0	1
Cranston	0	1	0	0	0	1
East Providence	0	0	1	0	0	1
South Kingstown	0	1	0	0	0	1

Source: RIDOT/OHS, (2020)

In order to help guide pedestrian fatality countermeasures, pedestrian impairment was reviewed. **Table 4.13** summarizes the blood alcohol content of pedestrians involved in fatal crashes. The majority of pedestrians (69%) had a BAC of 0.0%, however, 19 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 (2015-2019) suggests that pedestrian fatalities are also falling within this boundary.

Table 4.13 BAC Test Results for Pedestrians Involved in Fatal Crashes

	2015	2016	2017	2018	2019	Total (%)
BAC 0.00	7	11	16	4	2	40 (69%)
BAC 0.01 - 0.07	0	0	1	0	0	1 (2%)
BAC 0.08 - 0.14	0	0	1	1	0	2 (3%)
BAC 0.15 +	1	2	1	1	4	9 (16%)
Test not given	0	1	2	1	2	6 (10%)
Not Reported	0	0	0	0	0	0 (0%)
Total	8	14	21	7	8	58 (100%)

Source: FARS (2020).

Associated Performance Measures

- › **Goal.** Maintain the five-year average number of pedestrians in fatal crashes below 14 (2017 to 2021) by December 31, 2021.
 - **Justification.** Preliminary data indicate there were 8 pedestrian fatalities in 2019, a significant reduction from the 21 fatalities from 2017. However, 2020 fatalities have already exceeded those of 2019. The spikes in 2017 and 2020 will result in a higher five-year average, therefore, a target of 14 is realistic. An increased focus on statewide vulnerable road user programs targeting Providence and other municipalities with high pedestrian crashes, like the outreach campaigns that were successful in 2018, is needed to move the State back toward the TZD trend.
- › **Goal.** Maintain the five-year average number of bicyclist fatalities at or below 1.5 by December 31, 2021.
 - **Justification.** Bicyclist fatalities have been very low in Rhode Island over the past five years. Preliminary 2019 values show no fatalities. However, 2 bicyclist fatalities have occurred in 2020. Accounting for a potential spike in 2020 results in a realistic five-year average target of 1.5 in 2021. The implementation of bicycle education and awareness events and programs can help to maintain lower bicyclist fatalities.
- › **Goal.** To decrease the five-year average number of pedestrian fatalities testing positive for impairment by blood alcohol, by 15 percent from 2.2 (2015 to 2019) to 1.7 (2017 to 2021) by 2021.
 - **Justification.** The average annual number of impaired pedestrian fatalities is 2.2 from 2015-2019, which is an increase from previous years. Continued enforcement and education efforts will help drive the number down, however, Rhode Island recognizes increased pedestrian volumes may negate some successes.

Countermeasure Strategies in Program Area

Communication Campaign

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

NHTSA402PS2102 Bike Newport Road Share Education	
<p>Sub-Recipient: Bike Newport</p> <p>Project Budget/Source: \$76,000.00 of Section 402PS</p> <p>Evidence of Effectiveness: CTW, Chapter 9, Section 4.2</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No</p> <p>Match Amount: \$19,000.00</p> <p>Local Benefit: \$30,400.00</p>	<p>Bike Newport runs numerous initiatives to improve practices of safe road sharing - addressing all road users simultaneously whenever possible - including bicyclists, motorists and pedestrians as equal participants in safe road sharing. Productive partnerships with community organizations (city, schools, agencies, foundations and businesses) gives them direct access to all sectors of the community and are models for other municipalities. In 2018-2019, they significantly expanded their work in the Spanish-language community with weekly "Garaje en Espanol" sessions, translation of all their educational and informational outreach into Spanish and hiring staff that intentionally represents Newport's many neighborhoods and cultures. Target pedestrian initiatives at the 21-55 age population that is experiencing the greatest number of pedestrian fatalities and serious injuries.</p> <p>Bike Newport runs specialized programs for youth, for women, for students with special needs, for Spanish-speakers, for experienced riders, and new riders. They incorporate bike riding skills, road sharing skills, knowledge of local laws, basic bike mechanics, and bike security into every program. Their strategies include collaboration with community organization partners, and engagement of target groups in their community. Bike Newport's community outreach focuses on teaching a method of confirming that one has been seen before entering the road – a two-part exchange – known as RI Waves. Evaluation includes interviews, surveys, and on-road counting of people and behaviors.</p>

NHTSA402PS2103 RI Bike Coalition Statewide Smart Cycling Education	
<p>Sub-Recipient: Rhode Island Bike Coalition</p> <p>Project Budget/Source: \$10,000.00 of Section 402PS</p> <p>Evidence of Effectiveness: CTW, Chapter 8, Section 4.1</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match: \$2,500.00 Local Benefit: \$4,000.00</p>	<p>The Rhode Island Bike Coalition serves the bicyclist population of Rhode Island by offering their Smart Cycling courses throughout the state. The RI Bicycle Coalition holds smart cycling classes, each administered by an LCI (League Certified Bicycle Instructor) certified through the League of American Bicyclists. Through education and outreach, the Rhode Island Bicycle Coalition will strengthen the confidence of both adults and children as vulnerable road users with a focus on safety, rules of the road and an application of taught practical skills. The coalition’s goal is to help the state lower the amount of serious injuries and fatalities of bicyclists on Rhode Island roadways through practical training and safety education. Their target audience covers any and all bicyclists in the state from novice to pro. The Rhode Island Bike Coalition serves as the states go-to resource for those looking to improve their riding skills while also being educated on safety standards. The Rhode Island Bicycle Coalition is funded under NHTSA402PS which covers pedestrian and bicycle education efforts throughout the state of Rhode Island. In FFY21, RI Bike’s primary focus will be to grow their adult classes, including classes specifically geared to educate people using bike share systems and e-bikes. This project will include 20 classes at a cost of \$500.00.</p>
NHTSAFHLE2104H Woonasquatucket River Watershed Council (WRWC)	
<p>Sub-Recipient: WRWC</p> <p>Project Budget/Source: \$80,000.00 of Section 405H</p> <p>Evidence of Effectiveness: CTW, Chapter 8, Section 4.4 and Chapter 9, Section 3.3</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match: \$20,000.00 Local Benefit: \$0.00</p>	<p>The Woonasquatucket River Watershed Council’s Bicycle Safety Programs aim to address the problem of young cyclists and pedestrians as especially vulnerable road users in Rhode Island. Their programs target youth ages 8-13 in RI, with some of their programs focused more specifically on serving students in Providence’s low-income neighborhoods, where limited access to motor vehicles increases the likelihood that residents would be VRU’s as pedestrians or cyclists. Their programs use creative and engaging strategies to deliver bicycle safety programs in various settings. Their main program, Rhode to Bicycle Safety is a new partnership program funded by the Office on Highway Safety at the Rhode Island Department of Transportation. This program brings Bicycle Safety into Rhode Island Elementary school fifth grade classrooms. This program includes on bike safety instruction with main objectives including rules of the road, how to safely and confidently maneuver a bicycle in different situations, proper helmet fit, ABC quick checks, and how to signal turns or stops while riding. WRWC’s other programs delivers these objectives as well in their Spring and Summer camps, after school programs, and Field Days. WRWC evaluates all their programs using pre/post testing, observations, and target group discussions post education.</p>

NHTSAFHPE2101H Paid Media (PS) Pedestrian/Bicycle Safety	
<p>Sub-Recipient: State-Approved Media Vendor</p> <p>Project Budget/Source: \$200,000 of Section 405H</p> <p>Evidence of Effectiveness: CTW, Chapter 8, Section 3.1</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match: \$50,000.00 Local Benefit: \$0.00</p>	<p>OHS will fund media placement to educate the motoring public, pedestrians and bicyclists regarding motor vehicle laws intended to protect pedestrians and bicyclists from injury. Using a State of Rhode Island MPA vendor, our primary target audience for our "Crosswalk Safety Is Everyone's Responsibility" Campaign will be adults 18-45. As stipulated by the MPA contract, the selected vendor will conduct a contract, comprehensive post-buy analysis, which will serve as the evaluation for this project. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.</p>
NHTSAFHPE2102H Creative Media (PS) Pedestrian/Bicycle Safety Education	
<p>Sub-Recipient: State-Approved Media Vendor</p> <p>Project Budget/Source: \$50,000 of Section 405H</p> <p>Evidence of Effectiveness: CTW, Chapter 8, Section 3.1</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match: \$12,500.00 Local Benefit: \$0.00</p>	<p>OHS will fund creation of media to further education of the motoring public, pedestrians and bicyclists regarding motor vehicle laws intended to protect pedestrians and bicyclists from injury. Using a State of Rhode Island Master Price Agreement (MPA) vendor to design the creative materials, our primary target audience will be adults 18-45. Focus groups will be conducted to determine the best creative direction to reach these audiences.</p>

NHTSAFHX2101H OHS Tools for Pedestrian Safety	
<p>Sub-Recipient: TBD</p> <p>Project Budget/Source: \$25,000 of Section 405H</p> <p>Evidence of Effectiveness: CTW, Chapter 8, Section 4.4</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match: \$6,250.00 Local Benefit: \$0.00</p>	<p>OHS will purchase solar powered Flashing Crosswalk Signs for installation within pedestrian crash areas where there is an extended period until road safety improvements are planned. These signs also known as Rectangular Rapid Flashing Beacons (RRFB) will be temporary which allows for flexible deployment and diverse use. RRFB's can reduce pedestrian crashes by 47%. These systems have configurations that can be mounted to existing infrastructure or require inexpensive posts for deployment. There are also options for size as needed for the posted speed limits. These systems increase the conspicuity of crosswalk locations with reflective signs and amber lighting. There are options for continuous flashing or push-button activation when a pedestrian is present.</p> <p>There has been an unexpected increase in pedestrian fatalities in Rhode Island. In 2018 there were 7, 2019 there were 9 and to date in 2020 we already have 11 fatalities and we are halfway through the year.</p> <p>The placement of these will only occur when there is a corresponding enforcement strategy with the local police agency to increase outreach and education and agreement that they are responsible for the installation. Earned media will be expected with an effort to reach both drivers and pedestrians. No mounting and installation costs will be charged to this NHTSA project. All will be Buy America Compliant. The cost per beacon is approximately \$3,000.00.</p>
NHTSAFHLE2106H RI Hospital Injury Prevention Center Pedestrian Safety Program	
<p>Sub-Recipient: Rhode Island Hospital</p> <p>Project Budget/Source: \$25,000 of Section 405H</p> <p>Evidence of Effectiveness: CTW, Chapter 8, Section 4.4</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match: \$6,250.00 Local Benefit: \$0.00</p>	<p>This Pedestrian Safety program born out of the Injury Prevention Center in Providence at Rhode Island Hospital proposes to utilize the medical community to promote pedestrian safety. Although physicians and other providers almost universally promote the benefits of walking as exercise to improve health, pedestrian safety is not part of that conversation. This program seeks to change that so that walking can be promoted but guidance on how that can be done safety is part of that conversion. The Injury Prevention Center will utilize NHTSA materials, CDC materials, AAA, and National Safety Council to develop talking points for practitioners to utilize with patients as well as bilingual patient handouts printed materials that include Rhode Island specific content on safe walking routes/trials. In addition, they will provide practitioners high reflective objects to give to patients as a token reminder to use safe pedestrian practice. Program components will address practices for pedestrian safety that include: 1) increased risk of walking in dark (68% of death in US occur then); 2) wearing high visibility attire or using lighting (16% deaths, pedestrian was not visible); 3) distraction increase risks (use of earbuds while walking has been noted by NHSTA to be a risk factor); 4) planning safe routes for walking in your community; 5) increased risk with walking while (or after) consuming alcohol or other drugs. An additional component</p>

	<p>of the project is to develop sustainability for pedestrian safety within healthcare after the grant period ends. The IPC will do this by doing a cost analysis of pedestrian injuries treated at the Rhode Island Hospital Trauma Center. With that report they will engage health insurers in Rhode Island to adopt a similar program reaching out to providers to discuss safe pedestrian practices and directly connect with their subscribers on the topic. The reflective handouts given out during doctor's visits for this program are being used as match for the grant and are not purchased with Highway Safety Funds.</p>
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Reduce and Enforce Speed Limits

› Project Safety Impacts

- 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. In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. A speed-related serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit. Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively. Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54 percent). Enforcement efforts have improved annually, and Rhode Island issued 9,732 citations in 2019. Part of the multifaceted approach to this issue is paid media. OHS also has increased its' level of paid media buys during August one of the highest months for speed-related fatalities, to support the annual speed enforcement campaign in Rhode Island during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly.

› Linkage Between Program Area

- 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. Over the most recent five-year period (2014-2018) pedestrian fatalities averaged 13 per year. The spike in 2017 contributes to a rise in the average compared to averages in the past. A reduction in fatalities to 7 in 2018 helps to lower the average. A total of 147 pedestrians were killed in motor vehicle crashes in Rhode Island from 2007 through 2018 and total fatalities involving pedestrians have fluctuated from as few as five to as many as 21 in 2017. Rhode Island has exceeded the national percentage for pedestrian fatalities during all but one of the last ten years. By age, most pedestrian fatalities are 65 and over (38%) or between the ages of 45 to 54 (17%). By race, most pedestrian fatalities are white (74%) and 21 percent are identified as black or Hispanic.

› Rationale for Selection

- 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

NHTSAFHLE2101H Pedestrian/Bicycle Enforcement Patrols	
<p>Sub-Recipient: Municipal Police Departments</p> <p>Project Budget/Source: \$109,000.00 of Section 405H</p> <p>Evidence of Effectiveness: CTW, Chapter 8, Section 4.4 and Chapter 9, section 3.3</p> <p>Countermeasure Strategy: Reduce and Enforce Speed Limits</p> <p>TSEP: Yes</p> <p>Match: \$27,250.00</p> <p>Local Benefit: \$0.00</p>	<p>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. In 2019, the Office on Highway Safety held their annual Pedestrian Bicycle Safety training for Law Enforcement. In 2019, 15 officers attended from 11 different departments. Due to COVID 19, the FFY2020 course was cancelled but the OHS is planning to duplicate 2019 numbers in 2021 by reaching a minimum of 11 departments.</p>

NHTSAFHLE2103H Pedestrian/Bike Public Education LE	
<p>Sub-Recipient: TBD</p> <p>Project Budget/Source: \$20,000.00 of Section 405H</p> <p>Evidence of Effectiveness: CTW, Chapter 8, Section 4 Chapter 9, Section 3.3</p> <p>Countermeasure Strategy: Reduce and Enforce Speed Limits</p> <p>TSEP: No</p> <p>Match: \$5,000.00</p> <p>Local Benefit: \$0.00</p>	<p>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.</p>

4.7 Traffic Records

Problem Identification and Analysis

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

For Federal fiscal year (FFY) 2021, the State will continue to implement improvements based on needs identified by stakeholders in Rhode Island and the 2020 Traffic Records Assessment recommendations. The FFY 2021 Traffic Records Strategic Plan begins to address the new assessment recommendations. Rhode Island will continue to address the recommendations in a new plan for submittal at the end of the fiscal year.

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

The plan was presented to the TRCC and accepted by email on July 20, 2020.

Performance Targets

- › **Goal.** Increase the percentage of crash records successfully linked to another traffic records database to 100 percent for each pursued data-linking project.
 - **Justification.** This performance measure is based on the C-I-1 model integration performance measure. Rhode Island will improve the Integration of the Crash data with Roadway and EMS systems through projects involving MIRE and EMS data respectively.
- › **Goal.** Increase the percentage of crash records with no missing critical elements to 100 percent for each pursued data completeness project.
 - **Justification.** This performance measure is based on the C-C-2 model completeness performance measure and ties to the efforts to comply to MMUCC.
- › **Goal.** Increase the number of MMUCC-compliant data elements entered into the database or linked to other databases to 100 percent for each uniformity project.
 - **Justification.** This performance measure is based on the C-U-1 model uniformity performance measure and ties to the efforts to comply to MMUCC.

Countermeasure Strategies in Program Area

Highway Safety Office Program Management

- › Project Safety Impacts
 - The countermeasure strategy, with its focus on staff and office resources, is designed to maintain and implement the countermeasure strategies of the program area. The commitment of program management resources in this area will help to address issues such as the completeness and uniformity of the data that is collected.
- › Linkage Between Program Area
 - The staff resources funded in this program area are used to monitor and prioritize the implementation of countermeasures, moving the program area towards its stated targets. Staff will coordinate resources and activities to support initiatives such as the Traffic Records Strategic Plan that contains performance metrics that when achieved will result in an improved system of traffic records.
- › Rationale for Selection
 - This countermeasure is used primarily to fund consistent day-to-day implementation of program area activities.
- › Planned Activities

NHTSAM3DA2101C Crash MMUCC Revisions

Sub-Recipient:
Providence Police Department

Project Budget/Source:
\$300,000.00 of Section 405C

Evidence of Effectiveness:
TR Assessment Recommendations

Countermeasure Strategy:
Improves uniformity of a core highway safety database

TSEP: No
Match: \$75,000.00
Local Benefit: \$0.00

Rhode Island is not poised to begin a statewide Crash report and MMUCC revision project, but the Providence Police Department has agreed to be the first pilot program to begin the process. As one of our largest departments, Providence will position our data revisions to have a stronger outcome statewide. An outside contractor will lead the process of creating new forms and modules that will mirror data criteria with MMUCC 5. The new modules will also enhance our efforts to collect additional crash data and change the serious injury input form within the crash report. We will create a data bank to store the new information. It is not our intent to use the new data in the coming year. Instead we will use the pilot as the beginning of our necessary MMUCC and crash revisions and associated training needs to meet federal standards. The Rhode Island Uniform Crash Report will be revised to include new fields and make the crash report consistent with the latest version of the MMUCC. Additional fields for consideration are mile marker identification (to provide crash location accuracy) and a "lane departure" checkbox.

OHS will also 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 enhance our law enforcement training efforts to 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.

NHTSAM3DA2102C RIDOT OHS Crash Form Training

Sub-Recipient:
All law enforcement agencies.

Project Budget/Source:
\$75,000 of Section 405C

Evidence of Effectiveness:
TR Assessment Recommendations

Countermeasure Strategy:
Improves uniformity of a core highway safety database

TSEP: No
Match: \$18,750.00
Local Benefit: \$0.00

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

NHTSAM3DA2104C TRCC Support	
<p>Sub-Recipient: VHB</p> <p>Project Budget/Source: \$50,000 of Section 405C</p> <p>Evidence of Effectiveness: TR Assessment Recommendations</p> <p>Countermeasure Strategy: Highway Safety Office Program Management</p> <p>TSEP: No Match: \$12,500.00 Local Benefit: \$0.00</p>	<p>This project provides funds to assist with the support of regularly scheduled TRCC meetings, including minutes of such meetings, as well as, the development of the annual Traffic Records Strategic Plan. The support will also include the creation of the annual OHS 405C grant application and any interim progress reports required or requested.</p>
NHTSAF19062101 CCRA Intuitive Public Access of Traffic Stop Data	
<p>Sub-Recipient: Central Connecticut State University</p> <p>Project Budget/Source: \$100,000.00 of Section 1906</p> <p>Evidence of Effectiveness: State Legislative Recommendation/NHTSA Recommendation</p> <p>Countermeasure Strategy: Highway Safety Office Program Management</p> <p>TSEP: No Match Amount: \$0.00 Local Benefit: \$0.00</p>	<p>On July 10, 2015 Governor Gina Raimondo signed House Bill, 2015-H 5819 Sub A, and Senate Bill, 2015-S 669 as Amended into law (R.I. Gen. Laws § 31-21.2-1 et seq.) The law, also known as the Comprehensive Police-Community Relationship Act of 2015 (CCRA) "honors the community's desire for just stop and search procedures, while permitting law enforcement to maintain public safety and implement best practices."</p> <p>CCSU will create a public repository for traffic stop data from 2016 to 2019. The public repository would include the ability to download data, intuitively summarize data, provide enhanced analytical visualizations, and data stories. The public site could be modeled after the site built in Connecticut: http://trafficstops.ctdata.org/ [trafficstops.ctdata.org].</p> <p>This would provide a higher level of transparency to the data collected from all law enforcement agencies in Rhode Island during the study period. Currently only the raw data and reports are available. This tool will ease the access to a more understandable format for civilians and community groups alike.</p> <p>Racial profiling data collection is vital to maintain a level of transparency on enforcement efforts and the impacts HVE programs can have on these statistics. This data must be analyzed to observe the correlation of routine enforcement as compared to the HVE and related targeted audiences. Providing this data in a way for the public to understand and grasp the findings is an effective tool to provide transparency of the interactions police have with traffic stops.</p>

NHTSAF19062102 Data Analysis	
<p>Sub-Recipient: Rhode Island Department of Transportation</p> <p>Project Budget/Source: \$100,000.00 of Section 1906</p> <p>Evidence of Effectiveness: TR Assessment Recommendation</p> <p>Countermeasure Strategy: Highway Safety Office Program Management</p> <p>TSEP: No Match Amount: \$0.00 Local Benefit: \$0.00</p>	<p>Create a reporting system, maintain information technology requirements, and service all Rhode Island law enforcement agencies in their mandate to collect data sets included within Rhode Island’s CCPRA statute.</p>
NHTSAF19062103 CCPRA Data Sharing Educational Forum Debriefing	
<p>Sub-Recipient: Central Connecticut State University (CCSU)</p> <p>Project Budget/Source: \$100,000.00 of Section 1906</p> <p>Evidence of Effectiveness: State Legislative Recommendation</p> <p>Countermeasure Strategy: Highway Safety Office Program Management</p> <p>TSEP: No Match Amount: \$0.00 Local Benefit: \$0.00</p>	<p>On July 10, 2015 Governor Gina Raimondo signed House Bill, 2015-H 5819 Sub A, and Senate Bill, 2015-S 669 as Amended into law (R.I. Gen. Laws § 31-21.2-1 et seq.) The law, also known as the Comprehensive Police-Community Relationship Act of 2015 (CCPRA) “honors the community’s desire for just stop and search procedures, while permitting law enforcement to maintain public safety and implement best practices.”</p> <p>OHS along with CCSU, law enforcement and community groups will conduct a Forums sharing data (2016-2019) and data analytics as well as provide education and outreach on the importance of reducing the impact of implicit bias within traffic stop data. Being open to all, it is expected that up to 100 stakeholders would attend with the potential for more based on the venue’s capacity.</p> <p>These events will focus on the data collected from RI law enforcement agencies between 2016-2019 and the analysis conducted by CCSU. This will provide the opportunity to continue a dialogue with all stakeholders on potential impacts to data collection services, methods and training enhancements.</p> <p>Racial profiling data collection is vital to maintain a level of transparency on enforcement efforts and the impacts HVE programs can have on these statistics. This data must be analyzed to observe the correlation of routine enforcement as compared to the HVE and related targeted audiences.</p> <p>The data that was collected from the traffic stops included sixteen elements such as driver (race, ethnicity, age, gender) and the traffic stop (time of day, result of stop, search, etc.). RIDOT posted quarterly data sets on its website.</p>

	<p>This analysis identified how enforcement of traffic laws impacts segments of Rhode Island’s driving population. They serve as a screening tool identifying areas where disparities between races and ethnicities are greatest in traffic enforcement throughout the state. This provided guidance for researchers, law enforcement administrators, community members and other appropriate stakeholders to focus resources on those departments displaying the greatest level of disparities in their respective stop data.</p>
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Improves Integration Between One of More Core Highway Safety Databases

- › Project Safety Impacts
 - Rhode Island has seen improvement in its accuracy and completeness of its crash records through the cooperation of data partners. The results of the most recent Traffic Records Assessment indicate that are opportunities to improve in other areas of data such as integration and uniformity. Increased partnerships between health-related agencies and organizations can help strengthen the linkage of crash and hospital data which can provide valuable information that is lacking in crash system.
- › Linkage Between Program Area
 - The adopted performance targets not only refer to accuracy and completeness but also to integration. The planned activities work toward integrated datasets that are accessible to a variety of Rhode Island highway safety partners.
- › Rationale for Selection
 - For FFY2021, the State will continue to implement improvements related to NHTSA’s most recent Traffic Records Assessment recommendations. The projects in this plan have been proposed to resolve deficiencies identified during the assessments.
- › Planned Activities

NHTSAM3DA2103C State Agencies (HEALTH) & EMS Maintenance Contract Fee	
<p>Sub-Recipient: Rhode Island Department of Health (EMS)</p> <p>Project Budget/Source: \$59,000.00 of Section 405C</p> <p>Evidence of Effectiveness: TR Assessment Recommendations</p> <p>Countermeasure Strategy: Improves integration between one or more core highway safety databases</p> <p>TSEP: No Match: \$14,750.00 Local Benefit: \$0.00</p>	<p>NHTSA funds will support the Rhode Island Emergency Medical Services Information System (RI-EMSIS), specifically to defray the cost for the state’s vendor ImageTrend to host and maintain the system. Since its implementation in 2012, the Center for Emergency Medical Services (CEMS) has collected 729,027 electronic run reports, including 17,026 related to incidents involving motor vehicles and pedestrians. Electronic patient care reports are valuable for numerous reasons. Foremost, critical medical information is conveyed to the hospital staff when patients are transported. Continuous quality improvement programs are founded in review of these reports by EMS administrators, physicians, nurses, and CEMS to ensure that proper EMS care is being delivered. Data is collected related to fatal motor vehicle crashes for entry into the Fatality Analysis Reporting System (FARS). Also, aggregate EMS data is transmitted from CEMS to the National EMS Information System (NEMSIS), which is a nationwide data repository funded by the NHTSA Office of Emergency Medical Services and is identified as one of the key initiatives of that office. This data collection and upload is accomplished via the ImageTrend system.</p>
NHTSAM3DA2105C MIRE Data Enhancements	
<p>Sub-Recipient: TBD</p> <p>Project Budget/Source: \$100,000.00 of Section 405C</p> <p>Evidence of Effectiveness: TR Assessment Recommendation</p> <p>Countermeasure Strategy: Improves integration between one or more core highway safety databases</p> <p>TSEP: No Match Amount: \$25,000.00 Local Benefit: \$0.00</p>	<p>This project will fund the collection of additional MIRE safety data elements to support systemic safety improvements for the speeding, intersection and vulnerable road user emphasis areas. Data collected will impact the completeness attribute. The data collected will be used to increase/adjust clearance timing for pedestrians and vehicles. It is anticipated that up to 100 intersections will be inventoried and adjusted as part of this project. The funds allocated to this project will be used for the data collection effort, including inventory of up to 100 signalized intersections. Data elements collected include traffic counts (vehicular and pedestrian), free flow vehicles speeds, crosswalk distances, and current signal phasing and timing. Post processing of data into the MIRE database is also included.</p>

NHTSA164AL2111 / NHTSAM8TR2101 Statewide Traffic Records System (RMS)							
<p>Sub-Recipient: Rhode Island State Police</p> <p>Project Budget/Source: \$1,600,000.00 of Section 164AL \$1,000,000.00 of Section 405E (flexed to 402)</p> <p>Evidence of Effectiveness: TR Assessment Recommendation</p> <p>Countermeasure Strategy: Improves integration between one or more core highway safety databases</p> <table border="0"> <tr> <td>TSEP:</td> <td>No</td> </tr> <tr> <td>Match Amount:</td> <td>\$0.00</td> </tr> <tr> <td>Local Benefit:</td> <td>\$640,000.00</td> </tr> </table>	TSEP:	No	Match Amount:	\$0.00	Local Benefit:	\$640,000.00	<p>This program will support the implementation of a Statewide Records Management, Traffic Records, and Computer Aided Dispatch System (RMS/CAD). The project will consolidate all Rhode Island law enforcement agencies onto a single RMS/CAD platform. Updating the system will allow police departments to contribute and receive information from one central records management system. RIDOT/NHTSA will be a true partner and have access to real-time and accurate data. The RIPCA feels that the benefits of a single statewide RMS/CAD are critical to providing increased accuracy in traffic crash data amongst police agencies, providing for responder safety, and reducing long-term costs to all Rhode Island communities. Since 1998, all police agencies, except Providence and New Shoreham, have utilized IMC by Triptych for their RMS/CAD. While one would assume consistent data sharing exists, however this is not the case. The RIPCA recognized this as a problem and undertook an effort to see if it would be feasible to create a single statewide RMS/CAD. After study, it was identified that contracts would be expiring in the next few years and the time was ripe to undertake this statement RMS/CAD development. Funding also will be used for hardware (e.g., servers) and software.</p> <p><i>Benefits of a Statewide RMS Program in RI</i></p> <ul style="list-style-type: none"> ■ Central Data storage accessible by essential personnel- don't have to chase departments for data i.e. DUI arrest numbers ■ More accurate system to track all traffic data to include FARS, crash and violation reports, etc. increasing effectiveness of DDACTS ■ Instant access to the most up to date statistics ■ Ability to utilize current data in monitoring Grant performance measures from individual departments to County and/or State-wide groupings ■ Access to Crash Report Forms for State-wide disbursement within the RMS system with the ability to modify for MMUCC ■ Ability to view graphs, heat maps and other visual tools to understand problem areas ■ Simplicity of having all police on the same system would create an extremely efficient use of data systems at many levels ■ This would advance the capabilities of law enforcement in the field as well ■ OHS can monitor the deployment results of grant funded activity
TSEP:	No						
Match Amount:	\$0.00						
Local Benefit:	\$640,000.00						

- Prepares a platform for additional State-wide users to partner such as DEM, EMS, DMV, AG, Courts, DOH, etc.
- A true State-wide system would revolutionize the performance of all users
- CCPRA data collected within system
- RIDOT can be automatically notified when a crash involves state assets
- Preloaded system will make DUI arrests easier for officers increasing productivity and involvement in the grant funded details

In our most recent (2020) TRCC STRAP assessment it was stated that "Rhode Island does not currently have an impaired driver tracking system. Therefore, it is suggested the State explore the creation of a DUI tracking system. Such a system is useful, particularly, in determining the nature and extent of the impaired driving problem in the State; what types of substances are involved, the blood alcohol levels and test results of those arrested, and if the data is shared with all agencies and entities who interact with impaired drivers, can help the State to monitor a violator throughout the process from arrest to compliance with court sanctions, as well as helping to determine the most effective training, treatment, sanctions and evaluation methods in terms of preventing recidivism. It is also suggested that DUI performance measures be developed from this system."

4.8 Distracted Driving

Problem Identification and Analysis

Distracted driving crashes are often difficult to identify, as the officers arrive on scene after the fact and are dependent upon a driver account and recollection of the facts. Self-reported information is statistically unreliable, and it is estimated that distracted driving-related crashes are severely underreported.

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

Due to public demand there has been significant pressure to strictly enforce the State's cell phone law for those who are 18 and younger. There also has been increasing encouragement for policymakers to create a hands-free statute for all drivers. This resulted in the passage of a hands-free law that took effect on June 1, 2018.

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

Table 4.14 Distraction-affected Fatal Crashes (2014-2018)

Location	2014		2015		2016		2017		2018	
	Crashes	Percent	Crashes	Percent	Crashes	Percent	Crashes	Percent	Crashes	Percent
Rhode Island	0	0%	1	2%	3	6%	3	4%	0	0%
Region	60	7%	104	11%	65	6%	80	8%	60	6%
Nation	2,972	10%	3,242	10%	3,197	9%	3,003	9%	2,628	8%

Source: FARS (2020).

Associated Performance Measures

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

Countermeasure Strategies in Program Area

Communication Campaign

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

NHTSA402DD2111 / NHTSA164AL2118 / NHTSA402OP2103 / NHTSA402PT2112 Work Zone School Safety Awareness Campaign	
<p>Sub-Recipient: TBD</p> <p>Project Budget/Source: \$10,000.00 of Section 402DD \$10,000.00 of Section 164AL \$10,000.00 of Section 402PT \$10,000.00 of Section 402OP</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 1</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No</p> <p>Match Amount: \$7,500.00</p> <p>Local Benefit: \$16,000.00</p>	<p>This project will support a creative and paid media initiative highlighting the importance of work zone safety and the general public’s responsibility to honor the safety of those zones. One of RIDOT’s experienced Work Zone safety staff was severely injured by an impaired driver this year. This program is twofold. One part is an educational module created with one of the state’s unique charter schools, The New England Laborer’s Construction Career Academy. The school has a 10-week work zone safety module which stresses dangerous driving behavior. The school has agreed to allow us to share our NHTSA safety knowledge with the students. We’ll also be creating a Work Zone safety poster media competition. This program is intended to reach young students studying road construction as well as the general public. Although we have a move over law many people do not understand the law itself or its intention. The created media earned and paid will help us with our educational efforts on a larger scale. venues to highlight the messages and spread the awareness of work zone safety responsibilities and efforts. Data that supports this effort; Recent increase in the number of Rhode Island Traffic Crashes occurring within a work zone.</p> <p>FFY17 588, FFY18 527, FFY19 900 (preliminary)</p>

NHTSAFESPE2101E Creative Media Distracted Driving	
<p>Sub-Recipient: Duffy and Shanley, Inc.</p> <p>Project Budget/Source: \$500,000.00 of Section 405E</p> <p>Evidence of Effectiveness: CTW, Chapter 4, Section 1.3</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: Yes Match: \$125,000.00 Local Benefit: \$0.00</p>	<p>This Project was rolled over from FFY 2020. The new creative will follow the creative strategy of using an emotional appeal, as was used in the media developed when the "Hands-Free" Law first went into effect in 2018. The creative will be used to support law enforcement mobilizations, including National Distracted Driving Month in October 2020 and April 2021. The primary target audience will be adults between the ages of 25 and 54, with a secondary target audience of persons 16-24. Focus groups will be conducted to affirm the best creative direction to reach these groups. In accordance with NHTSA regulation, the television spots will be closed-captioned for the hearing impaired. We will also employ newly developed creative Distracted Driving spots which are being approved as this plan is being written. In 2019 RI's OHS supported the creation of a Distracted Driving Campaign that offered first voice stories from people who spoke to Their friends and families asking them to NOT drive distracted. In 2021 it is our plan to extend that reach and educate the public that texting while driving is not the only type of Distracted Driving we are concerned about. Our first new spots should run during October 2020. We will track and evaluate components via surveys and polls and social media contacts.</p>
NHTSAFESPE2102E Paid Media Distracted Driving	
<p>Sub-Recipient: State Approved Media Vendor</p> <p>Project Budget/Source: \$750,000.00 of Section 405E</p> <p>Evidence of Effectiveness: CTW, Chapter 4, Section 1.3</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: Yes Match: \$187,500.00 Local Benefit: \$0.00</p>	<p>OHS will fund placement of media to support law enforcement mobilizations, including during National Distracted Driving Month October 2020 and April 2021. Our primary target audience will be adults between 25 to 54 years old, with the secondary target being adults 16-24 years old. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-by analysis, which will serve as the evaluation for this project. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.</p>

NHTSAM8PE2101E ThinkFast Interactive College and Workplace Education Program	
<p>Sub-Recipient: TJohnE Productions</p> <p>Project Budget/Source: \$100,000.00 of Section 405E</p> <p>Evidence of Effectiveness: CTW, Chapter 4, Section 1.3</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match: \$25,000.00 Local Benefit: \$0.00</p>	<p>Think Fast Interactive, created by TJohnE Productions, is an interactive game show style program that blends critical highway safety messaging with pop culture to command engagement and attention at institutes of higher education and workplaces. The production will educate on Distracted Driving. Colleges and universities and workplaces will expose students and workers to important targeted distracted driving information with a strong retention rate. The goal of ThinkFast is to empower Rhode Island college students and workers to make more educated and safe decisions when driving. To measure the success of the program, pre and post examinations will be administered. This will ensure the program's success by measuring knowledge of distracted driving, and what areas each motorist needs to focus in on. The results of these surveys will be compiled and put into a formal report by TJohnE Productions and sent to RIDOT's Office on Highway Safety. These results will be featured in the OHS's Annual Report. Students or employees are organized and compete as teams. It's a great "team building feature of ThinkFast. T John E will work with OHS to incorporate our custom distracted driving educational content with its age relevant pop culture trivia, music video question, 20 Second Challenge and numerous other interactions with students or employees on stage. As spectators of this high-energy show, students or employees will see their classmates or coworkers captivated by this fast paced, interactive program. TJohn E Productions has been contracted by the Office on Highway Safety to hold their ThinkFast presentation to adults at universities and businesses with the content being exclusively focused on Distracted Driving. This program will also be monitored closely by the OHS due to ongoing COVID 19 restrictions. If businesses and colleges are not able to let us in due to COVID restrictions, we will work closely with TJohn to find alternative virtual options that can be used in place of in person presentations.</p>
NHTSAM8X2101E CCPR Regional Community Traffic Stop Analysis	
<p>Sub-Recipient: TBD</p> <p>Project Budget/Source: \$100,000.00 of Section 405E</p> <p>Evidence of Effectiveness: CTW, Chapter 4, Section 2.2</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match: \$25,000.00 Local Benefit: \$0.00</p>	<p>OHS will facilitate a survey targeting all road users in Rhode Island to gauge the level of risk of being in a crash or receiving a citation for Distracted Driving from law enforcement. This survey will be created by a reputable company experienced in polling and conducting surveys that has the capabilities to make survey work much more efficient and economical while maintaining scientific rigor. The company will be able to provide in-depth analysis and provide guidance as to the findings identified.</p> <p>This survey will help OHS in developing a strategic plan to address the rising instances of Distracted Driving on our roadways.</p>

NHTSAFDLDT2103 / NHTSAFESX2101E / NHTSAM2HVE2108B Aging Road User Highway Safety Program	
<p>Sub-Recipient: TBD</p> <p>Project Budget/Source: \$25,000.00 of Section 405B \$25,000.00 of Section 405D \$25,000.00 of Section 405E</p> <p>Evidence of Effectiveness: CTW, Chapter 7, Section 1</p> <p>Countermeasure Strategy: Communication Campaign</p> <p>TSEP: No Match: \$25,000.00 Local Benefit: \$0.00</p>	<p>This project will fund the development and creation of an aging road user program that incorporates education, perceptual, physical and on-road training.</p> <p>Aging road-users are at greater risk of injury or death in crashes. The bodies normal degenerative effects on physical aspects, perception, reaction and cognitive ability are things that also effect the chances that an aging road-user will be involved in a crash.</p> <p>Providing education and training to enhance the mind and bodies abilities will increase the chance for aging road-users to react and avoid collisions while also making safer decision while driving, biking or walking.</p> <p>The potential of partnering with other stakeholders will be welcomed and encouraged with groups such as AAA, AFRI, AARP or other community-based organizations.</p> <p>It is understood that changes in roadway dynamics and designs like improvements to text size in signs, better lighting, signal timing/sequences and basic roadway maintenance could also impact the aging road-user. These projects however are typically based on traffic improvement plans that can be scheduled years out.</p> <p>This voluntary program would affect the immediate needs of our aging road-user population which is expected to increase. RI has seen an increase of our older population being involved in higher levels of crashes from minor, serious and fatal injuries. It is expected that the program should reach as many aging road users as possible within as many communities as possible. OHS would like to see a target of at least six communities with a minimum total of reaching at least 150 participants.</p>

4.9 Police Traffic Services

Problem Identification and Analysis

Speeding, alcohol-involved, and unrestrained fatalities represent the largest proportions of fatalities in Rhode Island at 42, 31, and 29 percent respectively over the period 2015-2019. These crashes are not mutually exclusive; a vehicle occupant may exhibit all three behaviors in the crash.

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

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

Associated Performance Measures

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

Countermeasure Strategies in Program Area

Short-Term, High Visibility Law Enforcement

- › Project Safety Impacts
 - The use of nationally-recognized high visibility enforcement programs can make a significant reduction in the number of fatalities and crashes on State roadways.
- › Linkage Between Program Area
 - Law enforcement agencies can target their enforcement patrols in areas overrepresented in impaired driving, speeding, distracted, and/or unbelted crashes and fatalities. National research shows that highly visible saturation patrols are effective in arresting drivers who violate traffic laws. Such effective programs can help to reduce the proportion of crashes in the State that involved traffic violations.
- › Rationale for Selection
 - High visibility saturation patrols are a proven countermeasure, with a four-star rating in Countermeasures That Work.
- › Planned Activities

NHTSA164AL2102 / NHTSA164AL2114 State Agencies (RISP) RI Impaired Driving Specialized Enforcement Unit

Sub-Recipient:
Rhode Island State Police

Project Budget/Source:
\$200,000.00 of Section 164AL
\$1,368,000.00 of Section 164AL

Total: \$1,568,000.00

Evidence of Effectiveness:
CTW, Chapter 5

Countermeasure Strategy:
Short-term, High Visibility Law Enforcement

TSEP: Yes

Match: \$0.00

Local Benefit: \$627,200.00

The RISP with the guidance of leaders and partners from Rhode Island’s Traffic Safety community 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, increasing the capacity, outreach and identity of the impaired driving 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.

The Rhode Island State Police Impaired Driving Unit is a pilot specialized unit managed and supervised by the Rhode Island State Police dedicated to the reduction of impaired driving to support the Rhode Island Department of Transportation’s (RIDOT) 10-year zero fatality plan. While the focus of the unit will be targeted enforcement to detect impaired operators and reduce alcohol related crashes, the overall efforts of the unit will affect will reduce the number of motor vehicle crashes statewide.

The reduction in impaired operators and impaired driving motor vehicle crashes can be accomplished by utilizing a data driven approach to target areas across the state with high crash rates during times when most impaired driving crashes occur.

The activity of the Unit would include, but not be limited to:

1. The detection of impaired operators on Rhode Island roadways
2. Work in concert with law enforcement partners in identified communities
3. Collaboration with community and civic leaders to achieve broad based synchronized messaging
4. Coordination of, and with, the Breath Analysis Testing (BAT) Mobile Unit
5. Participation in state, regional and national impaired driving campaigns

All members assigned to the unit shall be trained and certified in impaired driving detection techniques to include Standard Field Sobriety Tests (SFST), breathalyzer operation, and Drug Recognition Expert (DRE). The weekly schedule of members assigned to the unit would be consistent with data driven by the SHSP 10-year plan to reduce the number of impaired crashes as the state works toward zero fatalities.

The efforts of the unit will align with the scope of the Rhode Island State Police’s long-standing impaired driving education, outreach and enforcement efforts. Members assigned will be encouraged to

	<p>Speak publicly on highway safety related issues to schools, organizations, civic groups.</p> <p>Implementation of the proposed pilot specialized unit requires funding for one (1) Captain, one (1) Administrative Sergeant (program manager), one (1) Administrative Sergeant (collision reconstruction), one (1) Patrol Sergeant, and four (4) Rhode Island State Troopers at 35 hours/week throughout the grant. They will participate in all designated and mandatory impaired driving mobilizations. Dates will be publicized and offered within their OHS extended grant agreement included with every law enforcement agency's award. These are two programs assigned to this project. One is the DUI traffic safety unit created in FFY 2020. The other supports the ongoing RISP efforts to remove drunk drivers off of RI roads. One program is centered in the new specialty unit and the other supports that unit when unit members are away or ill or when extra manpower is needed to deter alcohol impaired drivers.</p>
<p>NHTSA164AL2109 State Agencies (URI) Alcohol Enforcement</p>	
<p>Sub-Recipient: University of Rhode Island</p> <p>Project Budget/ Source: \$2,218.00 of Section 164AL</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 2.5</p> <p>Countermeasure Strategy: Short-term, High Visibility Law Enforcement</p> <p>TSEP: Yes</p> <p>Match: \$0.00</p> <p>Local Benefit: \$887.20</p>	<p>OHS will fund implementation of the "DSOGPO" impaired driving enforcement patrols by the University of Rhode Island Police. Patrols are conducted for 24 hours and there is mandatory participation in one annual enforcement period. The project will fund at least 160 plus enforcement hours. They will participate in all designated and mandatory impaired driving mobilizations. Dates will be publicized and offered within their OHS extended grant agreement included with every law enforcement agency's award.</p>

NHTSA164AL2112 / NHTSA402DD2102 / NHTSA402OP2106 / NHTSA402PT2105 State Agencies (RISP) Crash Reconstruction Equipment

<p>Sub-Recipient: RISP from approved vendor TOTAL PROJECT: 50,640.00</p> <p>Project Budget/Source: \$7,890.00 of Section 164AL \$14,250.00 of Section 402DD \$14,250.00 of Section 402OP \$14,250.00 of Section 402PT</p> <p>TOTAL:</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 2.5 Countermeasure Strategy: Short-term, High Visibility Law Enforcement</p> <p>TSEP: Yes</p> <p>Match: \$10,687.50 Benefit: \$20,256.00</p>	<p>OHS will fund the Rhode Island State Police (RISP) Crash Reconstruction Unit which 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.</p> <p>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. drone equipment including training to have a comprehensive set of tools for reconstruction and crash scene clearance.</p> <p>Distracted driving crashes are often difficult to identify, as the officers arrive on scene after the fact and are dependent upon a driver account and recollection of the facts. Self-reported information is statistically unreliable, and it is estimated that distracted driving-related crashes are severely underreported. While cell phone use is only one example of a distraction, it is a growing issue for Rhode Island and nationally. Rhode Island has been collecting cell phone-related crash information since 2011. Due to public demand there has been significant pressure to strictly enforce the State’s cell phone law for those who are 18 and younger. There also has been increasing encouragement for policymakers to create a hands-free statue for all drivers. This resulted in the passage of a hands-free law that took effect on June 1, 2018.</p> <p>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. Alcohol-impaired driving continues to be a significant contributing factor in Rhode Island’s crash fatalities and serious injuries.</p>
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Alcohol-impaired crashes accounted for 41 percent of the total fatalities in 2017, second to speed-related at 49 percent. Alcohol impairment in fatal crashes in Rhode Island significantly exceeds that of New England and the nation. In 2016, Rhode Island was 37 percent, a number higher than the 33 percent regionally and 28 percent nationally. 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, most 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. Almost one-third (31%) of impaired driving fatal crashes involved a driver age 25-34 years old.

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

Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively.

Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54 percent).

Enforcement efforts have improved annually, and Rhode Island issued 9,732 citations in 2019. Part of the multifaceted approach to this issue is paid media. OHS also has increased its' level of paid media buys during August one of the highest months for speed-related fatalities, to support the annual speed enforcement campaign in Rhode Island during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly. 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

	<p>accounted for approximately 22 percent of the total fatalities in 2018. The safety belt use rate for Rhode Island, while steadily rising, has been well below the national rate over the last decade. The Rhode Island seat belt in 2018 was 88.8 percent, lower than the national rate of 89.6 percent. However, the increase in safety belt use also appears to be associated with the continued decline of unrestrained fatalities.</p> <p>Additional analysis of 2014-2018 data show that most of unrestrained drivers in fatal crashes are white (72%) and 30% of occupants are under age 25.</p>
<p>NHTSA164AL2116 / NHTSA402DD2109 / NHTSA402PT2110 / NHTSA402OP2109 Reconstruction Equipment Drone for Warwick PD</p>	
<p>Sub-Recipient: Warwick Police Department</p> <p>Project Budget/Source: \$6,250.00 of Section 164AL \$6,250.00 of Section 402PT \$6,250.00 of Section 402DD \$6,250.00 of Section 402OP</p> <p>Evidence of Effectiveness: In support and promotion of sustained law enforcement efforts</p> <p>Countermeasure Strategy: Short-term, High Visibility Law Enforcement</p> <p>TSEP: No</p> <p>Match: \$4,687.50</p> <p>Local Benefit: \$10,000.00</p>	<p>OHS will fund the Warwick Police Crash Reconstruction Unit for a drone and crash data recorder (CDR) equipment including training to have the most comprehensive set of tools for reconstruction and crash scene clearance. The funding will be in four equal values of \$6,250.00 from each of these funding streams/projects NHTSAA402DD2109, NHTSA164AL2116, NHTSA402PT2110, and NHTSA402OP2109 for a total of \$25,000.00.</p> <p>Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the Warwick Police will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements.</p> <p>Alcohol-impaired driving continues to be a significant contributing factor in Rhode Island’s crash fatalities and serious injuries. Alcohol impaired crashes accounted for 41 percent of the total fatalities in 2017, second to speed-related at 49 percent. Alcohol impairment in fatal crashes in Rhode Island significantly exceeds that of New England and the nation. In 2016, Rhode Island was 37 percent, a number higher than the 33 percent regionally and 28 percent nationally. 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, most of Rhode Island’s alcohol-related fatalities involved a driver or motorcycle operator with a BAC greater than or equal to the legal limit of 0.08. Almost one-third (31%) of impaired driving fatal crashes involved a driver age 25-34 years old.</p> <p>Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the Warwick Police will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements. The Warwick Police will 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</p>

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. The Reconstruction Unit has had accident reconstruction certified officers on staff for decades. In the early times of crash reconstruction measurements were taken utilizing tape measures, chalk, and roller wheels to document the position of the vehicles and the path of travel leading to the crash. In some cases, this would take several hours on measuring, recording and photographing to complete. Across the country public safety agencies have started to turn their attention to unmanned aerial vehicles (UAV) "Drones" as an alternative to tape and laser measurements. In a 2018 New York Times article on police use of drones for accident reconstruction, the paper estimated that there are over 900 drones in use by police departments for this purpose. Departments have found that they can setup and fly a UAV over the crash scene, take hundreds of detailed photos of the crash and the overall scene in under an hour. These photos can then be downloaded in computer aided drawing programs to create a highly detailed image of the crash scene. This image can be used to obtain measurements and other pertinent information.

As a leader in the state of Rhode Island in traffic safety and traffic crash investigations, the Reconstruction Unit is seeking to purchase a UAV for the purpose of investigating serious crashes with the most state-of-the-art technology available.

This program will fund the costs of the UAV which may include the product, accessories, software, and training necessary for operation. The department will be responsible to ensure the proper operation of the UAV is followed per FAA guidelines. Pure speed of data collection is not the only benefit of utilizing a UAV for accident reconstruction. The speed of data collection translates into the ability to open a road faster which reduces the dangerous traffic backup and the inherent risks of secondary crashes. It also is a major benefit to responder safety. Officers will spend less time exposed to traffic that is flowing around the scene, which even if properly detoured, can cause motorists to become confused and not pay attention to people and objects in the road. Aside from speed, a UAV can collect highly detailed photographs and measurements of the scene, a capability that is well outside our current operations.

In addition to utilizing this UAV on State and Local Roadways, it would be an asset to other departments who are investigating serious and fatal crashes. Through routine mutual aid, departments could request that they respond to assist. 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.

NHTSA164AL2117 / NHTSA402DD2110 / NHTSA402PT2111 / NHTSA402OP2110 Reconstruction Equipment Drone for RISP

Sub-Recipient:
Rhode Island State Police

Project Budget/Source:
\$6,250.00 of Section 164AL
\$6,250.00 of Section 402PT
\$6,250.00 of Section 402DD
\$6,250.00 of Section 402OP

Evidence of Effectiveness:
In support and promotion of sustained law enforcement efforts

Countermeasure Strategy:
Short-term, High Visibility Law Enforcement

TSEP: No
Match: \$4,687.00
Local Benefit: \$10,000.00

OHS will fund the Rhode Island State Police (RISP) Crash Reconstruction Unit for a drone and crash data recorder (CDR) equipment including training to have the most comprehensive set of tools for reconstruction and crash scene clearance. The funding will be in four equal values of \$6,250.00 from each of these funding streams/projects NHTSAA402DD2010, NHTSA164AL2018, NHTSA402PT2011, and NHTSA402OP2010 for a total of \$25,000.00. Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the RISP will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements.

Alcohol-impaired driving continues to be a significant contributing factor in Rhode Island’s crash fatalities and serious injuries. Alcohol-impaired crashes accounted for 41 percent of the total fatalities in 2017, second to speed-related at 49 percent. Alcohol impairment in fatal crashes in Rhode Island significantly exceeds that of New England and the nation. In 2016, Rhode Island was 37 percent, a number higher than the 33 percent regionally and 28 percent nationally. 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, most of Rhode Island’s alcohol-related fatalities involved a driver or motorcycle operator with a BAC greater than or equal to the legal limit of 0.08. Almost one-third (31%) of impaired driving fatal crashes involved a driver age 25-34 years old.

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.

The RISP Reconstruction Unit has had accident reconstruction certified officers on staff for decades. In the early times of crash reconstruction measurements were taken utilizing tape measures, chalk, and roller wheels to document the position of the vehicles and the path of travel leading to the crash. In some cases, this would take several hours on measuring, recording and photographing to complete.

Across the country public safety agencies have started to turn their attention to unmanned aerial vehicles (UAV) "Drones" as an alternative to tape and laser measurements. In a 2018 New York Times article on police use of drones for accident reconstruction, the paper estimated that there are over 900 drones in use by police departments for this purpose.

Departments have found that they can setup and fly a UAV over the crash scene, take hundreds of detailed photos of the crash and the overall scene in under an hour. These photos can then be downloaded in computer aided drawing programs to create a highly detailed image of the crash scene. This image can be used to obtain measurements and other pertinent information.

As a leader in the state of Rhode Island in traffic safety and traffic crash investigations, the RISP Reconstruction Unit is seeking to purchase a UAV for the purpose of investigating serious crashes with the most state-of-the-art technology available. The leader of UAV sales in New England is located in the City of Warwick and has worked with our unit to select the most state of the art UAV on the market and has agreed to train all traffic unit officers in the setup, care, and operation of the UAV so that all officers are proficient in its use and of the aeronautical laws that pertain to its operation. This training would be provided free of charge with the purchase of a UAV from them. Also included would be assistance in obtaining a Certificate of Authorization from the FAA to allow the use of the UAV for public safety emergencies. Future training would include training select officers as UAV pilots as dictated in the FAA Part 107 rules. The department currently has three licensed manned aircraft pilots on staff.

Pure speed of data collection is not the only benefit of utilizing a UAV for accident reconstruction. The speed of data collection translates into the ability to open a road faster which reduces the dangerous traffic backup and the inherent risks of secondary crashes. It also is a major benefit to responder safety. Officers will spend less time exposed to traffic that is flowing around the scene, which even if properly detoured, can cause motorists to become confused and not pay attention to people and objects in the road.

	<p>Aside from speed, a UAV is able collect highly detailed and three-dimensional photographs and measurements of the scene, a capability that is well outside our current operations. The UAV that we have selected is equipped with dual cameras which allow for high resolution photographs and thermal images of the scene. This is a major benefit in the event of a crash with roadway evidence that could be lost to the human eye such as skid marks that disappear as the roadway surface cools after the crash. The RISP Reconstruction Unit is committed to being at the forefront of traffic safety in the State of Rhode Island by adopting national "best practices" and utilizing the most state-of-the-art technology for the benefit of our citizens. In addition to utilizing this UAV on the State Highway System, it would be an asset to other departments who are investigating serious and fatal crashes. Through routine mutual aid, departments could request that we respond to assist. 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.</p>
<p>NHTSA402DD2103 Municipal Enforcement Distracted Driving Campaigns</p>	
<p>Sub-Recipient: All Municipal Police Departments</p> <p>Project Budget/Source: \$180,000.00 of Section 402DD</p> <p>Evidence of Effectiveness: CTW, Chapter 4, Section 1.3</p> <p>Countermeasure Strategy: Short-term, High Visibility</p> <p>TSEP: No Match: \$45,000.00 Local Benefit: \$72,000.00</p>	<p>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 October 2020 and April 2021. The amounts allocated to each municipality were determined based on the problem need, historical liquidation rates, and amount requested by the enforcement agency. Prior to the start of these enforcement campaigns, departments are required to attend training developed and facilitated by RI's LEL.</p>

NHTSA402DD2104 RISP Enforcement Distracted Driving Campaigns	
<p>Sub-Recipient: Rhode Island State Police</p> <p>Project Budget/Source: \$40,500.00 of Section 402DD</p> <p>Evidence of Effectiveness: CTW, Chapter 4, Section 1.3</p> <p>Countermeasure Strategy: Short-term, High Visibility Law Enforcement</p> <p>TSEP: No Match: \$10,125.00 Local Benefit: \$16,200.00</p>	<p>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 months of October 2020 and April 2021. Members of the RISP attend the OHS' required training in order to offer consistent and complementary patrols to all cities and towns. The RISP has also committed to using their OHS funded Distracted Driving vehicle to increase their distracted driving outreach and patrols.</p>
NHTSA402DD2105 State Agencies (URI) DD Enforcement & Training	
<p>Sub-Recipient: University of Rhode Island Police</p> <p>Project Budget/Source: \$3,168 of Section 402DD</p> <p>Evidence of Effectiveness: CTW, Chapter 4, Section 1.3</p> <p>Countermeasure Strategy: Short-term, High Visibility Law Enforcement</p> <p>TSEP: No Match: \$792.00 Local Benefit: \$1,267.00</p>	<p>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 months of October 2020 April 2021. URI has requested additional funds for increased Distracted Driving patrols. URI will also be mandated to attend OHS' Distracted Driving required training.</p>

NHTSA402PT2102 State Agencies (RISP) Speed Enforcement & Training	
<p>Sub-Recipient: Rhode Island State Police</p> <p>Project Budget/Source: \$100,100.00 of Section 402PT</p> <p>Evidence of Effectiveness: CTW, Chapter 3, Section 2.2</p> <p>Countermeasure Strategy: Shot-term, High Visibility Law Enforcement</p> <p>TSEP: Yes</p> <p>Match: \$25,025.00</p> <p>Local Benefit: \$40,040.00</p>	<p>OHS will fund implementation of the “Obey the Sign or Pay the Fine” and “Know the Limit” 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.</p> <p>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.</p> <p>Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively.</p> <p>Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54 percent).</p> <p>Enforcement efforts have improved annually, and Rhode Island issued 9,732 citations in 2019. Part of the multifaceted approach to this issue is paid media. OHS also has increased its’ level of paid media buys during August one of the highest months for speed-related fatalities, to support the annual speed enforcement campaign in Rhode Island during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly.</p>

NHTSA402PT2104 Municipalities Speed Enforcement/Equipment	
<p>Sub-Recipient: All Municipal Police Departments</p> <p>Project Budget/Source: \$390,000.00 of Section 402PT</p> <p>Evidence of Effectiveness: CTW, Chapter 3, Section 2.2</p> <p>Countermeasure Strategy: Short-term, High Visibility Law Enforcement</p> <p>TSEP: Yes Match: \$97,500.00 Local Benefit: \$156,000.00</p>	<p>OHS will fund overtime speed enforcement patrols by local city and town police departments for the National “Obey the Sign or Pay the Fine” and “Know the Limit” campaigns and sustained enforcement efforts throughout the grant year. In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. A speed-related serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit. Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively. Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54 percent). Enforcement efforts have improved annually, and Rhode Island issued 9,732 citations in 2019. Part of the multifaceted approach to this issue is paid media. OHS also has increased its’ level of paid media buys during August one of the highest months for speed-related fatalities, to support the annual speed enforcement campaign in Rhode Island during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly. OHS is expecting participation from potentially 38 communities. Patrols are conducted day and night and participation is required with funding allocation. The amounts allocated to each municipality are 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.</p>

NHTSA402PT2106 State Agencies (URI) Speed Enforcement	
<p>Sub-Recipient: University of Rhode Island Police</p> <p>Project Budget/Source: \$4,224.00 of Section 402PT</p> <p>Evidence of Effectiveness: CTW, Chapter 3, Section 2.2</p> <p>Countermeasure Strategy: Short-term, High Visibility Law Enforcement</p> <p>TSEP: Yes Match: \$1,056.00 Local Benefit: \$1,689.00</p>	<p>OHS will fund for overtime patrols for speed enforcement to include mandatory participation in the “Obey the Sign or Pay the Fine” and “Know the Limit” campaigns. Patrols can be conducted day and night and must focus on identified problem areas. In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. A speed-related serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit. Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively. Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54 percent). Enforcement efforts have improved annually, and Rhode Island issued 9,732 citations in 2019. Part of the multifaceted approach to this issue is paid media. OHS also has increased its’ level of paid media buys during August one of the highest months for speed-related fatalities, to support the annual speed enforcement campaign in Rhode Island during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly.</p>

NHTSAFDLSP2101D Municipalities Impaired Driving Law Enforcement Patrols	
<p>Sub-recipient: All Municipal Police Departments</p> <p>Project Budget/ Source: \$300,000.00 of Section 405D</p> <p>Evidence of Effectiveness: CTW, Chapter 1, Section 2.1</p> <p>Countermeasure Strategy: Short-term, High Visibility Law Enforcement</p> <p>TSEP: Yes Match: \$75,000.00 Local Benefit: \$0.00</p>	<p>Implementation of Drive Sober or Get Pulled Over (DSoGPO) overtime enforcement patrols by various municipalities. Each law enforcement agency is funded to participate in the two DSoGPO annual mobilizations scheduled for December 17, 2020 to January 2, 2021 and August 14 to September 1, 2020, as well as monthly sustained enforcement. If those dates become flexible all agencies have promised to dedicate patrols accordingly once the OHS advises them of any changes. Patrols are conducted on Thursday, Friday, and Saturday evenings.</p> <p>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).</p> <p>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.</p>
NHTSAM2HVE2101B State Agencies (URI) Seat Belt Law Enforcement Patrols	
<p>Sub-Recipient: University of Rhode Island</p> <p>Project Budget/Source: \$2,746.00 of Section 405B</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 7.1</p> <p>Countermeasure Strategy: Short-term, High Visibility Law Enforcement</p> <p>TSEP: Yes Match: \$686.50 Local Benefit: \$0.00</p>	<p>OHS will fund implementation of the CIOT overtime enforcement patrols by the URI Police Department. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May to June 2021 and three state mobilizations (Thanksgiving holiday travel, November 18 to 24, 2021; March 19 to 27, 2021; and September 14 to 20, 2021). URI has requested additional funds for FFY 2021 and has promised to increase patrols and adhere to all mandated mobilizations. They will also remain flexible if those dates should change due to COVID challenges.</p>

NHTSAM2HVE2103B Municipalities Seat Belt Law Enforcement Patrols	
<p>Sub-Recipient: All Municipal Police Departments</p> <p>Project Budget/Source: \$209,500 of Section 405B</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 2.1</p> <p>Countermeasure Strategy: Short-term, High Visibility Law Enforcement</p> <p>TSEP: Yes Match: \$52,375.00 Local Benefit: \$0.00</p>	<p>OHS will fund implementation of the CIOT overtime enforcement patrols by all Rhode Island municipal law enforcement agencies. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May to June 2021 and three state mobilizations (Thanksgiving holiday travel, November 18 to 24, 2021; March 19 to 27, 2021; and September 14 to 20, 2021). 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. If the mobilization dates are changed all municipal agencies have promised to remain flexible and provide their agency's support of all changes. Law Enforcement municipalities continue to honor their mission towards sustained, year-long enforcement while on CIOT grant funded details.</p>
NHTSAM2HVE2105B State Agencies (RISP) Seat Belt Law Enforcement Patrols	
<p>Sub-Recipient: Rhode Island State Police</p> <p>Project Budget/Source: \$10,000.00 of Section 405B</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 2.1</p> <p>Countermeasure Strategy: Short-term, High Visibility Law Enforcement</p> <p>TSEP: Yes Match: \$2,500.00 Local Benefit: \$0.00</p>	<p>OHS will fund implementation of the CIOT overtime enforcement patrols by all Rhode Island State Police. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May to June 2021 and three state mobilizations (Thanksgiving holiday travel, November 18 to 24, 2021; March 19 to 27, 2021; and September 14 to 20, 2021). The amounts allocated to the State Police was determined based on problem identification, citation and detail history, ability to deploy details, and overall targeted safety needs. If the mobilization dates are changed the RISP has promised to remain flexible and provide their agency's support of all changes. The RISP continues to honor their mission towards sustained, year-long enforcement while on CIOT grant funded details.</p>
NHTSA164AL2104 / NHTSA402PT2107 / NHTSA402DD2106 RIPCA Safety Partnership Program	
<p>Sub-Recipient: Rhode Island Police Chiefs Association (RIPCA)</p> <p>Project Budget/Source: \$41,425.00 of Section 164AL \$41,425.00 of Section 402PT \$82,500.00 of Section 402DD</p> <p>Evidence of Effectiveness: CTW, Chapter 4, Section 1.3</p>	<p>The RI OHS created a strong and active partnership with the RIPCA five years ago. Based on RI's attempt to lower the incidences of alcohol involved impaired driving, SPEED crashes, and reports of increased distracted driving behaviors, the RIPCA has offered heightened awareness and substantial assistance in organizing community press events, educational programs, and increased law enforcement activity. During the pandemic the association has offered us ongoing communication with law enforcement in impaired driving issues and underage drinking concerns. 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</p>

<p>Countermeasure Strategy: Short-term, High Visibility Law Enforcement</p> <p>TSEP: No Match: \$30,981.25 Local Benefit: \$66,140.00</p>	<p>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 for RIDOT to give accurate statistical information to NHTSA which in turn justifies the request for future funding within the state. Many times, the data transfers depend on department leadership priorities. The RIPCA will encourage priority of data collection at an Executive Level.</p> <p>The partnership between RIPCA and RIDOT/OHS is currently being handled by individuals at local levels as well as through the Executive Board at RIPCA. RIPCA has recognized that full time chiefs do not have the time necessary to handle these issues on a statewide basis.</p> <p>RIDOT/OHS will partner with RIPCA on other traffic safety initiatives to include distracted driving and dangerous speeding behavior.</p> <p>Funding will allow the RIPCA to disseminate information from the Office on Highway Safety to all active law enforcement leadership entities and other state agencies (i.e., DEM). The RIPCA will also lead a media effort on behalf of all RI police agencies. They will contract with a local media expert company approved by the State. This media expert will offer police agencies assistance in creating traffic safety media releases to local and state media outlets. These media experts will also assist designated police agencies who volunteer their agency as the lead hosts of one of our Traffic Safety campaigns which support law enforcement mobilization campaigns. This project supports a portion of the salary of the RI Police Chiefs Executive Director's salary. Any media assistance pieces will be pre-approved by the OHS. Success will be measured by the increased buy in and law enforcement participation by PD Chiefs regarding all highway safety initiatives.</p> <p>The ED will continue to assist our efforts to increase law enforcement traffic safety activities and will also bring our efforts to Law Enforcement leadership. The ED will work with the OHS's as a cooperative team member and stakeholder. They RIPCA will supply monthly reports as will all our sub grantees.</p>
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NHTSA164AL2103 / NHTSA402PT2103 / NHTSAM2HVE2102B / NHTSAFDLDT2101 / NHTSAFESDLE2101 / NHTSAFHTR2101H / NHTSAM5TR2101 / NHTSAM2TR2101 State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)

Sub-Recipient:
 RI Municipal Police Academy
 Providence Police Department

Project Budget/Source:
 \$100,000.00 of Section 164AL
 \$50,000.00 of Section 402PT
 \$50,000.00 of Section 405B
 \$130,000.00 of Section 405D
 \$75,000.00 of Section 405E
 \$50,000.00 of Section 405H
 \$55,000.00 of Section 402PT
 \$50,000.00 of Section 402PT

Evidence of Effectiveness:
 CTW, Chapter 2, Section 7.1

Countermeasure Strategy:
 OP RIOHS Office

TSEP: No
Match: \$115,000.00
Local Benefit: \$120,000.00

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, 2020 through September 30, 2021 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.

The LEL will also coordinate the recently developed ped/bike law enforcement training throughout the year. No police agency can 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.

NHTSA402PT2113 / NHTSAFESDLE2102 / NHTSAFHLE2107H / NHTSA164AL2110 / NHTSAFDLDAT2105 Law Enforcement Education and Training in Highway Safety Programs	
<p>Sub-Recipient: All law enforcement</p> <p>Project Budget/Source: \$25,000.00 of Section 164AL \$10,000.00 of Section 405D \$10,000.00 of Section 405E \$20,000.00 of Section 402PT \$20,000.00 of Section 405H</p> <p>Evidence of Effectiveness: CTW, Chapter 2, Section 2.1</p> <p>Countermeasure Strategy: Short-term, High Visibility Law Enforcement</p> <p>TSEP: Yes Match: \$15,000.00 Local Benefit: \$18,000.00</p>	<p>This project will fund the ability to pay for the attendance of law enforcement officers at highway safety program training sessions pre-approved by OHS. The pre-approval is for both the training itself and the officers in attendance. It will not cover the cost of “backfilling” but the cost of the actual officer in attendance at the training. This will also not cover the cost of training that is required as a certification for the basic job functions of routine patrol(s) such as breathalyzer recertification or those not associated with highway safety. The Office on Highway Safety shall facilitate, through the Rhode Island Municipal Police Academy, in-service training classes focusing on Drug impaired driving highlighting the contemporary issues of driving while under the influence of controlled substances and also prescription medications. With the potential legalization of recreational Cannabis the Office on Highway Safety anticipates specialized training focusing on driving under the influence of Cannabis to be a definite topic of training. Rhode Island is also in the midst of an opioid crisis and many operators involved in crashes are found with opioid’s in their system. This funding shall also be utilized to pay for officers to attend ARIDE and Drug Recognition Expert Trainings.</p>
NHTSAF19062105 CCPRA Regional Community Traffic Stop Analysis	
<p>Sub-Recipient: Central Connecticut State University</p> <p>Project Budget/Source: \$100,000.00 of Section 1906</p> <p>Evidence of Effectiveness: Recommended</p> <p>Countermeasure Strategy: Short-term, High Visibility Law Enforcement</p> <p>TSEP: Yes Match: \$0.00 Local Benefit: \$0.00</p>	<p>On July 10, 2015 Governor Gina Raimondo signed House Bill, 2015-H 5819 Sub A, and Senate Bill, 2015-S 669 as Amended into law (R.I. Gen. Laws § 31-21.2-1 et seq.) The law, also known as the Comprehensive Police-Community Relationship Act of 2015 (CCPRA) “honors the community’s desire for just stop and search procedures, while permitting law enforcement to maintain public safety and implement best practices.”</p> <p>CCSU will conduct a regional analysis to help police departments and the community better understand the “Providence Effect.” Providence is a major traffic generator for the state and plays a big role in traffic enforcement throughout the region as people drive in and out of the city. Our annual analysis has identified Providence as influencing the regional disparity. Addressing the regional disparity will require a better understanding of how traffic enforcement occurs throughout the region and not just in one city or town. Departments could learn how to best leverage their resources with surrounding communities to improve public safety while reducing regional disparities.</p> <p>CCSU will conduct regional community presentations of the 2019 annual traffic stop analysis. These would be facilitated conversations with both law enforcement officials and community members about what the local data tells us. This could be modeled after community conversations that follow annual report releases in Connecticut.</p>

	<p>Racial profiling data collection is vital to maintain a level of transparency on enforcement efforts and the impacts HVE programs can have on these statistics. This data must be analyzed to observe the correlation of routine enforcement as compared to the HVE and related targeted audiences. These debriefs will educate the communities on these reports.</p>
<p>NHTSAF19062106 CCPRA CCSU Law Enforcement Training</p>	
<p>Sub-Recipient: Central Connecticut State University</p> <p>Project Budget/Source: \$25,000.00 of Section 1906</p> <p>Evidence of Effectiveness: Recommended</p> <p>Countermeasure Strategy: Short-term, High Visibility Law Enforcement</p> <p>TSEP: Yes Match: \$0.00 Local Benefit: \$0.00</p>	<p>On July 10, 2015 Governor Gina Raimondo signed House Bill, 2015-H 5819 Sub A, and Senate Bill, 2015-S 669 as Amended into law (R.I. Gen. Laws § 31-21.2-1 et seq.) The law, also known as the Comprehensive Police-Community Relationship Act of 2015 (CCPRA) "honors the community's desire for just stop and search procedures, while permitting law enforcement to maintain public safety and implement best practices."</p> <p>The CCPRA required that law enforcement departments had to collect traffic stop data until December 31, 2019 which was submitted to the State to be analyzed by CCSU. Without the requirement to submit data but the ability of departments to continue with internal data collection, CCSU will develop and implement a training program for police departments that decide to voluntarily collect traffic stop records beyond 2019 by using the data indications from the CCPRA traffic stop data analysis. This training program will help them determine how to properly review their traffic stop records and identify potential circumstances that contributed to disparities identified within their traffic stop data.</p> <p>Racial profiling data collection is vital to maintain a level of transparency on enforcement efforts and the impacts HVE programs can have on these statistics. This data must be analyzed to observe the correlation of routine enforcement as compared to the HVE and related targeted audiences.</p>

4.10 Planning and Administration

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

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

Associated Performance Measures

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

Countermeasure Strategies in Program Area

Highway Safety Office Program Management

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

› Planned Activities

NHTSA164PA2100 / NHTSA402PA2100 / NHTSAM2X2100B / NHTSAM3DA2100C / NHTSAM6X2100D / NHTSAM9X2100F / NHTSAF19062100 / NHTSAFESX2100E / NHTSAFHX2100H	
Audit Fees	
<p>Project Budget/Source: \$22,200.00 of Section 164PA; \$25,000.00 of Section 402PA; \$2,000.00 of Section 405B; \$2,700.00 of Section 405C; \$5,000.00 of Section 405D; \$2,300.00 of Section 405E; \$500.00 of Section 405F; \$2,800.00 of Section F1906; \$1,200.00 of Section 405H</p> <p>TSEP: No Match: \$31,850.00 Local Benefit: \$0.00</p>	<p>Fees charged by the State of Rhode Island based on cash receipts from NHTSA.</p>
NHTSA402PA2101 Memberships and Dues	
<p>Project Budget/Source: \$25,000.00 of Section 402PA</p> <p>TSEP: No Match: \$25,000.00 Local Benefit: \$0.00</p>	<p>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.</p>

NHTSA402PA2102 Office Equipment	
Project Budget/Source: \$50,000.00 of Section 402PA TSEP: No Match: \$50,000.00 Local Benefit: \$0.00	This project will fund OHS office copier/fax machine lease and maintenance.
NHTSA402PA2103 Office Supplies	
Project Budget/Source: \$50,000.00 of Section 402PA TSEP: No Match: \$50,000.00 Local Benefit: \$0.00	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.
NHTSA402PA2104 Preparation of Highway Safety Plan and Annual Program Evaluation Report (VHB)	
Project Budget/Source: \$125,000.00 of Section 402PA TSEP: No Match: \$125,000.00 Local Benefit: \$0.00	OHS will contract for the development and production of the HSP and the AR required by NHTSA. The project will also fund the development of annual targets for fatalities, fatality rate, and serious injuries. These activities include a review of historic safety performance, estimates for the previous years, and discussion of trends observed to date and their implications on meeting targets. As an overview of various methods used to estimate a range of potential targets will be documented. The information gathered for these tasks was presented to various stakeholders within RIDOT and to the state MPO for review. This project also provides funds to assist with the development and execution of RI's Strategic Highway Safety Plan (SHSP). Specific tasks include annual refinement of all emphasis areas based on current data trends and execution of certain countermeasures identified such as pedestrian and bicycle education, DDACTS for impaired driving, etc.
NHTSA402PA2105 Travel and Training	
Project Budget/Source: \$25,000.00 of Section 402PA; TSEP: No Match: \$25,000.00 Local Benefit: \$0.00	Funding to support in-state and out-of-state travel for OHS employees to attend highway safety conferences and training sessions.

NHTSA402PA2106 OHS Web Based Education and Training Outreach	
<p>Project Budget/Source: \$5,000.00 of Section 402PA;</p> <p>TSEP: No Match: \$5,000.00 Local Benefit: \$0.00</p>	<p>This project will fund the ability of OHS to obtain the necessary equipment, programs and services to provide web-based training opportunities. These trainings may include all highway safety program areas to educate our stakeholders to include law enforcement and community groups. Services to conduct web-based training require fees to host such events.</p>
NHTSA164AL2101 / NHTSA402MC2101 / NHTSA402OP2101 / NHTSA402PS2101 / NHTSA402PT2101 / NHTSA402SA2101 / NHTSA402DD2101 Salaries (Impaired Driving, Motorcycle, Occupant Protection, Speed, Traffic Records, Pedestrian/Bicycle, Distracted Driving, Data Analysis)	
<p>Project Budget/Source: \$748,600.00 of Section 164AL; \$51,000.00 of Section 402MC; \$280,500.00 of Section 402OP; \$100,000.00 of Section 402PS; \$102,000.00 of Section 402PT; \$102,000.00 of Section 402SA; \$200,000.00 of Section 402DD.</p> <p>TSEP: No Match: \$950,000.00 Local Benefit: \$0.00</p>	<p>Fees charged to NHTSA accounts for all Program Coordinators, as well, interns/co-op students and any additional staff secured. The FDARS analyst is included in the traffic records funding source.</p>

4.11 Traffic Safety Enforcement Plan (TSEP)

The Rhode Island Department of Transportation, Office on Highway Safety (RIDOT-OHS), works under the guidelines set forth by federal and state policies and procedures. The Highway Safety Office requires all sub-grantees adopt and adhere to similar documentation if they are accepting grant funding. The Office on Highway Safety will continue to monitor Evidence-Based Traffic Safety Enforcement plans and practices with its partners and subgrantees. Monitoring the TSEP practices will ensure, when possible, that sub-grantees are following geo-mapping and that patrols are deployed based on data driven hot spots of fatalities, fatal crashes and serious bodily incidents as the basis for their enforcement. The data will cover a five-year period (2015-2019) looking at geographical data, time of day, day of week, age, gender and types of roadway where incidents took place.

Law Enforcement sub-grantees are required to develop a comprehensive application for funds based on their own individual community's problem identification. Through their hard work, they identify high risk areas which account for the greatest number of crashes, injuries and in some cases areas with the most violators. The problems identified must be within an accepted emphasis area before it can be funded. The programs must be rooted in available data which is based on analyzing available real-time state and local data. By utilizing this accurate data, agencies, with the assistance of the Office on Highway Safety, results should prove that their programs are cost-effective. This measure will result in a reduction in incidences of crashes, which result in death, injury or extensive property damage.

In addition to identifying hot spots, Law Enforcement sub-grantees requesting funding for their initial enforcement will also be authorized the flexibility to fund extra enforcement when the problem(s) shift from the initial problem identified, to problems in other parts of their community. Law enforcement agencies are required to develop a plan spanning an entire grant year and be flexible enough to shift resources, when needed, to the areas when new data dictates. Law Enforcement sub-grantees must establish goals and objectives they wish to accomplish during the grant cycle. The goals must be realistic and obtainable. At the end of the grant cycle agencies are required to file an end-of-year report on funds spent and enumerate how successful they were in meeting their goals.

Once the individual agency plan has been submitted and accepted by the Highway Safety Office, if additional funds are required, a supplemental request is required for an increase in funding. At the beginning of each grant year, agencies accepting funding are required to project intended outcomes with the funds spent and what their enforcement programs will accomplish. Finally, sub-grantees must add an element of measurement to their grant application. An example might be increasing belt use in certain sections of their community or reduce speeds by 5 miles per hour. Agencies must state similar reasons for requesting their initial level of funds, or additional funds, and they must ensure enforcement will continue year-round. Agencies are also required to utilize proven countermeasures, as spelled out in the 2017 NHTSA publication, Countermeasures that Work. Law enforcement agencies must commit to working with neighboring law enforcement agencies and community partners. As with all sub-grantees, the Office on Highway Safety must ensure that funds are spent efficiently and effectively and support the goals as stated in the FFY 2021 Highway Safety Plan.

At the beginning of Law Enforcement sub-grantees federal fiscal year, the Office on Highway Safety will require agencies to follow three (3) components;

(a) Collection, analysis and promulgation of specific data related to the Office on Highway Safety priorities; who is crashing, where are they crashing, when they are crashing and how they are crashing.

(b) Allocation of funding for enforcement based on problem identification to implement effective and efficient strategies and countermeasures.

(c) Use the philosophy of Data Driven Approach to Crime and Traffic Safety (DDACTS) to funding law enforcement activities with continued monitoring, while also looking at the important element of evaluating the enforcement efforts but allowing for fluid movement to shift gears when and if the collected data calls for a change. By utilizing evidence-based enforcement, this data-driven tool identifies specific traffic safety concerns and areas around the state that represent the highest risk for crashes. This formula also breaks down the risky behavior by identified emphasis area and allows for movement from one hot spot to another.

(d) Each law enforcement community has identified specific problems within their respective communities. Rhode Island is very small and the individual problems from one community blend into the next almost seamlessly. We can't lose sight of the fact that each agency is responsible for their own data and how they identify their problem can be based on other factors which does not show up in the data. It is not uncommon for a community to identify a problem but because it is confined to a small geographic area, it may not be represented by crashes or violations, but it can still result in a dangerous area for that city or town.

(e) To help community deal with their problem identification and subsequent enforcement, we rely on a collaboration between bordering communities. We strongly encourage and promote the border to border enforcement concept not just during NHTSA sponsored mobilizations, but on a monthly and weekly basis. When law enforcement agencies deploy officers for grant funded patrols and even regular duty enforcement, we require them to contact neighboring departments to see if their patrols can coincide on the same roads and the same time and day of the week. This cooperative enforcement model will give way to the wolf-pack effect and lead to the general deterrence we strive for each time a patrol is dispatched.

Through the Highway Safety Champion Awards, state and local law enforcement agencies are encouraged to participate in all NHTSA's traffic safety national mobilizations as well as post officers weekly for sustained enforcement efforts. The individual top performers from each agency of equal size compete for top honors in each of the Highway Safety emphasis areas. This competitive spirit has seen more applications for this prestigious recognition over the last five (5) years. Each year we include other highway safety initiatives to the list of awards given to individual officers as well as leadership awards for law enforcement and civilians alike.

Media, Education and Community Outreach: In the upcoming Federal Fiscal Year 2021, the Office on Highway Safety will develop law enforcement community to boxes to help each grant manager within each police agency connect traffic safety issues to

neighborhood data. Over the past months highway/traffic safety information has been distributed throughout the state in the emphasis areas of; bicycle safety, pedestrian responsibility, occupant protection workshops and car seat installation sessions.

In our guidelines for grant manager sub-grantees, we have strongly encouraged our partners to reach out to the media to cover highway safety initiatives. We will be building on FFY 2020's success of media ride-alongs as well as great personal relationships that have grown in calendar year 2020. We noticed individual Police Departments were proactive with media events, press advisories and communications with local new outs. We believe this partnership became stronger after we hosted the Public Information Officers training session held this past year. We will be offering another PIO training in FFY 2021.

The Rhode Island Police Chiefs Association will again receive funding to help each Police Department create media event which offer true safety messages using NHTSA and Rhode Island specific data. We will be supporting local police departments with data and technical advice so they can focus their safety message at the community level and the motoring public or visiting populations can benefit from the personal local touch.

Monitoring Efforts: As in past years, the Office on Highway Safety Program Coordinators will continually monitor and meet with sub-grantees in person, electronically and by telephone. These year-round meetings will ensure agencies are following the internal and external policies and procedures as spelled out in their grant guidelines which are distributed yearly.

- › The specific emphasis area program coordinators will review the monthly activity from each law enforcement sub-grantee on a monthly basis to ensure they are following the guidelines of the grant.
- › The program coordinators will analyze the performance measures to see if they are in line with the guidelines of the sub-grantee's initial goals and objectives. Example would be the goal was to belt use by increasing violations by 5%.
- › Request sub-grantees perform periodic surveys to determine if the motoring public has changed their driving behaviors.
- › Program coordinators will monitor changes in data with the assistance of the sub-grantees.
- › Every two months the sub-grantees will be encouraged to report on the status of their problem identification to see if there have been any significant changes, positive or otherwise.
- › Assist as needed with guidance on the use of the best practices and or additional use of Countermeasures that Work recommendations to help with the identified problem.

Rhode Island State Police Impaired Driving Task Force: Rhode Island over the past five (5) years ranked within the top 4 or 5 states with the worst alcohol related fatalities in the country. Even with the proactive enforcement programs in each law enforcement agency, our numbers of arrests remain at or near 3,000 yearly. To that end, the Office on Highway Safety made the bold move to partner with the Rhode Island State Police in forming of an impaired driving task force. This dedicated unit exists solely to detect, arrest and help prosecute the impaired driver. The State Police has set aside six (6) troopers and their

supervisors to patrol the Rhode Island roadways where and when the data dictates impaired driving arrests and crashes take place.

Rhode Island Municipal Police Impaired Driving Task Force: With the State Police Task Force in place, the Office on Highway Safety set out to partner with the municipal police departments to assist with patrolling the cities and towns for impaired drivers. These two task forces have vehicles and officers dedicated solely to detect and arrest impaired drivers.

Municipalities Impaired Driving Breath Alcohol Testing Mobile (BAT): The Providence Police Department is the law enforcement agency responsible for the deployment and record keeping for all enforcement and educational events. During the calendar year 2019, the BAT Vehicle was deployed to forty-two (42) locations throughout the state. Twenty (20) deployments were for enforcement, sixteen (16) for educational purposes and five (5) for training. The enforcement deployments resulted in eleven (11) individuals submitted to a chemical test, fourteen (14) refused to be tested and were charged and six (6) other individuals charged with other criminal offenses. The BAT was deployed for a total of seven-hundred and ten hours for the entire grant period.

- › Municipalities Impaired Driving, Occupant Protection and Speed Enforcement Patrols (Including Drug Recognition Expert): During the FFY 2020, thirty-eight (38) cities and towns participated in the Office on Highway Safety enforcement grant program. The emphasis areas included; Impaired Driving, Occupant Protection, Speed Reduction, Distracted Driving, Drug Recognition Expert and Pedestrian and Bicycle Safety. The participating agencies followed the local, state and federal guidelines for accepting and spending grant money.
- › The planned activities which constitute the state's Evidence-Based Traffic safety Enforcement Program is reflected below: Most of the law enforcement agencies participated in the state and national campaigns; *Drive Sober or Get Pulled Over*, *Obey the Sign or Pay the Fine*, *Drive Now Text Later* and the *Click-It-or-Ticket* mobilizations. Rhode Island's law enforcement agencies followed the accepted practice of enforcement using statistical data from each community as well as from the Rhode Island Department of Transportation utilizing; High Visibility Enforcement (HVE), Sustained Enforcement, Placed Based Enforcement and Problem-Solving Enforcement models.
 - **Drive Sober or Get Pulled Over:** Rhode Island's impaired driving injuries and fatalities remain higher than the national average. Eight-five per cent (85%) of Rhode Island's law enforcement agencies deployed officers monthly, during special events and during the national mobilizations; Thanksgiving (Black Out Wednesday), Christmas and New Years', Super Bowl, St Patrick's Day, Cinco De Mayo, Memorial Day, 4th of July and Labor Day. Most of the Law Enforcement agencies worked solo patrols, border to border, and inter-jurisdictional Northern and Southern Impaired Driving Task Forces. With sixty-four (64) Drug Recognition Experts among the 39 cities and towns, including the Rhode Island State Police, these agencies continue to participate in the Drive Sober Program weekly, monthly, and sponsor or participate in the Breath Alcohol Testing (BAT) Vehicle deployments, as well as the required national campaigns. Rhode Island utilizes the NHTSA tag lines; Drive Sober or Get Pulled Over and Drive High – Get a DUI.

Rhode Island's statistical data indicates that approximately 40% of our fatal crashes are alcohol/drug related. Rhode Island's police departments utilize single officer patrols, border to border enforcement as well as joint jurisdictional mobilizations.

- **Click-It-or-Ticket:** As Rhode Island continues its quest for 90% seat belt compliance, we are surveyed with a statewide rate is 88.6%. Over 50% of the fatalities and injuries recorded are from crashes where the occupants were not belted. Ninety per-cent (90%) of the law enforcement agencies deployed officers during the five (5) weeks of enforcement; Thanksgiving (November), March (Saint Patrick's Day), May/June (National CIOT mobilization) and September (Back to school). Several law enforcement agencies participate in the border to border national campaign to kick-off the national mobilization. Rhode Island has also been very successful teaming up with neighboring Rhode Island departments as well as with Massachusetts and Connecticut. Rhode Island's law enforcement agencies will continue setting up safety seat inspections stations throughout the year to education parents and guardians on the proper method to protect their small children. In addition to installations, agencies educate motorist on the child restraint laws and the proper installation of child safety seats. Utilizing information obtained during the Law Enforcement Forums, several agencies added several additional days outside of the national occupant protection enforcements dates to conduct enforcement. This enforcement also included departments volunteering for nighttime enforcement. These additional programs have been very successful.
- **Speed Enforcement:** Rhode Island's speed related fatalities and injuries are at 40%. Most of the law enforcement agencies deployed officers weekly, monthly, and during the national Obey the Sign mobilization. The speed enforcement funding is the most popular and productive grant funded program offered to the law enforcement agencies. Performance efforts are higher than of the other emphasis areas conducted by law enforcement with the least of money being returned yearly.
- **Distracted Driving/Texting Enforcement:** In FFY 2020, the Office on Highway Safety continued its leadership within the region by hosting a distracted driving training at the Municipal Police Academy. Over forty (40) officers representing 24 law enforcement agencies attended the classroom trainings which featured Judge William Guglietta. In FFY 2020, all law enforcement agencies were awarded grant funding to conduct enforcement and education programs. Approximately 50% of those trained departments have conducted successful enforcement campaigns. During FFY 2021 we expect all our law enforcement partners to participate in enforcement campaigns as Rhode Island was a recipient of additional distracted driving funds.
- **Pedestrian/Bicycle Enforcement Programs:** The Office on Highway Safety developed a Pedestrian / Bicycle Safety Enforcement Program during FFY 2018. Utilizing all the available resources from NHTSA, accepted successful programs from around the country and establishing a training of best practices, Rhode Island produced an extremely active enforcement/education program. In FFY 2020, two (2) training sessions were offered to over twenty-two (22) law enforcement officers. The training program includes a two-fold approach to the

problem, an enforcement decoy pedestrian training along with a media component. The training has a complete set of guidelines to ensure the success when the classroom program is utilized during the decoy deployment section. As a result of these two training sessions, several law enforcement agencies attended and developed their own role-call type trainings in their own departments.

- › Law Enforcement Highway Safety Training Coordinator, State Agencies (Rhode Island Municipal Police Training Academy) Law Enforcement Highway Safety Training Coordinator (LEHSTC) / Grant Manager. The LEHSTC is responsible for the coordination of statewide Drug Recognition Experts and is the state coordinator for the program at the IACP. The LEHSTC is involved in all aspects of the 39 cities / towns and State Police's planning, reporting, monitoring, funding, and participation in weekly, monthly and yearly enforcement campaigns with the DRE Program. The LEHSTC is also Rhode Island's Field Sobriety Testing Coordinator and is responsible for all aspects of monitoring, training, deployment, reporting, record keeping, travel, etc. The LEHSTC is responsible for all aspects of the on-line and classroom ARIDE. In FFY 2020 Rhode Island trained ten (10) new DRE's and recertified fifty-four (54) other DRE's, to reach the total of sixty-four (64). The LEHSTC working with the Department of Health also assists in maintaining the certification and recertification of the states 1500 certified SFST officers. Each officer is recertified with a four (4) hour update yearly. In FFY 2020, Rhode Island trained over 100 officers in Advanced Roadside Impaired Driving Enforcement (ARIDE), partly due to a grant we received from the Governors Highway Safety Association and Drink Responsibility. Rhode Island continued the practice of requiring graduating academy recruits complete the on-line ARIDE training.
- › University of Rhode Island, State Agencies: The University of Rhode Island Police Department participates in all the Office on Highway Safety mobilizations, High Visibility Enforcement and Sustained Enforcement campaigns; Impaired Driving, Occupant Protection, Distracted Driving Pedestrian Safety and Speed Enforcement Patrols. Since the University of Rhode Island Police Department became a sub-grantee with the Office on Highway Safety, new officers sworn into their ranks have increased their highway safety activity and participation has increased during the past fiscal year. The University Police continue to train their on-duty officers in all aspects of the emphasis areas their on-duty officers enforce the highway laws on a regular basis.
- › Rhode Island State Police, State Agencies: The Rhode Island State Police continue to lead all agencies in the state in the emphasis areas of; Impaired Driving, Occupant Protection, Speed Enforcement, Distracted Driving, Drug Recognition Expert and Pedestrian Safety. The Rhode Island State Police remains one of the most proactive and productive law enforcement agencies in the state, outdistancing all agencies with numerous violations on the state level. The State Police participated in all the emphasis area campaigns. During the past fiscal year, the State Police formed an impaired driving task force, by dedicating 8 troopers to the weekends and times as indicated by data collection of impaired driving arrests and crashes.
- › Variable Message Board Training: All Rhode Island law enforcement agencies have received grant funded variable message boards over the past ten (10) years. The Office on Highway Safety values the partnership but also needs the data each board receives. In FFY 2020, a training was conducted for fifty (50) law enforcement officers on how to

access, collect and report on traffic data from their community. The Highway Safety Office will be requesting strategic highway speed data on specific state and local roadways to plan enforcement programs and to help assist locate communities with their speeding issues. As part of the FFY 2021 grant cycle the Office on Highway Safety will incorporate all variable message signs and contract to receive 'cloud' coverage and support, thus ensuring data is being collected by almost 80 message boards.

- › Municipal Police Training Academy: The recruits in Rhode Island's police academies need computers to streamline their time spent collecting, analyzing and completing important reports that are used by the Office on Highway Safety. Presently, only the Rhode Island State Police outfit their officers from Day in the academy with a take home lap top computer. Every aspect of the recruits training mirrors the real day-to-day life of a street officer. The Providence and Municipal Police Academies do not follow the lead of the State Police which leave municipal officers at a complete disadvantage when they transition from the academy to the streets of their respective cities and towns. These officers are then introduced to their departments computer system and it takes months before the sworn in members feel comfortable with the computers and their use. The Highway Safety will purchase computers for use in the police academies and ensure all the NHTSA guidelines, campaigns, emphasis area newsletters, commercials and media information are downloaded for future training sessions. The rationale behind introducing computers in the academy makes sense because all the templates for impaired driving arrests, crash investigations, all motor vehicle code violations, and other traffic safety materials are now items recruits can familiarize themselves with daily.
- › Traffic Crash Investigation Training: The Office on Highway Safety receives numerous requests throughout the fiscal year from the law enforcement agencies as well as the Office of Attorney's Generals requesting support for officers to learn crash investigation at an advanced level about what is taught in the Police Academies. In the FFY 2021, a three (3) phase crash investigation school will be offered in Rhode Island and every police department will have the ability to send an officer. The Highway Safety Office sent out a memorandum individually to each Police Chief asking for them to complete a needs assessment before requesting a seat or seats in the crash investigation school. The officers investigate crashes daily but when you are dealing with high profile or impaired driving crashes, a more sophisticated level of training and expertise is necessary. To that end, the Law Enforcement Liaison and the Traffic Safety Resource Prosecutor will take a proactive approach and become involved with the training and the graduates to form a statewide call out investigation team. The collaborative approach will help in the prosecuting of the cases and build a great team of professional investigators.
- › Drug Recognition Expert Tablets: The Office on Highway Safety will invest additional funds to support a contract to collect, report and analyze drugged driving information collected during an investigation of suspected drugged driver. In FFY 2020, the Office on Highway Safety allocated \$40,000 for the purchase of tablets, software and a contractor to manage the system. In FFY 2021, the Highway Safety will continue the contract and purchase additional tablets for the program.

4.12 NHTSA Equipment Approval

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

4.13 Paid Advertising

The OHS will follow all Federal and state guidelines for purchasing media/advertising with Federal highway safety funds. To support alcohol-impaired driving and occupant protection, high-visibility enforcement efforts in the diverse communities of Rhode Island, OHS will place culturally relevant and linguistically appropriate advertising in a variety of multicultural/multiethnic media outlets, including sports venues. OHS will use paid, earned, and owned media, including social media, to address the program areas in the HSP. Outdoor advertising (e.g., billboards, outdoor message boards) also will be included in the plan, if appropriate. OHS incorporates NHTSA's Communications Calendar into its media plan activities; the 2021 media plan will be finalized once NHTSA releases the 2021 calendar. OHS paid media buys will cover all media and statewide campaigns, including television, radio, and billboards. The creative and media buys will be targeted to reach key demographic groups (e.g., males between 21 and 50 years of age) with critical safety messages (e.g., Click It or Ticket, Drive/Ride Sober or Get Pulled Over) at key times of the year (e.g., late/spring and summer for teen drivers, in conjunction with national mobilizations).

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

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

5

Cost Summary

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

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

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

Table 5.1 Cost Summary

Award Number	Award Full Name	Budget Amount	Share to Local	State Funds	Page #
NHTSA164PA2100	Audit Fees	\$22,000.00	\$-	N/A	137
NHTSA164AL2101	Salaries (Impaired Driving)	\$748,600.00	\$-	N/A	139
NHTSA164AL2102	State Agencies (RISP) RI Impaired Driving Enforcement & Training	\$200,000.00	\$80,000.00	N/A	117
NHTSA164AL2103	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC) & Training	\$100,000.00	\$100,000.00	N/A	133
NHTSA164AL2104	RI Police Chiefs Association - Safety Partnership Program	\$41,425.00	\$16,570.00	N/A	131
NHTSA164AL2105	Alcohol Survey	\$15,000.00	\$6,000.00	N/A	56
NHTSA164AL2106	Alcohol Program Resources	\$25,000.00	\$10,000.00	N/A	56
NHTSA164AL2107	Alcohol Training Video	\$50,000.00	\$20,000.00	N/A	57
NHTSA164AL2108	State Agencies (HEALTH) Alcohol Toxicology & BAT Mobile Support	\$213,000.00	\$85,200.00	N/A	62
NHTSA164AL2109	State Agencies (URI) Alcohol Enforcement & Training	\$2,218.00	\$887.20	N/A	118
NHTSA164AL2110	LE Training	\$25,000.00	\$10,000.00	N/A	134
NHTSA164AL2111	Statewide RMS	\$1,600,000.00	\$640,000.00	N/A	109
NHTSA164AL2112	State Agencies (RISP) Crash Reconstruction Equipment to incl. Drone	\$7,890.00	\$3,156.00	N/A	119
NHTSA164AL2113	VMS Message Boards and Cloud Services	\$100,000.00	\$40,000.00	N/A	58
NHTSA164AL2114	State Agencies (RISP) SPECIALIZED UNIT Impaired Driving & Training	\$1,368,000.00	\$547,200.00	N/A	117
NHTSA164AL2116	Reconstruction Equipment Drone for Warwick PD	\$6,250.00	\$2,500.00	N/A	121
NHTSA164AL2117	Work Zone Safety School Awareness Campaign	\$10,000.00	\$4,000.00	N/A	123
NHTSA164PM2101	Paid Media (AL)	\$500,000.00	\$200,000.00	N/A	59
NHTSA164PM2102	Creative Media (AL)	\$250,000.00	\$100,000.00	N/A	59
NHTSA164PM2105	Newport Gulls Drunk Driving Education	\$5,600.00	\$2,240.00	N/A	60
	TOTAL 164 FUNDS	\$5,289,983.00	\$1,867,753.20	N/A	
NHTSA402PA2100	Audit Fees	\$25,000.00	\$-	\$25,000.00	137
NHTSA402PA2101	Memberships and Dues	\$25,000.00	\$-	\$25,000.00	137
NHTSA402PA2102	Office Equipment	\$50,000.00	\$-	\$50,000.00	138
NHTSA402PA2103	Office Supplies	\$50,000.00	\$-	\$50,000.00	138
NHTSA402PA2104	Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report, support of SHSP activities (VHB)	\$150,000.00	\$-	\$150,000.00	138
NHTSA402PA2105	Travel and Training	\$25,000.00	\$-	\$25,000.00	138

Award Number	Award Full Name	Budget Amount	Share to Local	State Funds	Page #
NHTSA402PA2106	OHS Web Based Education and Training Outreach	\$5,000.00	\$-	\$5,000.00	139
NHTSA402MC2101	Salaries (Motorcycle)	\$51,000.00	\$-	\$12,750.00	139
NHTSA402OP2101	Salaries (OP)	\$280,500.00	\$-	\$70,125.00	139
NHTSA402OP2102	Genesis OP for Diverse Families	\$24,030.00	\$9,612.00	\$6,007.50	45
NHTSA402OP2103	Work Zone School Safety Awareness Campaign	\$10,000.00	\$4,000.00	\$2,500.00	112
NHTSA402OP2104	CIOT DMV Intercept Survey	\$15,000.00	\$6,000.00	\$3,750.00	50
NHTSA402OP2105	CIOT Observational Surveys	\$76,000.00	\$30,400.00	\$19,000.00	50
NHTSA402OP2106	State Agencies (RISP) Crash Reconstruction Equipment to incl. Drone	\$14,250.00	\$5,700.00	\$3,562.50	119
NHTSA402OP2107	VMS Message Boards and Cloud Services	\$56,000.00	\$22,400.00	\$14,000.00	58
NHTSA402OP2109	Reconstruction Equipment Drone for Warwick PD	\$6,250.00	\$2,500.00	\$1,562.50	121
NHTSA402OP2111	Municipal EMS Crash Extraction Equipment	\$50,000.00	\$20,000.00	\$12,500.00	51
NHTSA402PS2101	Salaries (Pedestrian/Bicycle)	\$100,000.00	\$-	\$25,000.00	139
NHTSA402PS2102	Bike Newport Road Share Education	\$76,000.00	\$30,400.00	\$19,000.00	95
NHTSA402PS2103	RI Bike Coalition - Statewide Smart Cycling Education	\$10,000.00	\$4,000.00	\$2,500.00	96
NHTSA402PS2104	ThinkFast Interactive High School Education Program	\$50,000.00	\$20,000.00	\$12,500.00	84
NHTSA402PS2105	PrevCon Educational High School Program	\$15,016.00	\$6,006.40	\$3,754.00	88
NHTSA402PT2101	Salaries (Speed)	\$102,000.00	\$-	\$25,500.00	139
NHTSA402PT2102	State Agencies (RISP) PT Enforcement/Equipment/Training	\$100,100.00	\$40,040.00	\$25,025.00	127
NHTSA402PT2103	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)	\$50,000.00	\$20,000.00	\$12,500.00	133
NHTSA402PT2104	Municipalities PT Enforcement/Equipment/Training	\$390,000.00	\$156,000.00	\$97,500.00	128
NHTSA402PT2105	State Agencies (RISP) Crash Reconstruction Equipment to include DRONE	\$14,250.00	\$5,700.00	\$3,562.50	119
NHTSA402PT2106	State Agencies (URI) Speed Enforcement & Training	\$4,224.00	\$1,689.60	\$1,056.00	129
NHTSA402PT2107	RI Police Chiefs Association - Safety Partnership Program	\$41,425.00	\$16,570.00	\$10,356.25	131
NHTSA402PT2108	VMS Message Boards and Cloud Services	\$56,000.00	\$22,400.00	\$14,000.00	58
NHTSA402PT2109	Municipalities Speed Initiative	\$25,000.00	\$10,000.00	\$6,250.00	69
NHTSA402PT2110	Reconstruction Equipment Drone for Warwick PD	\$6,250.00	\$2,500.00	\$1,562.50	121
NHTSA402PT2112	Work Zone School Safety Awareness Campaign	\$10,000.00	\$4,000.00	\$2,500.00	112
NHTSA402PT2113	LE Training	\$20,000.00	\$8,000.00	\$5,000.00	134
NHTSA402PT2114	OHS Speed Tools for RSA involvement and problem ID	\$11,000.00	\$4,400.00	\$2,750.00	71

Award Number	Award Full Name	Budget Amount	Share to Local	State Funds	Page #
NHTSA402PT2115	Municipal Crash EMS Extraction Equipment	\$50,000.00	\$20,000.00	\$12,500.00	51
NHTSA402SA2101	Salaries (Young Drivers)	\$102,000.00	\$-	\$25,500.00	139
NHTSA402SA2102	Cranston Child Opportunity Zone (COZ) Passport to Safety	\$13,000.00	\$5,200.00	\$3,250.00	82
NHTSA402SA2103	Young Voices Keeping Young Drivers Safe	\$35,025.00	\$14,010.00	\$8,756.25	84
NHTSA402SA2104	ThinkFast Interactive High School Education Program	\$50,000.00	\$20,000.00	\$12,500.00	84
NHTSA402SA2105	RI Police Chiefs Association - Youth Force	\$111,500.00	\$44,600.00	\$27,875.00	85
NHTSA402SA2106	RI Interscholastic League - Traffic Safety Is A Team Sport	\$50,000.00	\$20,000.00	\$12,500.00	86
NHTSA402SA2107	RI State Agency Statewide High School YRBS	\$11,000.00	\$4,400.00	\$2,750.00	87
NHTSA402PM2101	Paid Media (OP)	\$200,000.00	\$80,000.00	\$50,000.00	45
NHTSA402PM2102	Creative Media (OP)	\$100,000.00	\$40,000.00	\$25,000.00	46
NHTSA402PM2103	Paid Media (PT)	\$250,000.00	\$100,000.00	\$62,500.00	68
NHTSA402PM2104	Creative Media (PT)	\$100,000.00	\$40,000.00	\$25,000.00	68
NHTSA402PM2105	Paid Media (MC) Awareness Campaign (May)	\$110,000.00	\$44,000.00	\$27,500.00	77
NHTSA402PM2106	Creative Media (MC) Awareness Personal Protective Gear	\$100,000.00	\$40,000.00	\$25,000.00	78
NHTSA402DD2101	Salaries (Distracted Driving)	\$200,000.00	\$-	\$50,000.00	139
NHTSA402DD2102	State Agencies (RISP) Crash Reconstruction Equipment to incl. Drone	\$14,250.00	\$5,700.00	\$3,562.50	119
NHTSA402DD2103	Municipalities Distracted Driving Enforcement & Training	\$180,000.00	\$72,000.00	\$45,000.00	125
NHTSA402DD2104	State Agencies (RISP) Distracted Driving & Training	\$40,500.00	\$16,200.00	\$10,125.00	126
NHTSA402DD2105	State Agencies (URI) DD Enforcement & Training	\$3,168.00	\$1,267.20	\$792.00	126
NHTSA402DD2106	RI Police Chiefs Association - Safety Partnership Program	\$82,500.00	\$33,000.00	\$20,625.00	131
NHTSA402DD2107	ThinkFast Interactive High School Education Program	\$50,000.00	\$20,000.00	\$12,500.00	84
NHTSA402DD2108	VMS Message Boards and Cloud Services	\$56,000.00	\$22,400.00	\$14,000.00	58
NHTSA402DD2109	Reconstruction Equipment Drone for Warwick PD	\$6,250.00	\$2,500.00	\$1,562.50	121
NHTSA402DD2111	Work Zone School Safety Awareness Campaign	\$10,000.00	\$4,000.00	\$2,500.00	112
TOTAL 402 FUNDS		\$3,919,488.00	\$1,101,595.20	\$1,227,372.00	

Award Number	Award Full Name	Budget Amount	Share to Local	State Funds	Page #
NHTSAF19062100	Audit Fees	\$2,800.00	\$-	\$-	137
NHTSAF19062101	Intuitive Public Access of Traffic Stop Data Survey	\$100,000.00	\$-	\$-	105
NHTSAF19062102	Data Analysis	\$100,000.00	\$-	\$-	106
NHTSAF19062103	CCPRA Summit	\$100,000.00	\$-	\$-	106
NHTSAF19062105	CCPRA Regional Community Traffic Stop Analysis	\$100,000.00	\$-	\$-	134
NHTSAF19062106	Law Enforcement Training	\$25,000.00	\$-	\$-	135
	Total 1906 Funds	\$427,800.00	\$-	\$-	
NHTSAM2HVE2101B	State Agencies (URI) Seat Belt Law Enforcement Patrols	\$2,746.00	\$-	\$686.50	130
NHTSAM2HVE2102B	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)	\$50,000.00	\$-	\$12,500.00	133
NHTSAM2HVE2103B	Municipalities Seat Belt Law Enforcement Patrols & Training	\$209,500.00	\$-	\$52,375.00	131
NHTSAM2HVE2104B	State Agencies (RISP) Rollover Simulator Demonstrations	\$10,000.00	\$-	\$2,500.00	47
NHTSAM2HVE2105B	State Agencies (RISP) Seat Belt Law Enforcement Patrols & Training	\$10,000.00	\$-	\$2,500.00	131
NHTSAM2HVE2106B	Municipalities Child Passenger Safety (CPS) & Training	\$102,000.00	\$-	\$25,500.00	48
NHTSAM2HVE2107B	RI Hospital Child Passenger Safety in Rhode Island	\$122,483.00	\$-	\$30,620.75	49
NHTSAM2HVE2108B	Aging Road User Highway Safety Project	\$25,000.00	\$-	\$6,250.00	115
NHTSAM2HVE2109B	CCAP Student Education Project	\$15,828.50	\$-	\$3,957.13	83
NHTSAM2TR2101	State Agencies (RIMPA) Municipal and PPD Recruit Training Computers	\$50,000.00	\$-	\$12,500.00	133
NHTSAM2PE2101B	Paid Media (CPS)	\$20,000.00	\$-	\$5,000.00	46
NHTSAM2X2100B	Audit Fees	\$2,000.00	\$-	\$500.00	137
	Total 405 B LOW FUNDS	\$619,557.50	\$-	\$154,889.38	
NHTSAM3DA2100C	Audit Fees	\$2,700.00	\$-	\$675.00	137
NHTSAM3DA2101C	Crash MMUCC Revisions Project	\$300,000.00	\$-	\$75,000.00	104
NHTSAM3DA2102C	RI DOT OHS- Crash Form Training	\$75,000.00	\$-	\$18,750.00	104
NHTSAM3DA2103C	State Agency (Health) EMS Maint. Contract Fee	\$59,000.00	\$-	\$14,750.00	108
NHTSAM3DA2104C	TRCC Support	\$50,000.00	\$-	\$12,500.00	105
NHTSAM3DA2105C	MIRES Pedestrian Project	\$100,000.00	\$-	\$25,000.00	108
	Total 405 C MID FUNDS	\$586,700.00	\$-	\$146,675.00	
NHTSAM3DA2101C	Salaries (Traffic Records Research)	\$75,000.00	\$-	\$18,750.00	104
	Total 405 C MAP 21 FUNDS	\$75,000.00	\$-	\$18,750.00	
NHTSAM6OT2101D	Municipalities SFST Trainer OT	\$40,000.00	\$-	\$10,000.00	65

Award Number	Award Full Name	Budget Amount	Share to Local	State Funds	Page #
NHTSAM6X2100D	Audit Fees	\$5,000.00	\$-	\$1,250.00	137
NHTSAFDLCS2101D	State Agencies (AG) Traffic Safety Resource Prosecutor (TSRP)	\$200,000.00	\$-	\$50,000.00	64
NHTSAFDLBAC2101	Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile Providence	\$60,000.00	\$-	\$15,000.00	61
NHTSAFDLBAC2102	State Agencies (HEALTH) Forensic Toxicologist (TSRFT) and Preliminary Breath Testing	\$138,000.00	\$-	\$34,500.00	62
NHTSAFDLDAT2101	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)	\$200,000.00	\$-	\$50,000.00	133
NHTSAFDLDAT2103	Aging Road User Highway Safety Program	\$25,000.00	\$-	\$6,250.00	115
NHTSAFDLDAT2104	CCAP High School Education Program	\$15,828.50	\$-	\$3,957.13	83
NHTSAFDLDAT2105	LE Training	\$10,000.00	\$-	\$2,500.00	134
NHTSAFDLDAT2106	State Agencies (RISP) RI Impaired Driving & Training	\$150,481.00	\$-	\$37,620.25	65
NHTSAFDLSP2101D	Municipalities Impaired Driving Law Enforcement Patrols & Training	\$300,000.00	\$-	\$75,000.00	130
NHTSAFDLP2101D	Sports Marketing Advocacy, Awareness, Education	\$13,000.00	\$-	\$3,250.00	60
NHTSAFDL2103	Municipal EMS Crash Extraction Equipment	\$100,000.00	\$-	\$25,000.00	51
NHTSAM5TR2101	State Agencies (RIMPA) Municipal and PPD Recruit Training Computers	\$55,000.00	\$-	\$13,750.00	133
NHTSAFESPE2101E	Creative Media Distracted Driving	\$500,000.00	\$-	\$125,000.00	113
NHTSAFESPE2102E	Paid Media Distracted Driving	\$750,000.00	\$-	\$187,500.00	113
NHTSAFESDLE2101	State Agencies (RIMPA) Distracted Driving	\$100,000.00	\$-	\$25,000.00	133
NHTSAFESDLE2102	LE Training	\$10,000.00	\$-	\$2,500.00	134
NHTSAFESX2100E	Audit Fees	\$2,300.00	\$-	\$575.00	137
NHTSAFESX2101E	Aging Road User Highway Safety Project	\$25,000.00	\$-	\$6,250.00	115
NHTSAM8PE2101E	ThinkFast Distracted Driver Employee Education	\$100,000.00	\$-	\$25,000.00	114
NHTSAM8PE2102E	CCAP High School Education Program	\$15,828.50	\$-	\$3,957.13	83
NHTSAM8X2101E	Distracted Driving General Public Education and Awareness	\$100,000.00	\$-	\$25,000.00	114
NHTSAM8TR2101	RMS RISP	\$1,000,000.00	\$-	\$250,000.00	109
NHTSAM8EM2101	Fire Crash Extraction Equipment	\$50,000.00	\$-	\$12,500.00	51
	Total 405 E FUNDS	\$2,653,128.50	\$-	\$663,282.13	
NHTSAM9X2100F	Audit Fees	\$500.00	\$-	\$125.00	137
NHTSAM9MA2101	Motorcycle Public Education Awareness and Outreach Campaign	\$30,000.00	\$-	\$7,500.00	79

Award Number	Award Full Name	Budget Amount	Share to Local	State Funds	Page #
	Total 405 F FUNDS	\$30,500.00	\$-	\$7,625.00	
NHTSAFHTR2101H	State Agencies (RIMPA) Ped/Bike Training	\$25,000.00	\$-	\$6,250.00	133
NHTSAFHLE2101H	Municipalities Pedestrian/Bicycle Enforcement Patrols	\$109,000.00	\$-	\$27,250.00	100
NHTSAFHLE2103H	Pedestrian/ Bike Public Education LE	\$20,000.00	\$-	\$5,000.00	101
NHTSAFHLE2104H	Youth Bike/Ped Safety Woonasquatucket River	\$80,000.00	\$-	\$20,000.00	96
NHTSAFHLE2105H	VMS Message Boards and Cloud Services	\$70,000.00	\$-	\$17,500.00	58
NHTSAFHLE2106H	Injury Prevention Pedestrian Safety Program	\$27,608.00	\$-	\$6,902.00	98
NHTSAFHLE2107H	LE Training	\$20,000.00	\$-	\$5,000.00	134
NHTSAFHPE2101H	Paid Media (PS) Pedestrian/Bicycle Safety	\$200,000.00	\$-	\$50,000.00	97
NHTSAFHPE2102H	Creative Media (PS) Pedestrian/Bicycle Safety Education	\$50,000.00	\$-	\$12,500.00	97
NHTSAFHX2100H	Audit Fees	\$1,200.00	\$-	\$300.00	137
NHTSAFHX2101H	Pedestrian Safety Tools	\$25,000.00	\$-	\$6,250.00	98
	Total 405 H FUNDS	\$627,808.00	\$-	\$156,952.00	
	GRAND TOTAL	\$16,417,274.50	\$3,209,348.40	\$2,709,872.88	

Table 5.2 Cost Summary by Department

DEPARTMENT	ALCOHOL NHTSA FDLSP2001 (405D)	CIOT NHTSA M2HVE2003	CPS/SEATS/ TRAINING NHTSA M2HVE2003	SPEED NHTSA 402PT2004	DISTRACTED DRIVING NHTSA 402DD2003 (405E)	PED/BIKE SAFETY NHTSAFHLE2 001 (405H)	EQUIPMENT Car Seat/ Training	EQUIPMENT Radar	Indirect Funds	EQUIPMENT Other	TOTAL
Barrington	\$4,000.00	\$4,000.00	\$2,000.00	\$5,000.00	\$2,000.00	\$2,000.00	\$725.00		1,972.50		\$21,697.50
Bristol	\$8,000.00	\$4,000.00	\$1,000.00	\$6,000.00	\$10,050.00	\$1,500.00	\$725.00		4,727.50	16,000.00	\$52,002.50
Burrillville	\$8,500.80	\$6,375.60	\$1,062.60	\$27,627.60	\$8,500.80		\$1,115.00	\$7,200.00	\$6,038.24		\$66,420.64
Central Falls	\$14,976.00	\$19,200.00	\$3,072.00	\$32,640.00	\$10,752.00	\$10,752.00	\$1,075.00		9,515.50	\$2,688.00	\$104,670.50
Charlestown	\$4,000.00	\$1,000.00	\$1,000.00	\$3,000.00	\$3,000.00		\$825.00		1,282.50		\$14,107.50
Coventry	\$5,366.40	\$4,024.80	\$10,732.80	\$5,366.40	\$2,236.00	\$2,236.00	\$750.04		3,071.24		\$33,783.68
Cranston	\$37,500.00	\$28,500.00	\$7,000.00	\$41,000.00	\$32,500.01	\$32,500.00	\$400.00		12,940.00		\$192,340.01
Cumberland	\$5,030.00	\$8,048.00	\$3,219.20	\$10,060.00	\$4,828.80	\$2,414.00	\$150.00		3,375.04		\$37,125.04
East Greenwich	\$1,492.01	\$1,705.15	\$213.14	\$1,705.15	\$1,705.15		\$625.00		744.56		\$8,190.16
East Providence		\$2,327.60	\$931.04	\$2,327.60	\$2,327.60	\$931.04			884.49		\$9,729.37
Foster	\$1,840.00	\$1,840.00		\$1,840.00	\$1,840.00				736.00		\$8,096.00
Glocester	\$1,264.80	\$3,267.40		\$2,160.70	\$2,160.70			\$1,677.50	1,053.11		\$11,584.21
Hopkinton	\$1,200.00	\$1,600.00		\$1,600.00	\$1,200.00				560.00		\$6,160.00
Jamestown	\$12,039.06	\$4,989.16	\$1,030.37	\$4,013.02	\$2,928.42		\$725.80		2,572.58		\$28,298.41
Johnston	\$860.96	\$1,291.44	\$1,291.44	\$1,291.44	\$860.96				559.62		\$6,155.86
Lincoln	\$7,200.00	\$7,200.00	\$1,440.00	\$7,200.00	\$5,760.00	\$5,760.00					\$34,560.00
Little Compton	\$4,158.00	\$4,158.00	\$567.00	\$3,024.00	\$3,024.00		\$675.00		1,560.60		\$17,166.60
Middletown	\$3,000.00	\$5,000.00	\$1,500.00	\$3,500.00	\$2,000.00	\$1,000.00	\$735.00		1,673.50		\$18,408.50
Narragansett	\$7,500.00	\$3,000.00	\$2,000.00	\$7,500.00	\$2,000.00		\$675.00		2,267.50		\$24,942.50
New Shoreham	N/A	N/A	N/A	N/A	N/A				N/A		N/A
Newport	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00			300		\$3,300.00
North Kingstown	\$10,000.00	\$1,500.00		\$5,000.00	\$2,500.00				1900		\$20,900.00
North Providence	\$8,000.00	\$6,000.00	\$1,500.00	\$4,000.00	\$3,000.00		\$500.00		2300		\$25,300.00

DEPARTMENT	ALCOHOL NHTSA FDLSP2001 (405D)	CIOT NHTSA M2HVE2003	CPS/SEATS/ TRAINING NHTSA M2HVE2003	SPEED NHTSA 402PT2004	DISTRACTED DRIVING NHTSA 402DD2003 (405E)	PED/BIKE SAFETY NHTSAFHLE2 001 (405H)	EQUIPMENT Car Seat/ Training	EQUIPMENT Radar	Indirect Funds	EQUIPMENT Other	TOTAL
North Smithfield	\$4,051.50	\$1,998.74	\$540.20	\$1,458.54	\$3,025.12	\$432.16	\$380.00	\$1,710.00	\$1,359.63		\$14,955.89
Pawtucket	\$10,000.00	\$5,000.00	\$2,000.00	\$25,000.00	\$5,000.00	\$2,000.00	\$2,321	\$4,090.00	\$5,541.10		\$60,952.10
Portsmouth	\$14,552.50	\$3,492.60	\$931.36	\$8,964.34	\$3,958.28	\$2,968.71	\$775.00	\$22,000.00	\$5,764.28		\$63,407.07
Providence	\$20,000.00	\$25,000.00	\$5,000.00	\$25,000.00	\$25,000.00	\$18,000.00	\$322.00		\$13,831.80	\$75,996.00	\$208,149.80
Richmond	\$5,000.00	\$1,000.00	\$1,000.00	\$2,000.00	\$2,000.00				\$1,100.00		\$12,100.00
Scituate	\$2,000.00	\$2,000.00		\$4,000.00	\$4,000.00				\$1,200.00		\$13,200.00
Smithfield	\$5,541.00	\$4,155.75	\$1,994.76	\$5,541.00	\$1,994.76		\$725.00		\$1,995.23		\$21,947.50
South Kingstown	\$27,000.00	\$6,000.00	\$9,000.00	\$18,000.00	\$2,400.00	\$2,400.00	\$1,300.00		N/A		\$66,100.00
Tiverton	\$5,000.00	\$3,000.00	\$2,000.00	\$3,000.00	\$2,500.00	\$2,000.00	\$725.00		\$1,822.50		\$20,047.50
Warren	\$2,968.00	\$2,544.00	\$1,060.00	\$2,968.00	\$2,544.00	\$1,484.00	\$875.00		\$1,444.30		\$15,887.30
Warwick	\$42,577.87	\$21,577.50	\$9,247.50	\$44,696.38	\$14,385.00	\$15,669.38	\$919.90		\$14,907.34		\$163,980.87
West Greenwich	\$2,429.42	\$991.60		\$3,966.40	\$594.96				\$798.20		\$8,780.58
West Warwick	\$6,996.40	\$1,997.48	\$2,509.92	\$6,996.40	\$1,997.48	\$1,997.48	\$4,183.20				\$26,678.36
Westerly	\$9,120.00	\$6,156.00	\$2,052.00	\$2,964.00	\$2,052.00	\$2,052.00	\$775.00	\$4,384.00	\$2,439.60		\$31,994.60
Woonsocket	\$6,500.00	\$5,000.00	\$1,000.00	\$5,000.00	\$2,000.00	\$2,000.00			\$2,150.00		\$23,650.00
Total	\$310,164.72	\$209,440.82	\$78,395.33	\$335,910.97	\$179,126.04	\$110,596.77	\$23,001.94	\$41,061.50	\$114,388.46	\$94,684.00	\$1,496,770.55

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Certifications and Assurances

Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2021 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Rhode Island

Fiscal Year: 2021

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

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

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

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

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

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

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

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - 1. The dangers of drug abuse in the workplace;
 - 2. The grantee's policy of maintaining a drug-free workplace;
 - 3. Any available drug counseling, rehabilitation, and employee assistance programs;
 - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
 - 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - 1. Abide by the terms of the statement;
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;

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

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

- 1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
- 2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;
- 3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Tier Participant Certification (States)

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Participant Certification

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

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

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

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

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

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

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

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

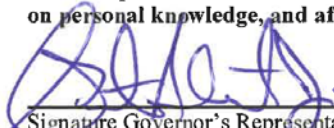
SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;

- An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
- Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

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


Signature Governor's Representative for Highway Safety

7/7/20
Date

Peter Alviti, Jr., PE

Printed name of Governor's Representative for Highway Safety

7

Section 405 Grant Program

For FFY 2021, Rhode Island is applying for the following 405 incentive grants programs:

- › Occupant Protection (23 U.S.C. 405(b)) (23 CFR 23CFR 1300.21)
- › State Traffic Safety Information System Improvements (23 U.S.C. 405(c)) (23CFR 1200.22)
- › Impaired Driving Countermeasures (23 U.S.C. 405(d)) (23CFR 1300.23)
- › Distracted Driving (23 U.S.C. 405(e)) (23CFR 1300.24)
- › Motorcyclist Safety (23 U.S.C. 405(f)) (23 CFR 1200.25)
- › Non-Motorized Safety (23U.S.C. 405(h)) (23CFR 1300.27)
- › 1906 Racial Profiling Data Collection

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

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