



State of Rhode Island

Highway Safety Plan

Federal Fiscal Year 2023



PREPARED FOR

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

PREPARED BY

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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
CTW	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: Rhode Island Highway Safety Planning Process

"A healthy and prosperous world begins with people who are safe from physical harm. People who can travel safely, free of dangerous conditions, tend to be more resilient, productive, healthier, and happier."

INVESTING IN ROAD SAFETY A GLOBAL IMPERATIVE FOR THE PRIVATE SECTOR: Key Findings and Recommendations of the Together for Safer Roads Expert Panel. (n.d.)



Leads Toward Zero Deaths

The Rhode Island Department of Transportation and its Office on Highway Safety recognizes the truth in this quote. In the spirit of these words and our traffic safety mission and vision, we are pleased to present our Highway Safety Plan (HSP) for the State of Rhode Island for the Federal Fiscal Year (FFY) 2023. Reaching ZERO traffic-related deaths and serious injuries demands innovative approaches and futuristic thinking. RI will be efficient in our approaches and in the strategies, we apply to interconnected traffic safety issues. These issues require evaluative thinking. We need evidence to provide answers about how best to achieve effective and sustainable traffic safety measures that save lives. Creating strategic application methods that adhere to Rhode Island's paradigm will be the key to absorbing a strong and valuable traffic safety culture based on a system approach that is inclusive and equitable. All stakeholders should be involved in developing evaluation tools. Analyzed results, accumulated wisdom, and identified opportunities will be integrated into RI's enhanced traffic safety culture and this HSP.

Culture can be described in terms of shared values. Values are the ideals to which we aspire and judge the merit of our behaviors. Our values in turn dictate the things we try to understand by generating a system of beliefs. Behavioral beliefs refer to our expectations about the possible consequences of our behavior and our valuation of those consequences. The strategies listed in our 2023 HSP are based on an assessment of the risk imposed by the prioritization of hazards and the capacity and resources of our organization to respond.

The planning steps of this document began early in FFY 2022. As difficult as it may be to navigate an annual process in the middle of our monitoring and financial responsibilities, we work diligently to get the plan right. We use data to inform our efforts and the programs we choose as strong countermeasures to the crashes we witness and track in our state. We have been productive throughout the entire pandemic and our commitment to traffic safety never waned. That philosophy and work ethic will be duplicated in FFY 2023.

During FFY 2023 we will also continue to employ our ability to create and facilitate virtual meetings and trainings. That ability has allowed us to maintain ongoing interest and

efforts that support our mission. It has kept our partners and our team updated on state and national and sometimes global efforts that complement our work in Rhode Island. It continues to be our goal to keep everyone alert to multiple traffic safety facets. Isolated efforts is not part of our philosophy - Interconnectedness is!

Rhode Island has just completed our second virtual NHTSA-supported assessment. Keeping it a virtual process saved us time and we can now allocate the savings we realized directly towards the recommendations listed in that assessment. It targeted RI's Driver Education program.

We believe that the programs outlined in our plan, are all based on solid problem identifiers and that our planned activities continue to expand the equitable distribution of state NHTSA funds.

We will continue to enhance our 7th version of our Ripple effect campaign in 2023.

In 2021 the campaign was awarded its fourth 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 2023. Our social media footprint will also be enhanced. Our FFY 2023 plan includes continued media efforts which have been successful awareness tools which highlight problem areas and offer action steps that will support our work. One of our basic media goals is to advocate that highway safety is everyone's business and everyone's responsibility. Our promotion strategies will include:

- › Employed research to determine target audience(s)
- › Choosing effective communication channels
- › Outlined and measurable Goals
- › A Call To Action
- › Approved and sufficient resources to include stakeholders

As we plan for FFY 2023 we continue to grow our advocacy efforts by increasing our community outreach efforts. As evidenced by our strong partnerships, such as the Traffic Safety Coalition, the Office on Highway Safety is consistently striving to engage diverse communities and the organizations that represent them, giving them a voice in the Rhode Island Highway Safety Plan.

Research on community and organizational transformation processes recommends that a coalition involving a variety of stakeholders is the most effective leadership structure to transform culture.

The recognition that multiple groups and stakeholders across the social environment influence road user behavior is the foundation of our strategic approach.

We will need to recognize that our stakeholders have other concerns/issues which concern their organization and direct their daily efforts. As part of our people-centric focus we will create an interconnected collaboration that will demonstrate opportunities to employ transferable strategies which our stakeholders use for other issues. We will replicate those skills and voices to embrace our traffic safety campaigns.

Our strategies and our creative media elements will be directed by the belief that ultimately it takes collective voices and skills to change traffic safety culture. We all need to be good safety citizens.

Through funded and unfunded efforts, OHS will continue to work with partners on community programs that foster a more equitable Rhode Island community. Key partnerships and activities include AAA older driver summits, AAA youth programs that reach all Providence schools, Child Opportunities Zones (COZs) in Cranston and Woonsocket, media buys on Latino radio stations, youth bicycle education programs, and Child Passenger Safety (CPS) programs at Rhode Island Hospital. The programs and projects outlined in this report are aligned with the strategies included in the state Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Plan (HSIP). The Rhode Island SHSP is coordinated and facilitated through the OHS. This ensures alignment of the HSP with the SHSP and emphasizes coordinated performance measures throughout all safety issue areas. The work to create Rhode Island's 2023-2027 SHSP began earlier during this fiscal year and will be completed, approved and in place by October 1, 2022. That planning process also embraced an all-inclusive model that employs all 5 E's; Enforcement, Education, Engineering, EMS, and Evaluation. In our new SHSP we added our 6th E, Equity.

Transportation safety decision-making has been a data-driven process that prioritizes funding projects and activities that can provide the greatest improvement to the areas with the greatest safety need. Many safety partners in Rhode Island from community organizations, state and local officials, up to the federal government have all placed a renewed focus on equity.

Our 2023 HSP provides an opportunity for the Rhode Island transportation safety community to renew and strengthen its commitment to equity through safety investment in both infrastructure and behavioral initiatives. Through this HSP, Rhode Island plans to evolve the conversation around equity through prioritizing investment in disproportionately impacted areas, continuing to build and expand community partnerships, bringing greater transparency to the project prioritization process, and acting as a role model for addressing inequities that encourage the use of proven highway safety countermeasures.

During 2023 we will continue to implement a comprehensive prevention approach which includes media components, additional attention to dangerous driver behaviors, and law enforcement strategies. We will continue to use our statewide safety message boards which run unique, yet direct, safety messages throughout the year. We will also layer our media programs and high visibility enforcement campaigns with our ongoing business education efforts. Although the general public's attention to traffic safety may continue to be distracted by post COVID concerns, 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 that leads the way. The entire staff of the OHS, the leadership of the RIDOT, and our safety partners remain committed to building the most comprehensive and effective traffic safety program in the country. We will stay the course TO ZERO Fatalities.

1.1 Mission Statement

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

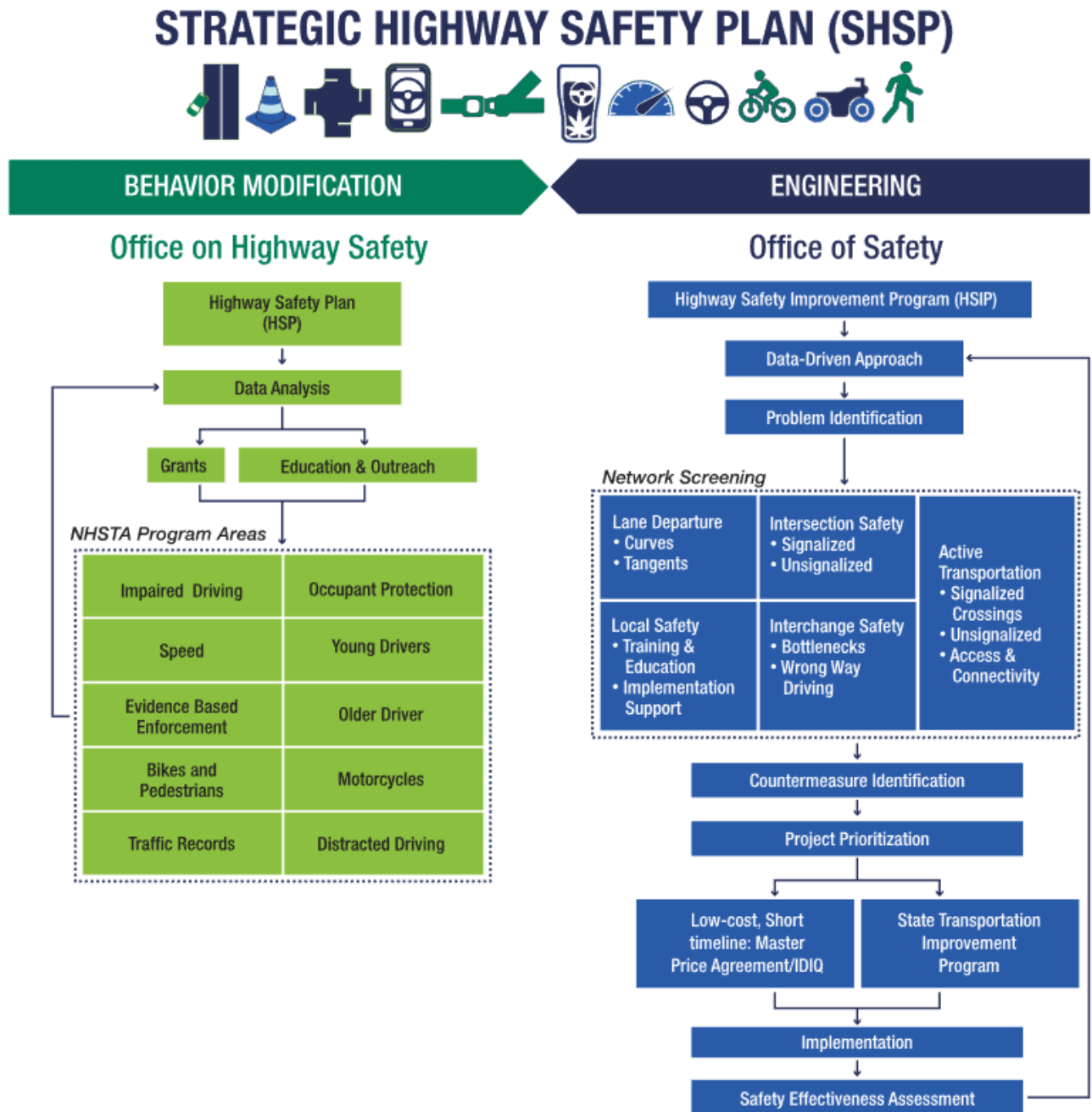
1. *Reduce the number of fatalities and serious injuries on Rhode Island roadways.*
2. *Reduce the number of traffic crashes and the severity of their consequences.*

The OHS provides the required resources to plan and carry out activities to fulfill this mission. To ensure effectiveness, relationships are developed and maintained with advocacy groups, citizens, community safety groups, complementary state and Federal agencies, and local and state police departments. The OHS conducts data analysis to monitor crash trends in the State and ensure state and Federal resources target the areas of greatest need. In FFY 2022 the OHS continues to lead in the implementation of the State SHSP, providing expertise related to driver behavioral issues, education, and enforcement-related countermeasures. The OHS works closely within the RIDOT to ensure coordination between the HSP and the SHSP, ideally resulting in one comprehensive and strategic highway safety program for the State.

Figure 1.1 illustrates the relationship between the SHSP and the engineering counterpart to the HSP, the HSIP. The current SHSP is for the five-year period between 2017 and 2022 with the updated SHSP set to be adopted in summer 2022. The updated SHSP primarily maintains the prior Emphasis Areas with Traffic Incident Management being traded for workzones. This FFY 2023 HSP intends to continue to align with the goals, strategies, and emphasis areas to be adopted by the 2023-2028 SHSP.

The OHS establishes and implements a comprehensive program to accomplish its goals effectively. The FFY 2023 HSP describes the process used to identify specific highway safety problem areas, including the development of countermeasures to correct those problems, and processes to monitor the performance of those countermeasures. The RIDOT OHS conducts transportation safety planning year-round. Emerging trends and safety needs are identified through data monitoring and outreach to key safety stakeholders.

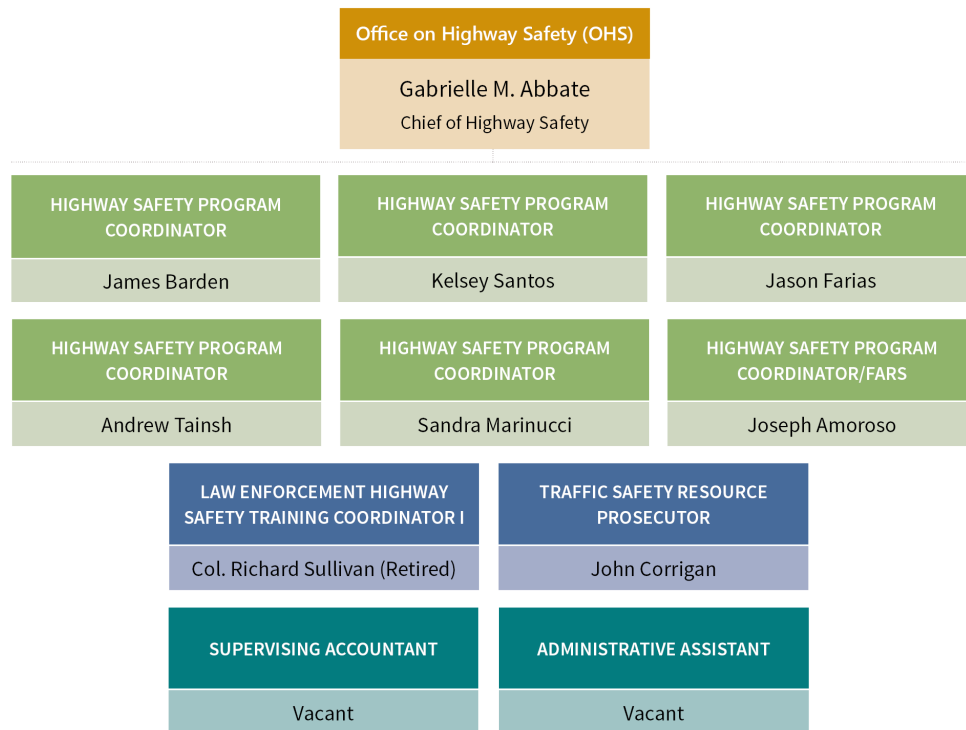
Figure 1.1 RIDOT Highway Safety Program Relationship System



1.2 Organization and Staffing

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

Figure 1.2 RIDOT OHS Organizational Chart



1.3 Timeline and Planning Purpose

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

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

Month	Activities
January-March	<ul style="list-style-type: none"> Section 405 grant application preparation. Plan spring and summer safety campaigns to include outreach that complements the work in all Rhode Island municipalities.
February-April	<ul style="list-style-type: none"> Staff conducts data collection, grant oversight and monitoring. Develop all the activities to support the national Click It or Ticket (CIOT) campaign in May. Staff conducts strategic planning and sessions with key stakeholders to review recent crash trends and emerging issues and to create project proposals within each program area. Applications and instructions for Grant Funding (HS 1) proposals are issued based on the projected availability of Federal funding to state agencies, law enforcement agencies, and community stakeholders and advocates.
May-June	<ul style="list-style-type: none"> Submitted grant applications are reviewed by the OHS team. Applications which support targets and performance measures are approved as submitted or returned for modifications. A draft of the HSP is prepared for review and approval by OHS staff. Staff prepares Sections 405 grant applications. Staff supports all activities to support the national "Drive Sober or Get Pulled Over" (DSOGPO) and Border to Border Campaigns.
July	<ul style="list-style-type: none"> The final HSP is submitted to NHTSA. Meetings are held with potential grantees.
August-October	<ul style="list-style-type: none"> Request for Proposals (RFP) are issued or received based on availability of Federal funding. FFY 2023 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 2022 Annual Report.
November-December	<ul style="list-style-type: none"> The FFY 2022 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.

Data Sources and Processes

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

- › Using data, highway safety research, and prior experience to identify problem areas
- › Soliciting input and project proposals from local and regional organizations having expertise in areas relevant to highway safety
- › Analyzing trends in serious injury and fatality rates and comparing them to regional and national trends

- › Reviewing highway safety data and researching best practices including the following:
 - Fatality Analysis Reporting System (FARS)
 - NHTSA
 - National Occupant Protection Use Survey (NOPUS)
 - RIDOT OHS
 - Rhode Island Division of Motor Vehicles
 - Rhode Island Department of Health
 - Rhode Island Police Chiefs Association
 - Rhode Island State Police
 - Rhode Island Statewide Planning Program
 - RIDOT’s Crash Data Management System (CDMS)
 - Rhode Island Attorney General’s Office
 - Rhode Island Courts
- › Key data sources include:
 - Rhode Island Department of Transportation, Office on Highway Safety
 - Fatality Analysis Reporting System (FARS)
 - United States Census Bureau
 - United States Federal Highway Administration
 - Rhode Island Department of Motor Vehicles
 - Rhode Island Observed Restraint Use Surveys
 - NHTSA
 - Rhode Island Department of Health, Forensic Sciences Unit
 - Online System for Crash Analysis and Reporting (OSCAR)

Processes Participants

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

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

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

- › 39 local police departments
- › AMICA Insurance
- › Federal Highway Administration (FHWA)
- › Federal Motor Carrier Safety Administration (FMCSA)
- › Rhode Island Judiciary
- › Motorcycle retail and repair representatives
- › NHTSA
- › Rhode Island Association of Independent Insurers
- › Rhode Island Department of Corrections (DOC)
- › Rhode Island Interscholastic League (RIIL)
- › Rhode Island Safe Kids Coalition
- › Students Against Destructive Decisions (SADD)
- › University of Rhode Island (URI)

Methods for Project Selection

Currently, the two methods for awarding a grantee funding for projects to support 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 the grant funding process. Program Coordinators are introduced

and offer more in-depth information regarding application criteria and funding cycles and processes. A PowerPoint is shown depicting the process and providing concrete examples of important grant components. Assistance for grant preparation is always available from all the OHS Program Coordinators.

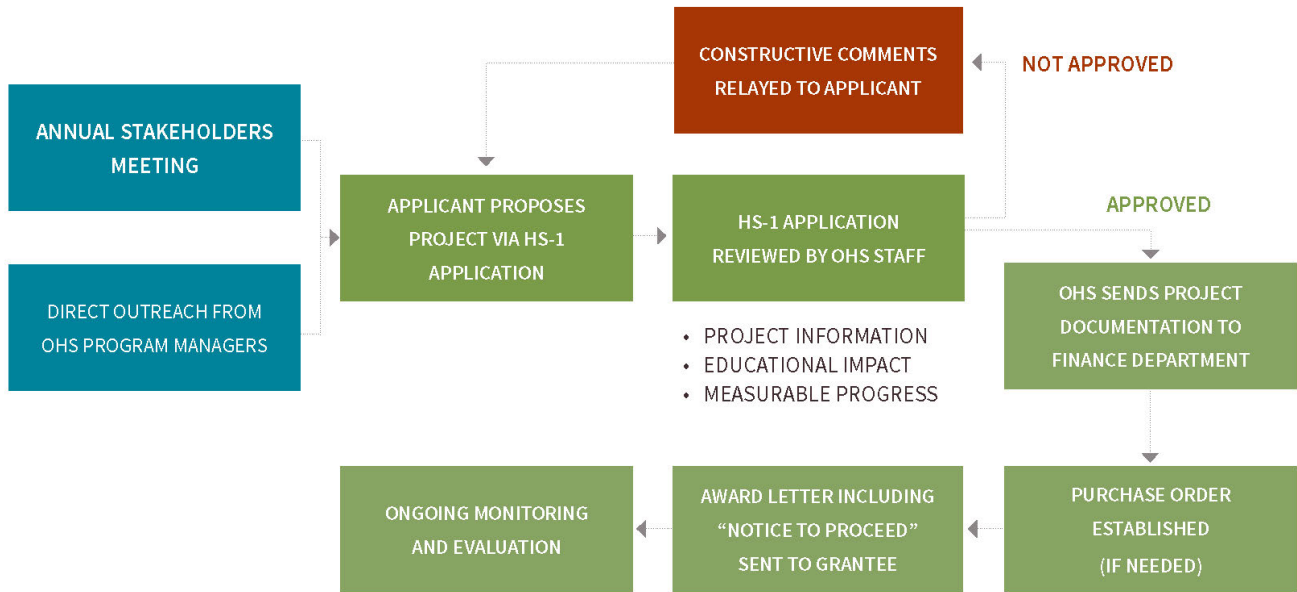
The OHS received many grant applications from new and past grant sub-recipients. Applicants include law enforcement agencies, community advocates, state agency representatives, minority community advocates, and substance abuse prevention specialists. Each stakeholder received attachments which included an application with instructions, budget sheet, a PowerPoint listing of target audiences, performance measures, and updated fatality and serious injury data. They also received copies of NHTSA's latest version of *Countermeasures That Work* and the 2022 Rhode Island HSP. This was the sixth year that grant submissions were accepted on-line into a secured DOT electronic mailbox. OHS staff worked as a unit to create a streamlined process that benefits both the state and its sub-recipients. A due date for submissions was offered and stakeholders were told incomplete grant submissions would not be accepted.

Once applications are received, they are reviewed by the Chief of Highway Safety and the OHS team which consists of program coordinators, financial accountant, and the Rhode Island Law Enforcement Liaison (LEL). The OHS staff applies the guidelines within a listed criteria sheet to score each application. Every applicant is required to provide a data-driven problem identification statement, project description, potential outcomes, and a description of how the goals and outcomes will be measured. Grantees must also provide a detailed budget, including the source of all funding, and any matching funds, which may be required. Applications may be approved or rejected immediately, or an applicant may be asked to make revisions. 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. OHS reviews an applicant's prior experiences with similar and past OHS awards, as well as any previous audit results. For monitoring purposes, a sub-recipient will be considered low risk for monitoring if they receive a low grade on the assessment criteria, a medium risk if they receive a higher assessment and a HIGH risk if the criteria standards show them to be at a high level during their pre-award assessment. All grantees will be subject to the risk assessment process and offered a signed copy of our risk assessment form before any award is considered or made. When the proposed program, along with its attached budget, has been approved OHS staff determine if the goods or services can be provided by any other entity. If these services cannot be provided by others (excluding state and municipal agencies), a grant can be issued after a Grants and Assurances document has been signed by the grantee.

All grantees are required to provide monthly reports to their designated OHS Program Coordinator, including invoices, timesheets, and additional backup documentation necessary for monitoring, reporting, and oversight of program areas. Monitoring visits are required for evaluation of the effectiveness of the program and to ensure that appropriate State and Federal procedures are being followed. OHS grant partners are essential for the ultimate success of the Rhode Island HSP. They develop, implement, and evaluate programs designed to target Highway Safety Performance Measures and Outcomes. The OHS grant application funding process for projects is shown in **Figure 1.6**.

Figure 1.6 OHS Application Process



During the grant planning and review process the OHS staff conducts individual strategic planning/listening sessions with stakeholders to review recent crash trends and emerging issues, gather input on safety problems, and discuss effective countermeasures being implemented by other agencies. We also discuss the capacity reality of potential sub-recipients. The OHS relies heavily on support and partnerships derived from our involvement in the Rhode Island Traffic Safety Coalition. Being active members of the Coalition offers the opportunity to listen to a diverse group of people committed to traffic safety efforts in several different ways and at several different levels. This group offers insights into how OHS can support Rhode Island HSP in an efficient and effective manner. The coalition membership includes professionals from the transportation industry, RISP, municipal law enforcement officers, pedestrian and bicycling advocates, representatives from FHWA, substance abuse prevention and treatment specialists, hospital personnel, NHTSA, the Attorney General’s Office, The Rhode Island Police Chiefs’ Association, Insurance Company Executives, Members of the Rhode Island Hospitality Association, and members of the Rhode Island Motorcycle Association.

In addition, the Program Coordinators of the OHS serve as team leaders for the SHSP emphasis areas where they are focused on addressing the most significant traffic safety issues highlighted in the SHSP. The Rhode Island SHSP is currently being updated. This approach will be maintained in the future SHSP. These experiences, coupled with the staff’s knowledge of the data, literature, and the State cultural and political climate all serve to inform the selection of countermeasures and strategies for the HSP. Both plans mirror best traffic safety practices and our state’s goal of bringing fatalities and serious injuries TO ZERO.

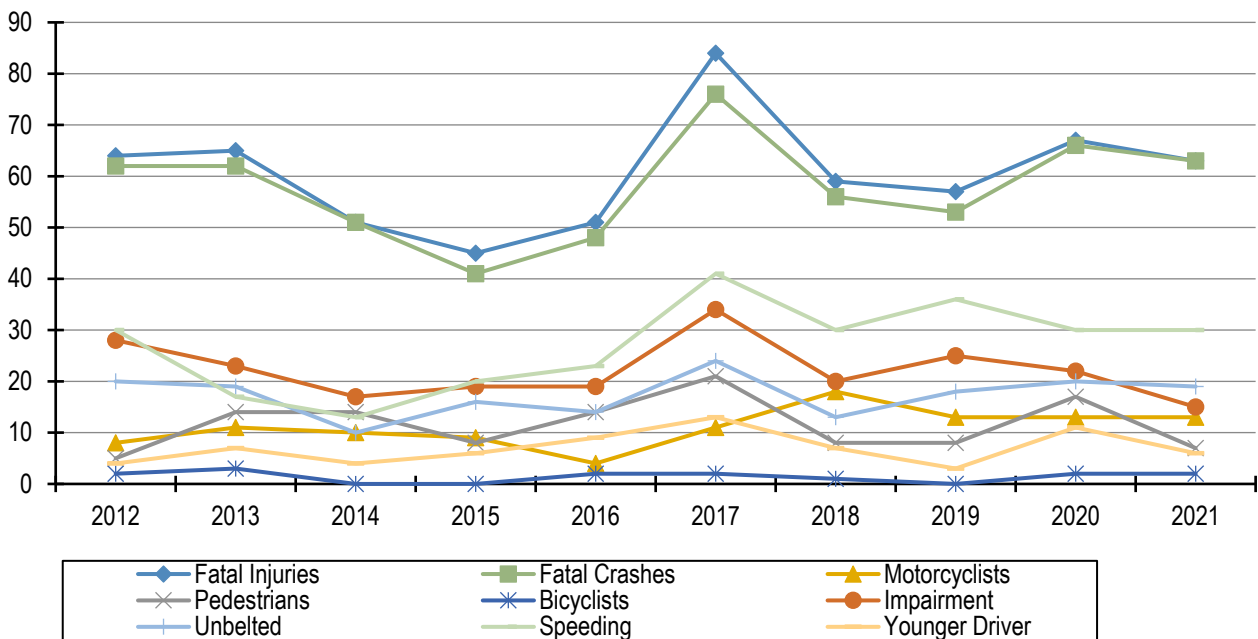
Section 4.0 shows what activities will take place in FFY 2023 by program area. Each section contains a description of the problem using state crash and demographic data that justifies inclusion of the program area and guides the selection and implementation of countermeasures to address the problem in 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*, 10th Edition, 2020 as a reference in the selection of effective, evidence-based countermeasure strategies. The 2020 edition of *Countermeasures That Work* can be viewed in its entirety on the NHTSA web site at: https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/Countermeasures-10th_080621_v5_tag.pdf.

1.4 Description of Highway Safety Problems

Figure 1.3 depicts the multiple highway safety problems in Rhode Island, including impaired driving, occupant protection, speed, motorcycles, younger drivers, pedestrians, and bicyclists, which are program areas in the FFY 2023 HSP and described in detail in Section 4.0. Not shown in Figure 1.3, but also priority program areas for FFY 2023 are older drivers. The OHS will continue to concentrate on improving State traffic records through crash data collection and reporting as part of the Section 405c traffic records grant process. The HSP also addresses agency planning and administration functions.

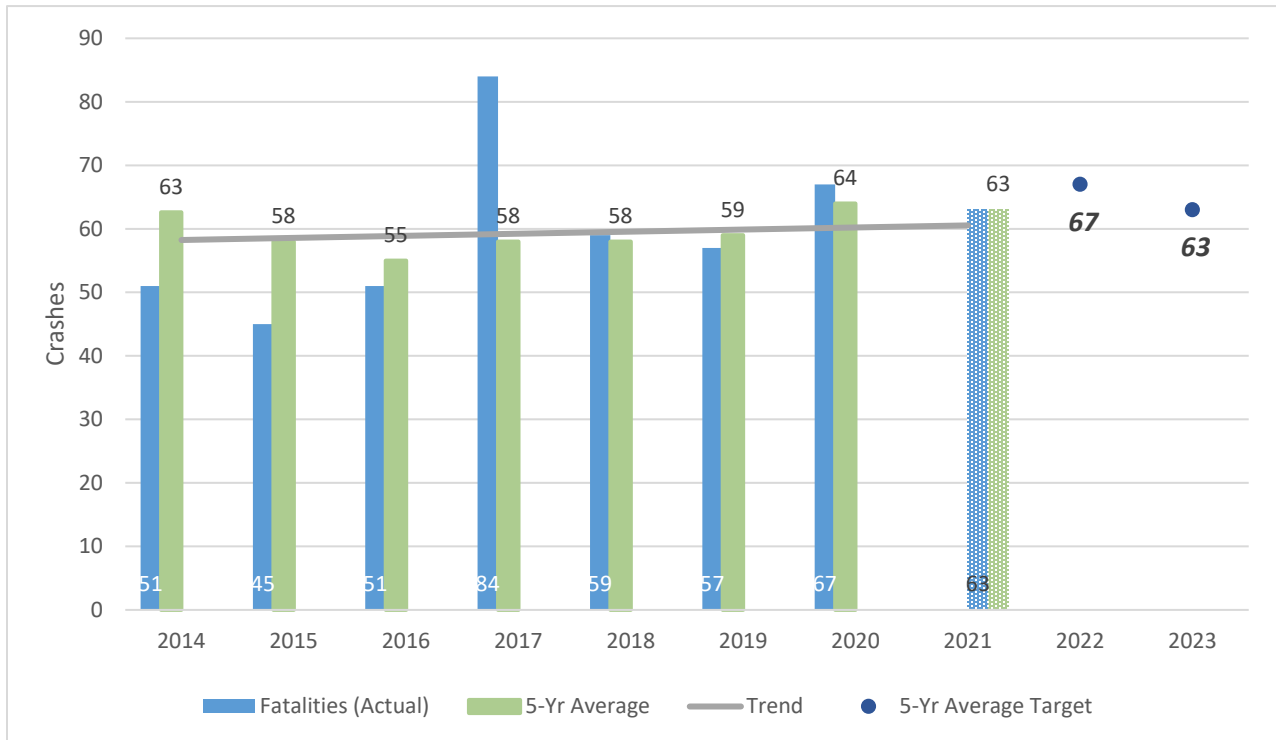
Figure 1.3 Fatality Trends



Source: RIDOT/OHS (2022) and FARS (2022).
 Note: 2021 values are preliminary

Figure 1.4 shows recent fatality trends which have stagnated, however, the most recent five years still show an improvement on the spike in fatalities in 2017. Preliminary data from 2021 also show a slight decrease in the number of fatalities compared to 2020. Nationally, most states showed an increase in fatalities in 2021. It is therefore realistic to set a lower five-year fatality target in 2023 that accounts for the decrease and efforts to maintain a continued decrease. 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.

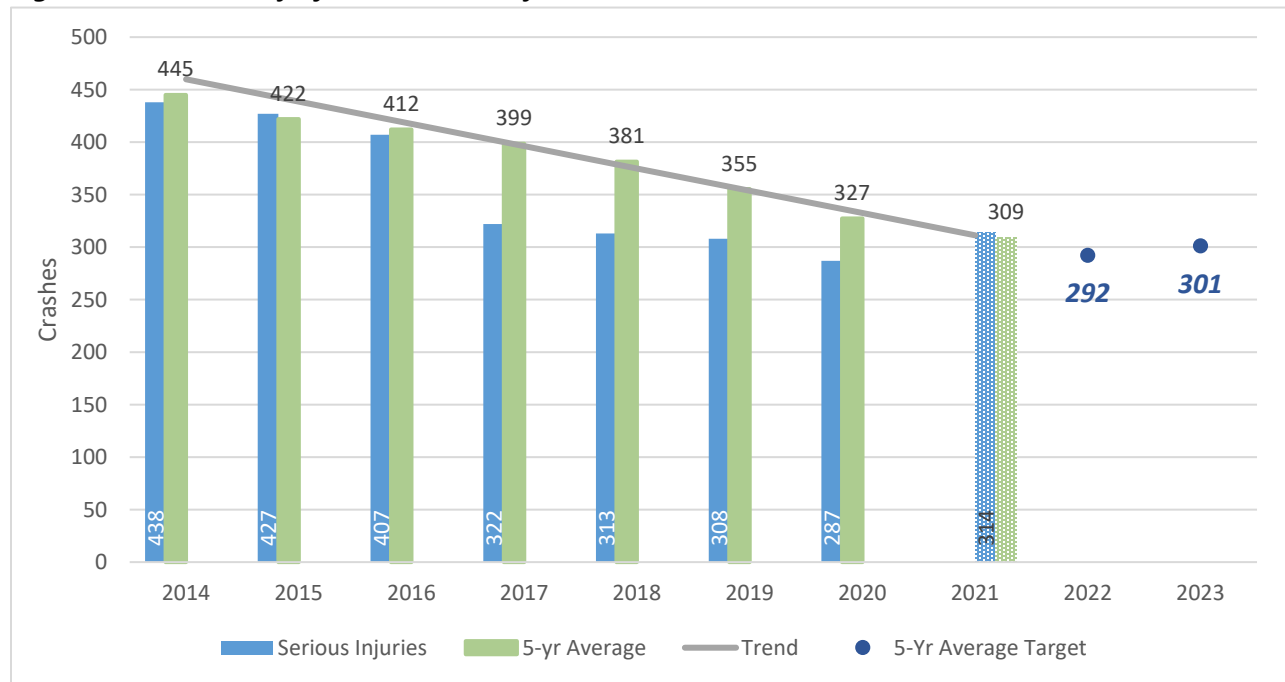
Figure 1.4 Fatality Trends and Projections



Source: RIDOT/OHS (2022) and FARS (2022).
 Note: 2021 values are preliminary

Figure 1.5 shows recent serious injury trends which have consistently trended downward. In 2017 the serious injury definition changed, which led to a more notable decline during that year. Preliminary data from 2021 also show a slight increase in the number of fatalities compared to 2020, however, a continued decrease in five-year average values. The slower rate of decline combined with overall lower numbers of serious injuries in recent years has led to a serious injury target that is slightly higher than the prior year.

Figure 1.5 Serious Injury Trends and Projections



Source: RIDOT/OHS, 2022.
 Note: 2021 values are preliminary

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

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

List of Information and Data Sources

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

1.5 Coordination with Strategic Highway Safety Plan

The OHS has been an active partner in the SHSP process since the development of the first plan in 2006. The 2017-2022 SHSP focuses on the following ten emphasis areas (note: this list includes areas and topics adopted during an amendment in 2014*):

- › 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)

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.

Currently, Rhode Island is in the process of an SHSP update for 2023-2028. The 2023-2028 SHSP focuses on the following twelve emphasis areas:

- › Impaired Driving
- › Occupant Protection
- › Speed
- › Distracted Driving
- › Younger Drivers
- › Older Drivers
- › Motorcyclists
- › Pedestrians
- › Cyclists

- › Intersections
- › Lane Departures
- › Workzones

The behavioral goals, strategies, and action steps in the current and soon to be adopted Rhode Island SHSP reflect the activities and programs in the HSP and the HSIP. The goal for the updated Rhode Island SHSP is to “Reduce fatalities and serious injuries 25% by 2027, moving TO ZERO by 2050” indicating that reducing is not enough if the goal isn’t to eliminate transportation fatalities. Several strategies and action steps in the SHSP reflect OHS programs and activities. For the current and future SHSP, OHS assumed the lead in developing and implementing behavioral strategies and actions. Section 4.0 of this document highlights strategies that align the FFY22 HSP with the 2017-2022 SHSP.

2

FFY 2022 Performance Projection

Table 2.1 summarizes progress toward meeting the core (shaded areas) and secondary performance measures identified in the FFY 2022 HSP. Targets for FFY 2022 core performance measures are set for five-year average fatalities over the period 2018 to 2022.

Table 2.1 Projections for Meeting FFY 2022 Performance Targets

Program Area	Performance Measure	Performance Target	Realized ^a
OHS Program Goals	C-1 Reduce traffic fatalities	Reduce the five-year average traffic fatalities below 67. Baseline: 64 fatalities (2016-2020) Target: 67 fatalities (2018-2022)	Preliminary data indications 2021: 63 fatalities 2017-2021 average: 66 fatalities 2022 YTD ^d : 13 fatalities 2022 average trending downward
		As of June 16, 2022, the fatality count was 13 fatalities which could suggest, 49 for 2022 and a 5-year average of 59 for 2018-2022. In recent years, fatalities have fluctuated, with a spike in 2017 at 84 fatalities, and in 2020 during the COVID-19 pandemic with 67. The increase in 2020 was like that in 2017, with a rise in speeding, pedestrian, and young driver crashes. Preliminarily, trends in 2022 appear to be decreasing with lower than historic fatality trends which results in a lower five-year average number of fatalities.	
	C-2 Reduce serious injuries (SI)^b	Reduce the five-year average serious injuries by 10 percent Baseline: 327 SI (2016-2020) Target: 292 SI (2018-2022)	Preliminary data indications 2021: 314 SI 2017-2021 average: 306 SI 2022 YTD ^d : 51 SI Average trending downward
	As of April 25, 2022, the serious injury count was 51 which suggests, 269 for 2022 and a 5-year average of 300 for 2018-2022. The five-year rolling average for Rhode Island's serious injuries have steadily decreased for the last five years, including during the COVID-19 pandemic. In 2021 the in-year number of serious injuries rose slightly. Rhode Island will continue to work toward the SHSP goal of TZD with a baseline of 2011.		
	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 lower than 0.88 Baseline: 0.83 (2016-2020) Target: 0.88 (2018-2022)	Preliminary data indications 2021: 0.85 fatalities per 100M VMT 2017-2021 average: 0.88 fatalities per 100M VMT 2022 YTD ^d : 0.36 fatalities per 100M VMT Average trending upward

Program Area	Performance Measure	Performance Target	Realized ^a
		As of June 25, 2022, the estimated fatality rate was 0.36 fatalities per 100M VMT and a 5-year average of 0.74 for 2018-2022. This significant spike will require several years of rate reductions before Rhode Island moves back on track toward its zero deaths goal.	
Occupant Protection	C-4 Reduce unrestrained occupant fatalities	Reduce the five-year average unrestrained occupant fatalities lower than 19 Baseline: 18 fatalities (2016-2020) Target: 19 fatalities (2018-2022)	Preliminary data indications 2021: 18 fatalities 2017-2021 average: 18 fatalities 2022 YTD ^d : 5 fatalities Average trending flat
		As of June 23, 2022, the unrestrained fatality count was 5 fatalities which suggests 11 for 2022 and a 5-year average of 16 for 2018-2022. Unrestrained fatalities have fluctuated over the last five years. While a spike in such fatalities in 2020 affects the five-year average in 2021, planned efforts to address unrestrained occupants will try to replicate successes in 2018 and maintain a downward trajectory in the average number of fatalities. Many of our community partners were not prepared to sustain their original staff and projects at historic levels which generated positive results. OHS will prioritize the creation of an Occupant Protection (OP) task force in 2023 and we will implement suggestions and strategies from the FFY22 OP assessment into the FFY23 HSP.	
	B-1 Increase observed seat belt use	Increase observed seat belt use Baseline: 89.4 percent (2019) Target: 90 percent (2022)	2019: 88.6 percent 2021: 89.4 percent Survey indicates upward trend.
		Average several years of small incremental increases in the observed seat belt percentage, 2021 showed a slight decrease toward the 90 percent goal. OHS will prioritize the creation of an OP task force in 2023 and we will implement suggestions and strategies from the FFY22 OP assessment into the FFY23 HSP.	
	Increase perception of being ticketed for failure to wear safety belts "always" or "nearly always"	Increase perception of being ticketed Baseline: 44 percent (2019) Target: 47 percent (2022)	Preliminary data indications 2021: 33 percent Average trending downwards
	Increase awareness of "Click It or Ticket" slogan	Increase awareness of "Click It or Ticket" slogan Baseline: 81.6 percent (2020) Target: 92 percent (2022)	Preliminary data indications 2021: 84 percent Average trending upward
	Increase safety belt use among pickup truck drivers	Increase pickup truck driver safety belt usage Baseline: 77.5 percent (2020) Target: 80 percent (2022)	Observed pickup truck driver safety belt use 2021: 79.1 percent Survey indicates upward trend
		The percentage of observed pickup truck drivers wearing safety belts has been increasing and moving toward to the 80 percent goal.	

Program Area	Performance Measure	Performance Target	Realized ^a
Impaired Driving	C-5 Reduce alcohol-impaired driving fatalities involving driver or motorcycle operator with a blood alcohol content (BAC) of 0.08 or greater ^c	Reduce the five-year average impaired driving fatalities below 25 Baseline: 24 fatalities (2016-2020) Target: 25 fatalities (2018-2022)	Preliminary data indications 2020: 28 fatalities 2016-2020 average: 26 fatalities 2022 YTD: N/A ^e Average trending flat
		After a spike in 2017, the number of impaired driving fatalities dropped as low as 20, consistent with observations with prior years. Despite local and national trends toward notable increases in many behavioral types of fatalities, there were fewer impaired fatalities in 2021 compared to 2020 and the average grew by one fatality. The five-year average will continue to increase if impaired fatalities in 2023 exceed the number in 2016, the year that is replaced in calculations.	
	Increase perception of being arrested by law enforcement after drinking and driving "always" or "nearly always"	Increase perception of being arrested by law enforcement after drinking and driving "always" and "nearly always" Baseline: 44.3 percent (2020) Target: 60 percent (2022)	Preliminary data indications 2021: 50.3 percent Average trending upwards
		The percentage perception of being arrested by law enforcement after drinking and driving "always" and "nearly always" is increasing and moving toward the goal of 60 percent.	
	Increase recognition of "Drive Sober or Get Pulled Over" impaired driving enforcement slogan	Increase recognition of "Drive Sober or Get Pulled Over" impaired driving enforcement slogan Baseline: 63 percent (2020) Target: 65 percent (2022)	Preliminary data indications 2021: 61.1 percent Average trending downward
		The percentage recognition of "Drive Sober or Get Pulled Over" impaired driving enforcement slogan showed a slight decrease. This might indicate a flattening of a curve.	
Speed	C-6 Reduce speed-related fatalities	Reduce the five-year average speed-related fatalities below 34 Baseline: 32 fatalities (2016-2020) Target: 34 fatalities (2018-2022)	Preliminary data indications 2021: 27 fatalities 2017-2021 average: 31 fatalities 2022 YTD: N/A ^e Average trending downward
		As years with significant lower numbers of speed-related fatalities such as 2014 are dropped from the five-year average calculations, the average will rise. The spike in 2017 and in 2019 with an increase in fatalities will result in requiring several years of sustained decline to help to lower the average.	

Motorcycles	C-7 Reduce motorcycle fatalities	Reduce the five-year average motorcyclist fatalities at 13 or below Baseline: 12 fatalities (2016-2020) Target: 13 fatalities (2018-2022)	Preliminary data indications 2021: 13 fatalities 2017-2021 average: 14 fatalities 2022 YTD ^d : 0 fatalities Average trending upward
		As of June 23, 2022, the motorcycle fatality count was 0 fatalities which suggests an improvement for 2022. A higher number of fatalities in 2018 and sustained higher than historic crashes in 2019 and 2020/2021 are contributing to a steady rise in the number of motorcycle fatalities. Our continued motorcycle safety educational and media campaigns in FFY21, messaging reached many riders and new approaches will be taken in FFY 2023.	
	C-8 Reduce unhelmeted motorcyclist fatalities	Reduce the five-year average unhelmeted motorcyclist fatalities at 7 or below Baseline: 6 fatalities (2016-2020) Target: 7 fatalities (2018-2022)	Preliminary data indications 2021: 8 fatalities 2017-2021 average: 6 fatalities 2022 YTD ^d : 0 fatalities Average trending upward
		As of June 23, 2022, the unhelmeted fatality count was 0 fatalities which is a improvement for 2022. The number of unhelmeted fatalities in 2019, just like 2018, was above the running average. 2020 and 2021 returned to historic trends for this measure. More than half of motorcycle fatalities in 2021 have been unhelmeted.	
Young Drivers	C-9 Reduce 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 at 8 or below Baseline: 8 fatalities (2016-2020) Target: 8 fatalities (2018-2022)	Preliminary data indications 2021: 5 fatalities 2017-2021 average: 7 fatalities 2022 YTD: 1 fatality Average trending downward
		Preliminarily the number of 2021 fatalities is 6, much higher than the low of 3 achieved in 2019, but lower than the previous peak of 13 in 2017. As with other performance measure, challenges due to the pandemic are anticipated to be felt in 2022 which may impact the five-year average.	
Pedestrians	C-10 Reduce the number of crash fatalities among pedestrians	Reduce the five-year average number of pedestrians in fatal crashes below 14 Baseline: 14 fatalities (2016-2020) Target: 14 fatalities (2018-2022)	Preliminary data indications 2021: 7 fatalities 2017-2021 average: 12 fatalities 2022 YTD ^d : 3 fatalities Average trending downward
		As of June 23, 2022, the pedestrian fatality count was 3 fatalities which suggests 7 for 2022 and a 5-year average of 9 fatalities for 2018-2022. Preliminary data indicate there were 7 pedestrian fatalities in 2021, a significant decrease from the 17 fatalities from 2020, but lower than a peak of 21 in 2017. Preliminary 2022 data shows only 3 pedestrian fatalities to date, a notable drop compared to recent years. There is a need to continually focus on statewide vulnerable road user programs targeting Providence and other municipalities with high pedestrian crashes to help the State continue moving back toward the TZD trend.	

	Reduce the number of pedestrian fatalities with a BAC of 0.08 or greater ^a	Reduce the five-year average number of impaired pedestrian fatalities to 2 or below. Baseline: 2.8 fatalities (2016-2020) Target: 2 fatalities (2018-2022)	Preliminary data indications 2020: 6 fatalities 2021: 2 fatalities 2017-2021 average: 2.8 fatalities Average trending flat
		Approximately than one-third of pedestrian fatalities in 2021 were impaired, however, with a high number of total pedestrian fatalities that results in 2 pedestrian fatalities with a BAC 0.08 or greater and making it difficult to reach the 2022 target.	
Bicyclists	C-11 Reduce the crash fatalities among bicyclists to zero	Reduce the five-year average number of bicyclist fatalities at or below 1. Baseline: 1 fatality (2016-2020) Target: 1 fatality (2018-2022)	Preliminary data indications 2021: 2 fatalities 2017-2021 average: 1.4 fatality 2022 YTD ^d : 0 fatalities Average trending remains flat
		As of June 23, 2022, the bicyclist fatality count was 0 fatalities. Historically, Rhode Island has averaged one cyclist fatality per year and a projected 5-year average of 1 fatality for 2018-2022. There were 2 bicycle fatalities in 2020 and 2021 which is on the higher side of the typical trend and affects the five-year average. OHS is committed to continued outreach efforts and messaging regarding bicycle safety.	
Speeding Citations	A-1	In 2021, there were 11,621 speeding citations issued during grant-funded enforcement activities.	
Seat Belt Citations	A-2	In 2021, there were 5,958 seat belt citations issued during grant-funded enforcement activities.	
Impaired Driving Arrests	A-3	In 2021, there were 484 impaired driving arrests made during grant-funded enforcement activities.	
Traffic Records	Increase the percentage of all State-owned signals with no missing data elements	Currently, 100% of all state-owned signals have no missing data elements.	
	Increase the number of systems that access State EMS data	No new data access was established in FY2021. OHS will continue to work toward improved data integration.	
Distracted Driving	Increase the number of DMV survey respondents who never talk on a handheld cellular phone	Baseline: 55.2 percent (2020) Target: 75 percent (2022)	2021: 50.3 percent Average trending downward
		The 2021 annual attitudinal survey showed a decrease 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 safety characteristics		Conducted stakeholder meeting to receive input for development of the FFY 2023 HSP FFY 2021 Annual Report delivered by December 31, 2021 Deliver FFY 2023 HSP by July 1, 2022
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- Note: Performance measures based on five-year averages show measurement period in parenthesis.
- a 2021 crash data is preliminary.
 - b Serious injury crashes 2012-2021 have been reviewed and validated resulting in slight changes to previously reported values.
 - c Measure based on NHTSA imputed values.
 - d 2022 YTD values reflect fatal injury statistics January 1, 2022 – June 23, 2022 and serious injury statistics for the period January 1, 2022 – April 25, 2022.
 - e 2022 data is not available for the impaired and speed-related measures. Additionally, survey results are not currently available for 2022.

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 2023 program areas and targets for the core performance measures. These goals are consistent with the latest revision of the 2017-2022 SHSP and its TZD target of halving fatalities and serious injuries by 2030 using 2011 as the base-year (2011 – 2015 five-year averages). OHS worked with RIDOT engineering safety division to align fatality targets with those within the Rhode Island FFY 2023 HSIP.

Table 3.1 Performance Trends and Targets

Performance Measures		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 ^b	2023 Target
C-1	Traffic Fatalities (Actual)	66	64	65	51	45	51	84	59	57	67	63	
	Five-Year Moving Average	70	69	69	63	58	55	59	58	59	64	66	63
C-2	Serious Injuries (Actual)	455	422	366	438	427	407	322	313	308	287	314	
	Five-Year Moving Average	494	473	454	445	422	412	392	381	355	327	306	301
C-3	Traffic Fatalities per 100M VMT	0.84	0.82	0.84	0.66	0.57	0.64	1.05	0.74	0.71	1.02	0.85	
	Five-Year Moving Average	0.85	0.85	0.86	0.79	0.75	0.71	0.75	0.73	0.74	0.83	0.88	0.83
C-4	Unrestrained Occupant Fatalities	23	20	19	10	16	15	24	13	18	20	19	
	Five-Year Moving Average	26	26	24	20	18	16	17	16	17	18	18	17
C-5	Fatalities Involving Driver or Motorcycle Operator ≥ 0.08 BAC ^a	26	28	23	17	19	19	34	20	25	22	15	
	Five-Year Moving Average	26	28	28	24	23	21	22	22	23	24	25	24
C-6	Speed-Related Fatalities	23	30	17	13	20	23	41	30	36	31	30	
	Five-Year Moving Average	27	29	28	23	21	21	23	25	30	32	31	29
C-7	Motorcyclist Fatalities	15	8	11	10	9	4	11	18	13	13	13	
	Five-Year Moving Average	14	13	14	12	11	8	9	10	11	12	14	14
C-8	Unhelmeted Motorcyclist Fatalities	8	5	6	7	4	4	5	9	10	5	8	
	Five-Year Moving Average	8	8	8	7	6	5	5	6	6	6	6	6
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	4	4	7	4	6	9	13	7	3	11	6	
	Five-Year Moving Average	9	7	7	5	5	6	8	7	7	8	7	7

Performance Measures		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 ^b	2023 Target
C-10	Pedestrian Fatalities	14	5	14	14	8	14	21	7	8	17	7	
	Five-Year Moving Average	13	11	12	11	11	11	14	13	12	14	12	12
C-11	Bicyclist Fatalities	0	2	3	0	0	2	2	1	0	2	2	
	Five-Year Moving Average	1	1	1	1	1	1	1	1	1	1	1	1
B-1	Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	80%	78%	86%	87%	87%	88%	88%	89%	89%	89%	89% ^b	90%
	Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	6,446	7,317	8,446	9,607	6,200	8,092	10,798	9,836	9,732	7,146	11,621	-
	Number of Safety belt Citations Issued During Grant-Funded Enforcement Activities	2,172	5,958	5,346	2,825	7,099	5,562	5,272	4,444	5,335	2,408	3,976	-
	Number of Impaired Driving Arrests Made during Grant-Funded Enforcement Activities	253	417	438	507	404	363	306	257	272	484	666	-

Source: RIDOT/OHS (April 2022), FARS (2022).

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 2022 to finalize performance targets that are consistent between the SHSP, HSP, and HSIP for Fiscal Year 2023 (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 2017-2021 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 2023.

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 2023 fatality and fatality rate targets for the HSP and HSIP are estimated to trend the same or lower as the five-year average from 2019-2023 reflects a sustained trend of slightly lower fatalities than observed in the few years prior. In 2021 fatalities showed a small improvement over 2020 when most states in the nation were continuing to struggle with the jump in fatalities during the COVID-19 pandemic. Serious injuries in 2021 remained relatively similar to 2020 with a small increase in-year but continued decreases in the five-year average due to continual downward trends up to 2021.

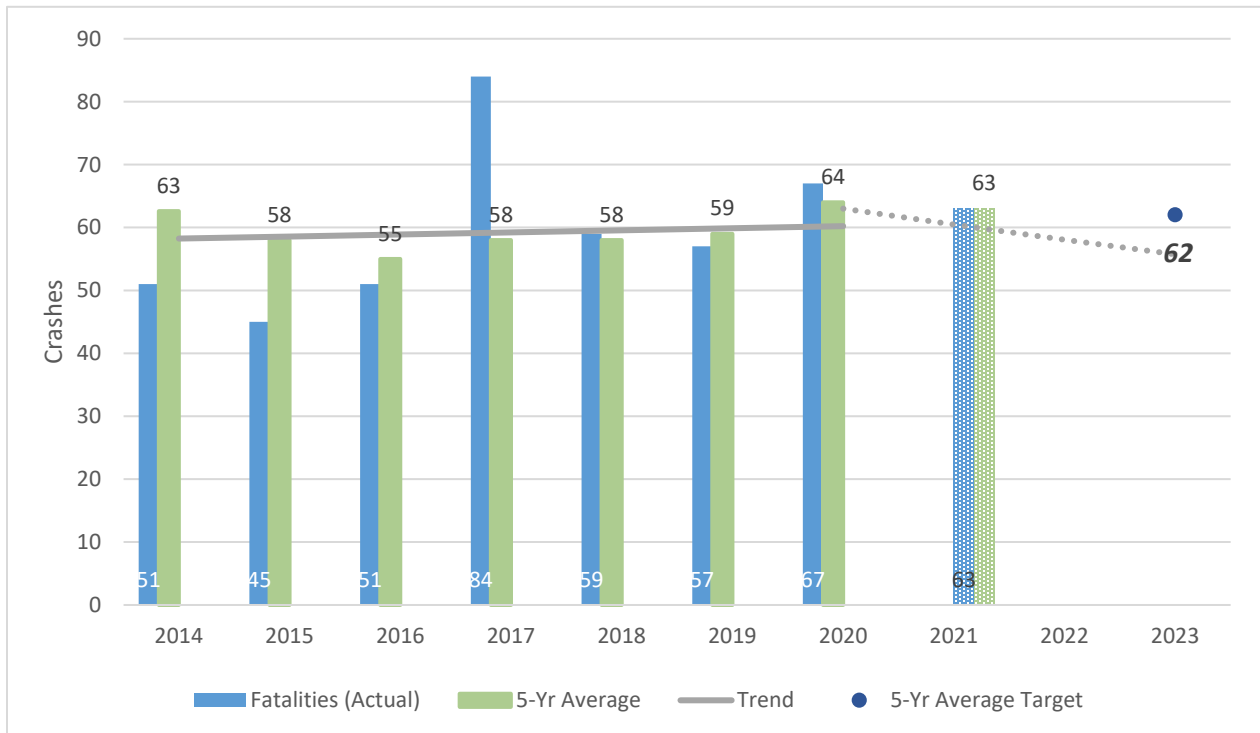
Up to this point in 2022, fatal and serious injury statistics are promising with lower values than are typical for this time in the year, however, half the year still remains yet to come. With lower fatality values compared to other states, a seemingly small event or series of events can swing trends in a poor direction easily.

The core measures described in the subsequent sections show FFY 2023 fatality targets that are slightly lower than those in FFY 2022, but comparable to FFY2021 to account for small improvements in fatalities. The 2021 values shown in the subsequent figures are preliminary and are provided by RIDOT/OHS.

C-1 Fatalities

- > **Goal.** Reduce the five-year average traffic fatalities below 62 (2019 to 2023 average) by December 31, 2023.
 - **Justification.** In recent years, fatalities have fluctuated, with a spike in 2017 at 84 fatalities, and in 2020 during the COVID-19 pandemic with 67. The increase in 2020 was like that in 2017, with a rise in speeding, pedestrian, and young driver crashes. With additional effort placed in highway safety programs, reductions were achieved in 2018/2021, and it is hoped this will be replicated in 2023. The safety target setting exercise for the 2023 HSP resulted in a conservative target that increases the average to reflect an expected lower number of fatalities in 2023.

Figure 3.1 C-1 Fatalities



Source: RIDOT/OHS (2022) and FARS (2022).

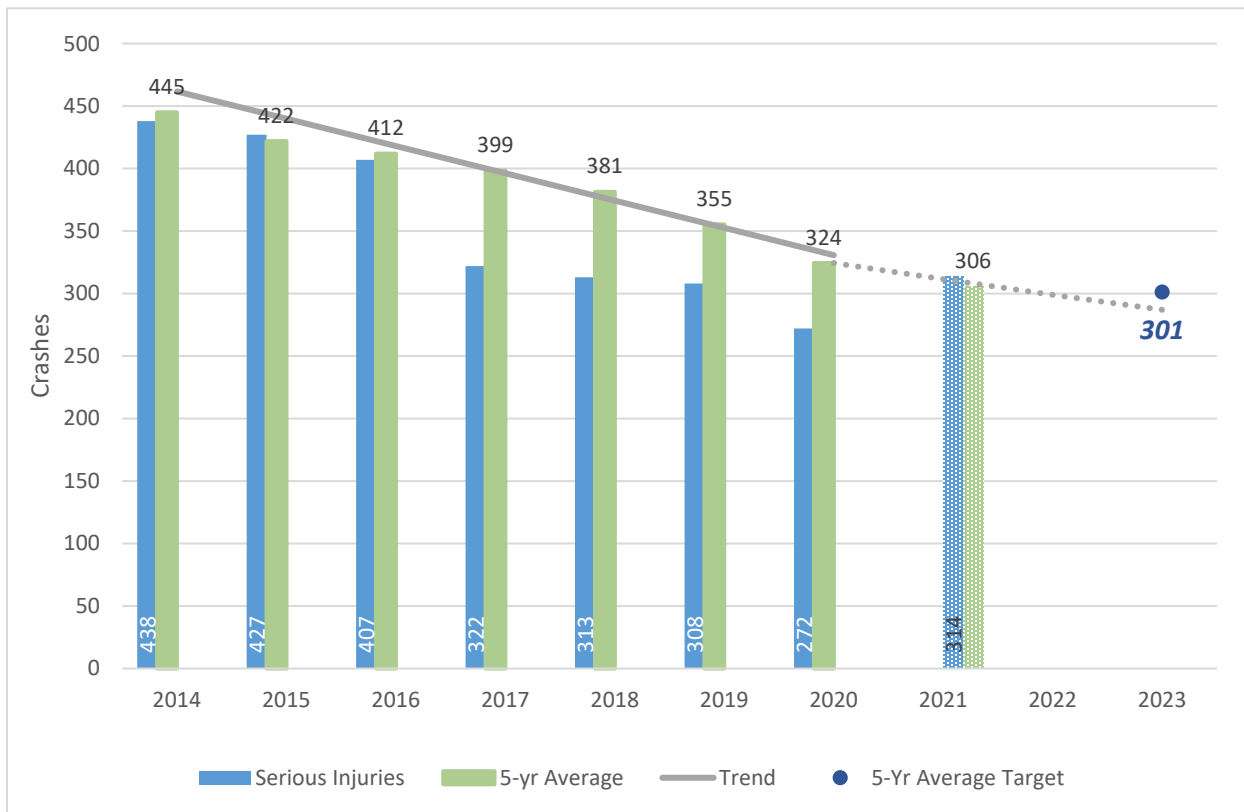
Note: 2021 crash values are preliminary

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 2018-2023 SHSP.

C-2 Serious Injuries

- **Goal.** Reduce the five-year average serious injuries by 2 percent from 306 (2017 to 2021 average) to 301 (2019 to 2023 average) by December 31, 2023.
- **Justification.** The five-year rolling average for Rhode Island’s serious injuries have steadily decreased for the last five years, including during the COVID-19 pandemic. Serious injuries are projected to be lower than average, with 229 in 2021. Rhode Island will continue to work toward the SHSP goal of TZD with a baseline of 2011.

Figure 3.2 C-2 Serious Injuries



Source: RIDOT/OHS (2022).

Note: 2021 crash values are preliminary

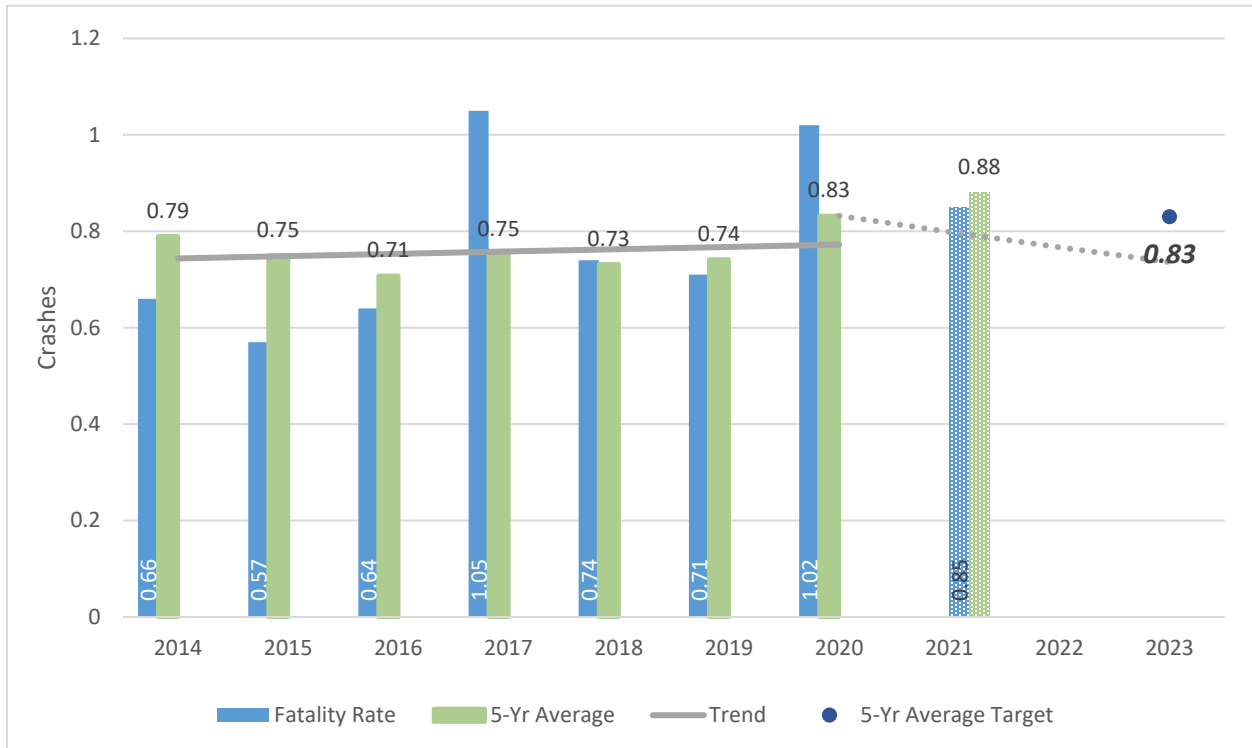
Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022 SHSP.

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

C-3 Fatality Rate

- **Goal.** Reduce the five-year average traffic fatalities per 100 million VMT lower than 0.83 (2019 to 2023 average) by December 31, 2023.
 - **Justification.** While the fatality rate has declined slightly in recent years, the COVID-19 pandemic with a higher number of fatalities despite the lower vehicle miles traveled resulted in a spike in the fatality rate. This significant spike will require several years of rate reductions before Rhode Island moves back on track toward its zero deaths goal. The conservative target of shown in the C-1 performance measure is also reflected here.

Figure 3.3 C-3 Fatality Rate per 100 Million VMT



Source: RIDOT/OHS (2022) and FARS (2022).

Note: 2021 crash values, and therefore rates, are preliminary

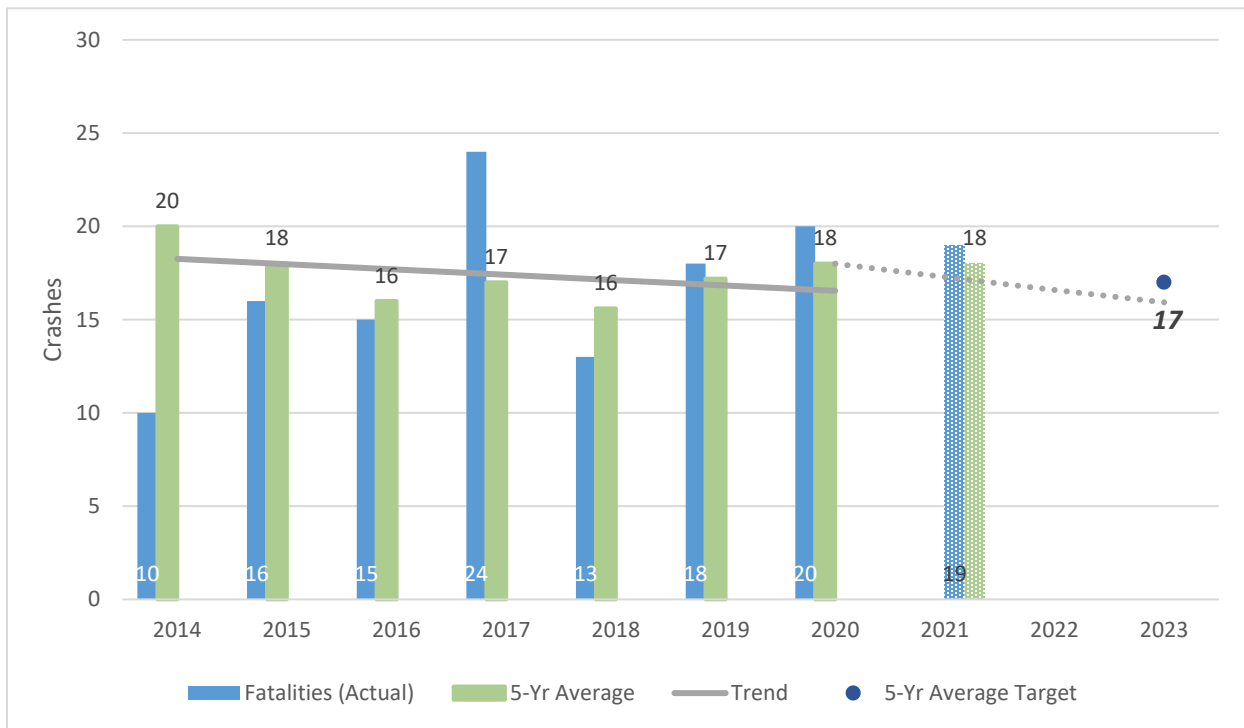
Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022 SHSP.

C-4 Unrestrained Motor Vehicle Occupant Fatalities

- › **Goal.** Reduce the five-year average unrestrained occupant fatalities below 17 (2019 to 2023 average) by December 31, 2023.
 - **Justification.** Unrestrained fatalities have fluctuated over the last five years. While a spike in such fatalities in 2020 affects the five-year average, planned efforts to address unrestrained occupants will try to replicate successes in 2018 and continue a downward trajectory in the average number of fatalities. A goal of 17 fatalities (5-year average) in 2023 was chosen to reflect the average proportion of overall fatalities that involved an unrestrained occupant (31 percent).

Although Rhode Island passed a primary law in 2011 and strengthened it in 2013, we have not been able to sustain the momentum to target OP programs as much as we had hoped. Many of our community partners were not about to sustain their original staff and projects at that level.

Figure 3.4 C-4 Unrestrained Motor Vehicle Occupant Fatalities



Source: RIDOT/OHS (2022) and FARS (2022).

Note: Restraint usage restated to reflect all motor vehicle occupants except buses. 2021 crash values are preliminary.

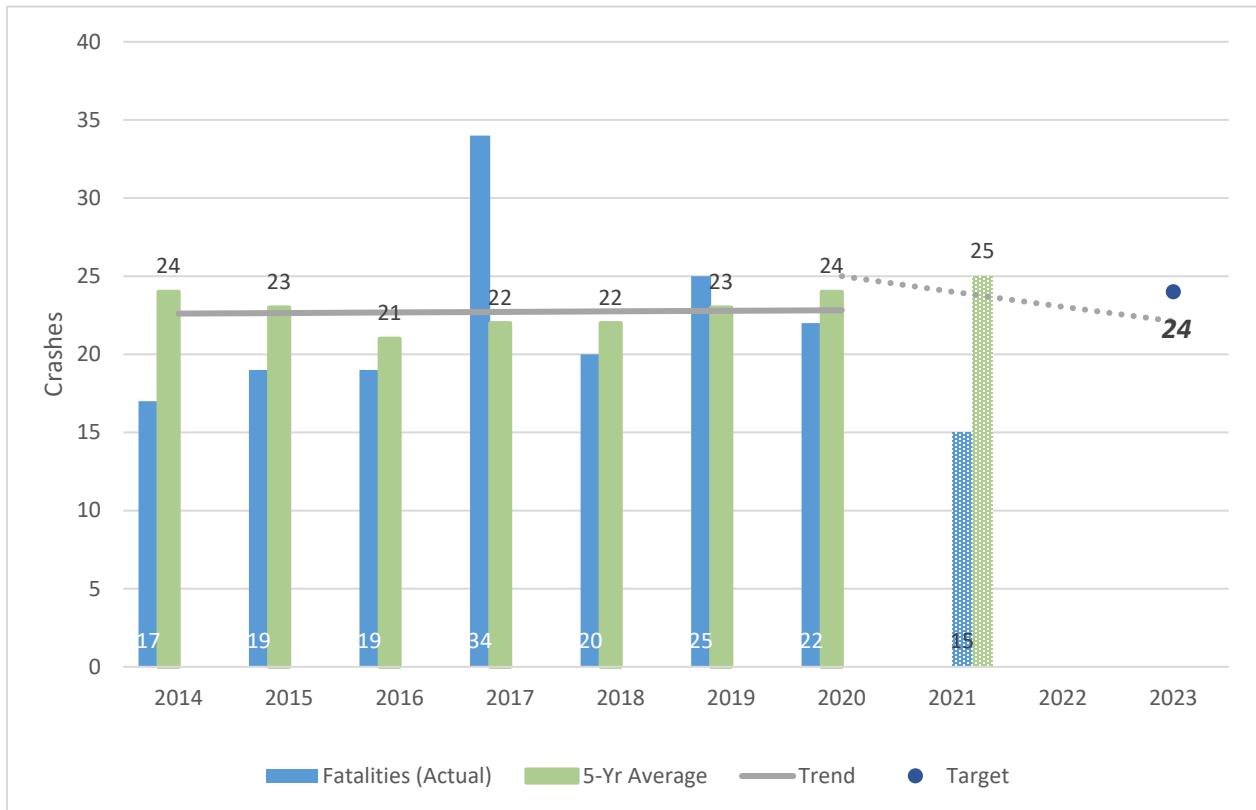
C-5 Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC

➤ **Goal.** Reduce the five-year average impaired driving fatalities below 24 (2019 to 2023 average) by December 31, 2023.

- **Justification.** Between 2016 and 2020, the five-year average impaired fatalities have remained between a low of 19 and a high of 34. A target of 24 was chosen for 2023 that reflects the average percentage of overall fatalities that involve an impaired driver (24 percent). Redoubled efforts to address impaired driving are anticipated to meet the target.

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

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



Source: NHTSA Imputed data (2022).

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

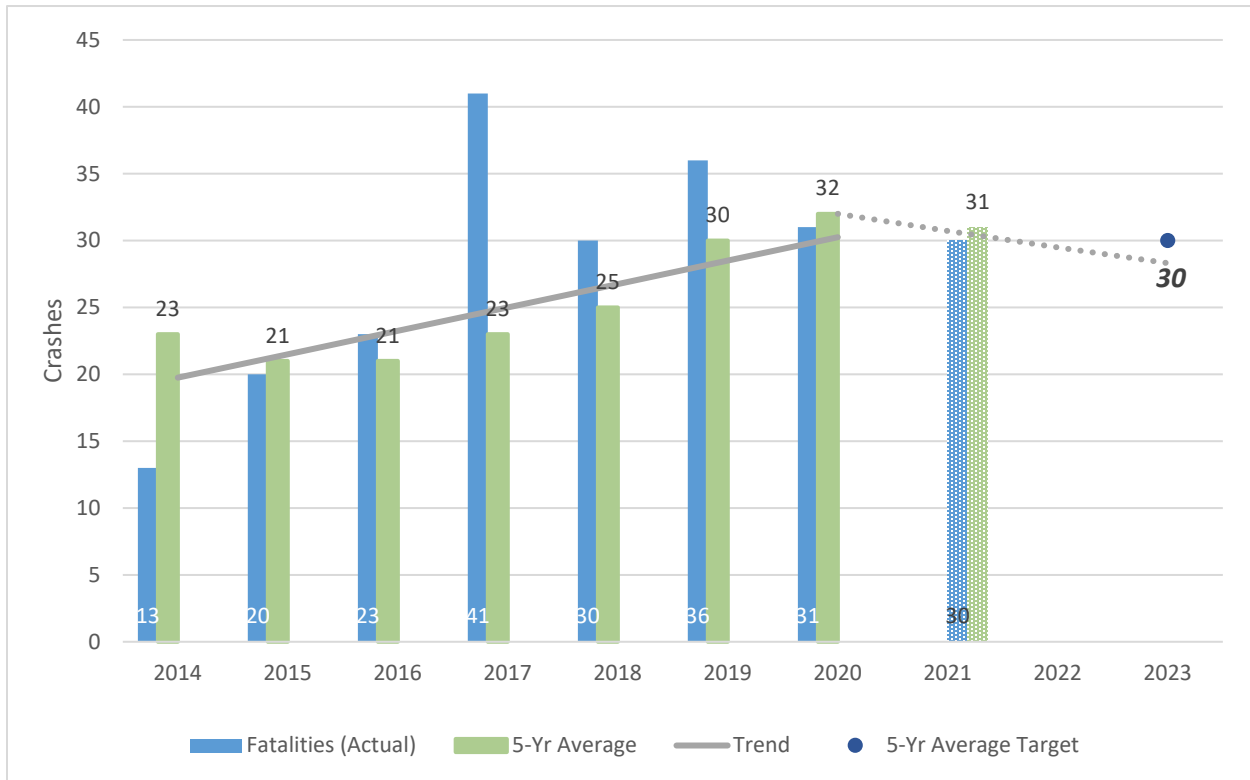
2021 crash values are preliminary.

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

C-6 Speed

- **Goal.** Reduce the five-year average speed-related fatalities below 30 (2019 to 2023 average) by December 31, 2023.
 - **Justification.** Speed-related fatalities have fluctuated over the last few years, with as few as 13 in 2014 and a spike in 2017 at 41 fatalities. The spike in 2019 (36 fatalities) will require significant decreases in future years to achieve averages that move toward the zero deaths goal. A goal of 29 fatalities in 2023 provides a realistic target as speed-related fatalities are typically half of all fatalities.

Figure 3.6 C-6 Speed-Related Fatalities



Source: RIDOT/OHS (2022) and FARS (2022).

Note: 2021 crash values are preliminary.

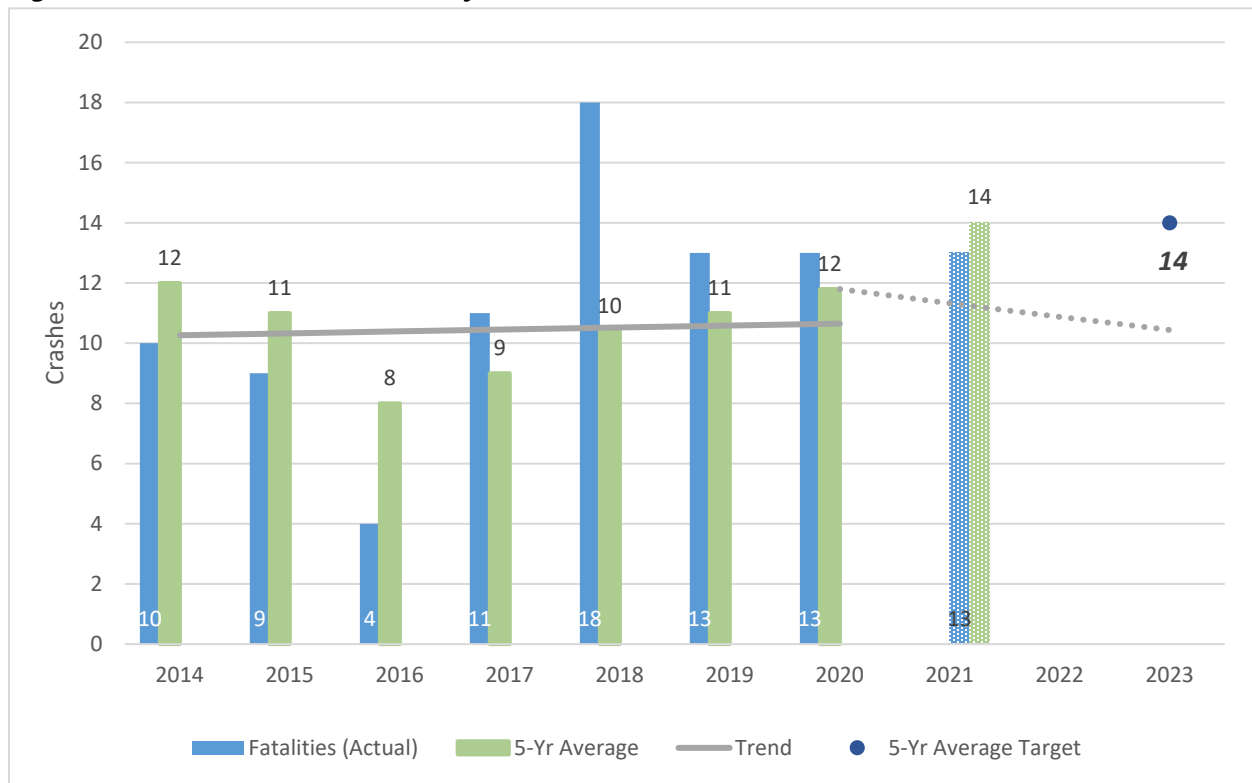
Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022 SHSP.

C-7 Motorcycle Fatalities

- > **Goal.** Reduce the five-year average motorcyclist fatalities at 14 or below by December 31, 2023.
 - **Justification.** Motorcycle fatalities have averaged over 10 for many years. A spike in 2018 of 18 affects future average motorcycle fatality statistics. Based on the average proportion of overall fatalities that involve motorcyclists, 21 percent, a target of 14 fatalities (2019 to 2023) average has been chosen. By instituting an aggressive program of motorcycle safety activities, Rhode Island will move toward a lower number of fatalities and move back to the path toward zero fatalities.

In 2021, reasons or causations on crash reports indicate inexperience, speed, recklessness, failure to maintain lane, and failure to navigate turns. Despite our continued motorcycle safety educational and media campaigns in FFY21, we reached fewer riders due to cancellation of events because of COVID-19. For our FFY 2023 HSP, we added a new media campaign that will highlight the importance of sharing the road with motorcycles. We will work with our partners at the Division of Motor Vehicles to continue to investigate opportunities to strengthen the number of riders taking professional rider education, and we will again increase our media presence on radio, television, and digital/social specifically around rider conspicuity, training, and safety gear. OHS will continue partnering with rider organizations dedicated to safety of all riders.

Figure 3.7 C-7 Number of Motorcyclist Fatalities



Source: RIDOT/OHS (2022) and FARS (2022).

Note: 2021 crash values are preliminary

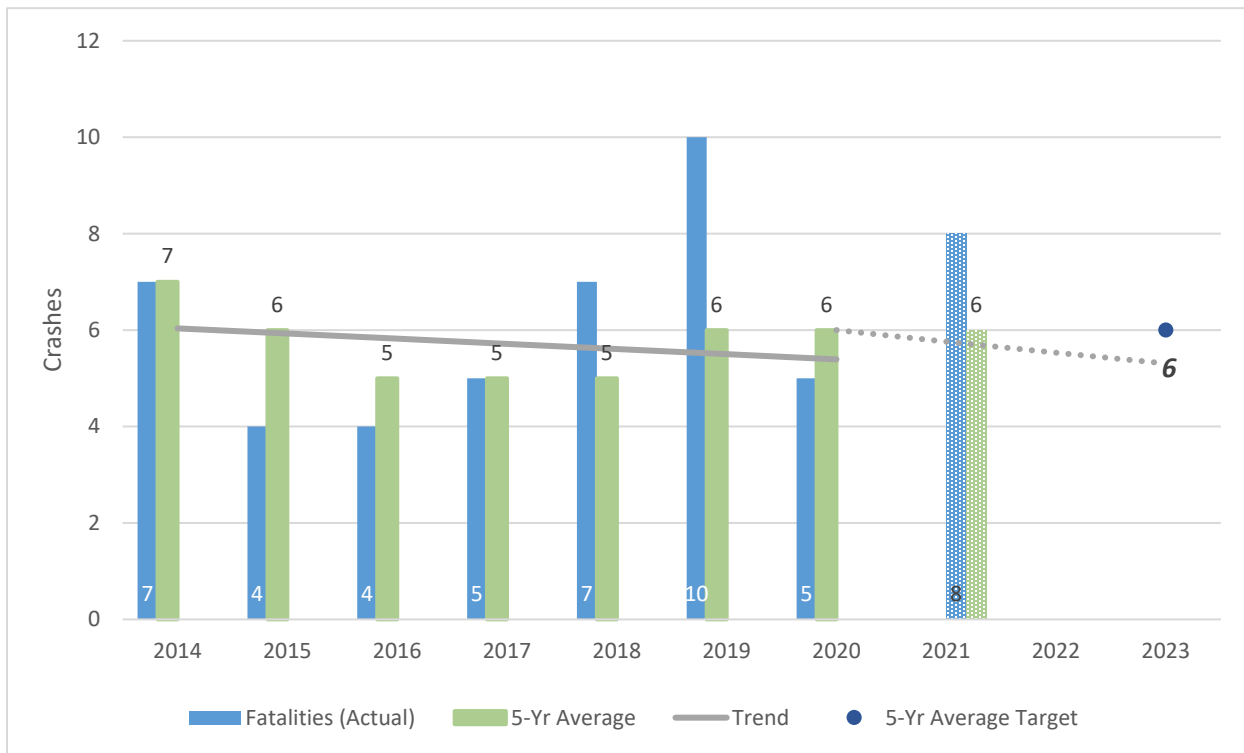
Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022 SHSP.

C-8 Unhelmeted Motorcycle Fatalities

- > **Goal.** Reduce the five-year average unhelmeted motorcyclist fatalities at 6 or below by December 31, 2023.
 - **Justification.** Similar to the overall motorcycle performance measure, the spike in 2018, and an additional spike specifically for unhelmeted fatalities in 2019 will affect future averages. A goal of 6 fatalities (2019 to 2023 average) is chosen to reflect the average proportion of overall fatalities that involve an unhelmeted motorcyclist, 13 percent. By instituting an aggressive program of motorcycle safety activities, Rhode Island will move toward a lower number of unhelmeted fatalities and move back to the path toward zero fatalities. The 2016 NHTSA motorcycle assessment recommendations will help OHS reach this goal.

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

Figure 3.8 C-8 Unhelmeted Motorcycle Fatalities



Source: RIDOT/OHS (2022) and FARS (2022).

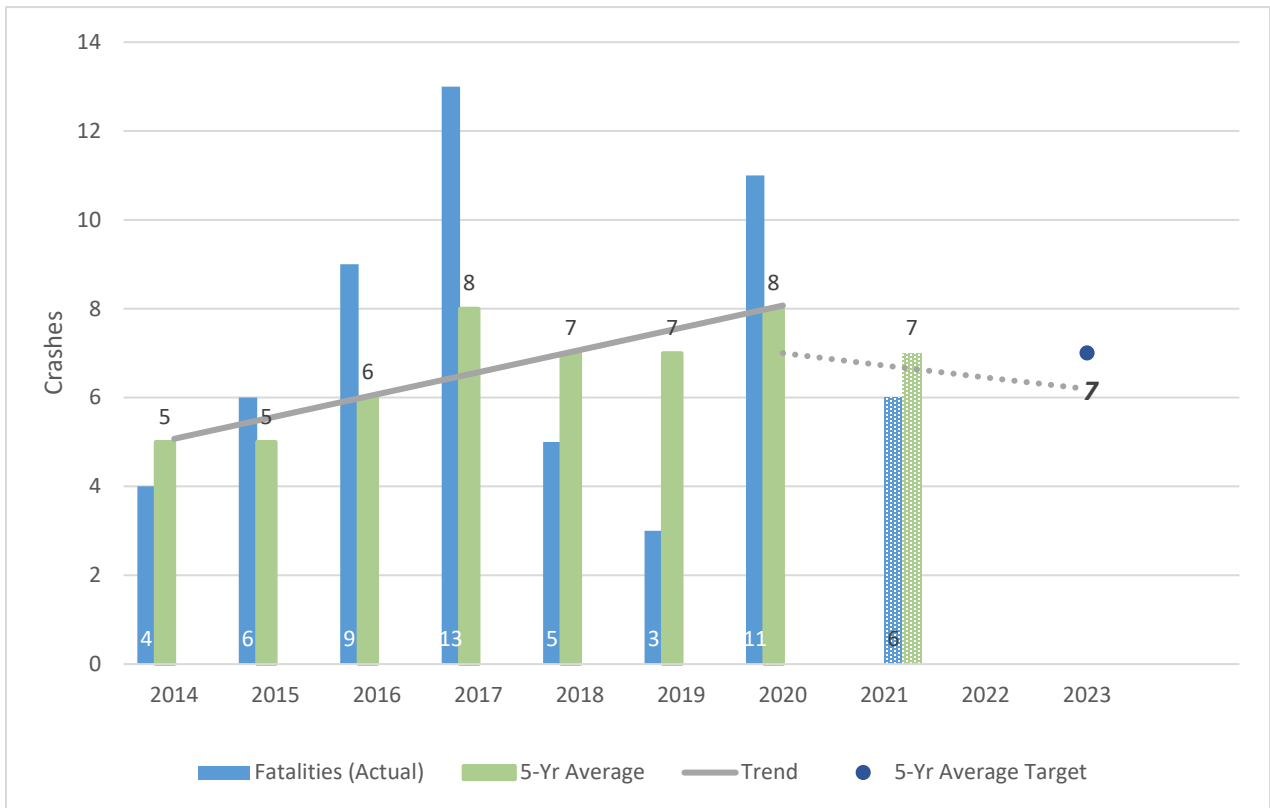
Note: 2021 crash values are preliminary

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.** Reduce the five-year average number of drivers age 20 or younger involved in fatal crashes below 7 (2019 to 2023 average) by December 31, 2023.
 - **Justification.** Preliminarily the number of 2021 fatalities is 6 which is much higher than the low of 3 achieved in 2019, but lower than the previous peak of 13 in 2017. A goal of 7 fatalities (2019 to 2023 average) has been chosen to both move toward TZD but also to reflect the average proportion of overall fatalities that involve younger drivers, which is approximately 10 percent. As with other performance measure, challenges due to the pandemic are anticipated to be felt in 2022 as well. The recent Driver Education Assessment has also informed the approach to Younger Driver outreach in 2023.

Figure 3.9 Drivers Age 20 or Younger Involved in Fatal Crashes



Source: RIDOT/OHS (2022) and FARS (2022).

Note: 2021 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

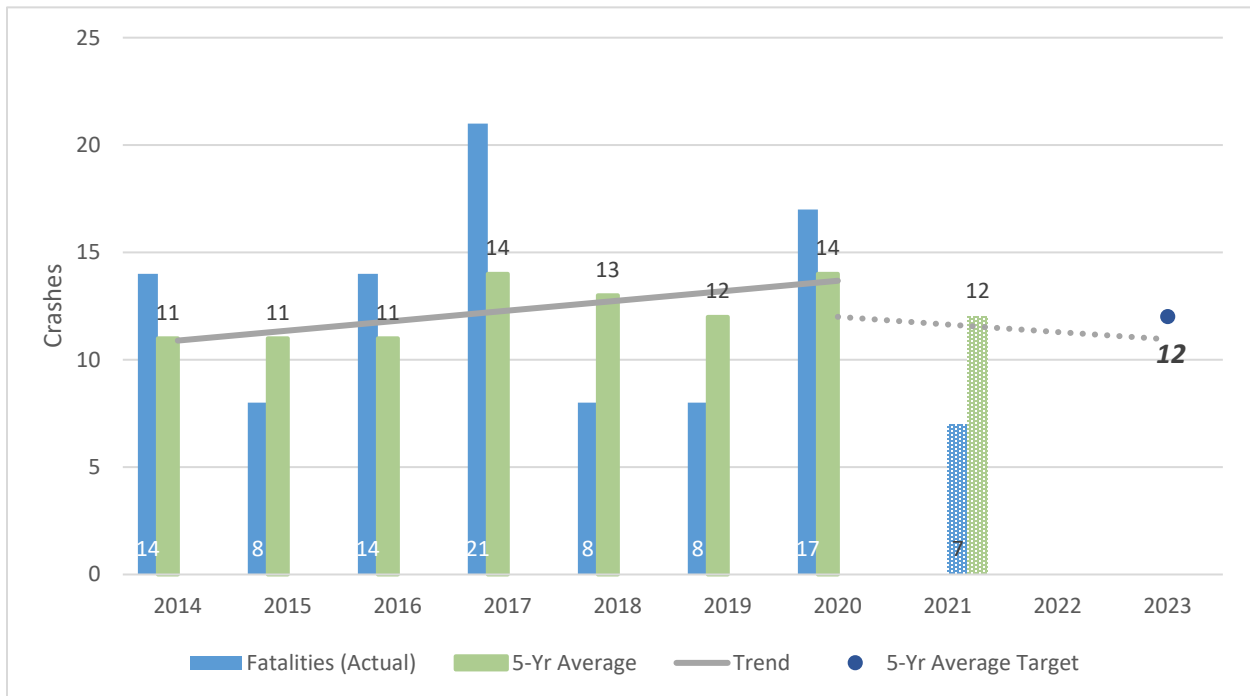
➤ **Goal.** Reduce the five-year average number of pedestrians in fatal crashes below 12 (2019 to 2023) by December 31, 2023.

- **Justification.** Preliminary data indicate there were 7 pedestrian fatalities in 2021, a significant decrease from the 17 fatalities from 20, but slightly lower than a peak of 21 in 2017. The increase in 2021 also corresponds to the increase in the overall fatalities during the COVID-19 pandemic. There is a need to refocus on statewide vulnerable road user programs targeting Providence and other municipalities with high pedestrian crashes to help the State move back toward the TZD trend.

Aiming for improved outcomes, we will review past efforts and create momentum to support countermeasures that support strong ped programs. We will increase our media and messaging strategies, law enforcement details and training and review possible legislation to support lowering these numbers. We will also include many projects listed in our SHSP in our 2023 HSP. We will increase our community outreach efforts as well.

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

Figure 3.10 C-10 Pedestrian Fatalities



Source: RIDOT/OHS (2022) and FARS (2022).

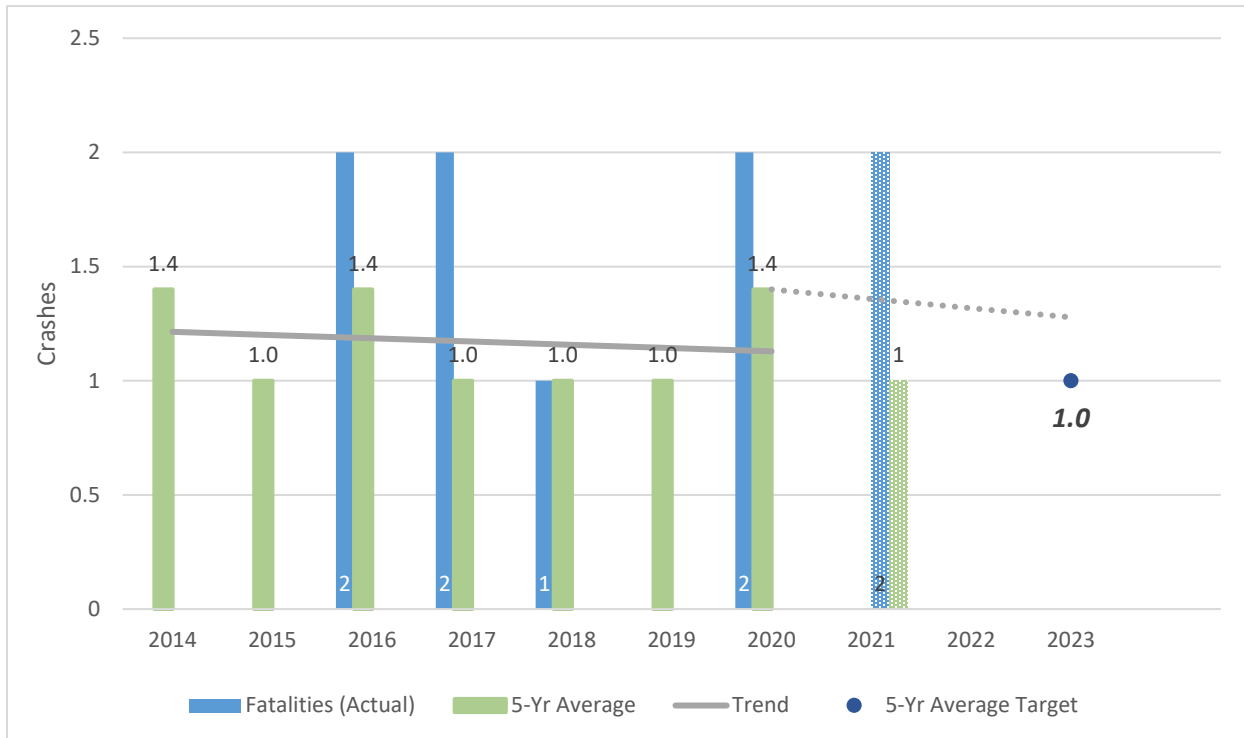
Note: 2021 crash values are preliminary

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.** Reduce the five-year average number of bicyclist fatalities at or below 1 by December 31, 2023.
 - **Justification.** Bicyclist fatalities have been very low in Rhode Island over the past five years. Preliminary 2021 values show two fatalities, 2022 YTD there have been 0 bicycle fatalities. On average, between 2014 and 2020, fatalities have been consistently between 1 and 2 and it is highly likely this trend will continue through the continuation of bicycle events and programs. Through the planned activities presented the State hopes to bring this number to zero deaths.

Figure 3.11 C-11 Bicyclist Fatalities



Source: RIDOT/OHS (2022) and FARS (2022).

Note: 2021 crash values are preliminary

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

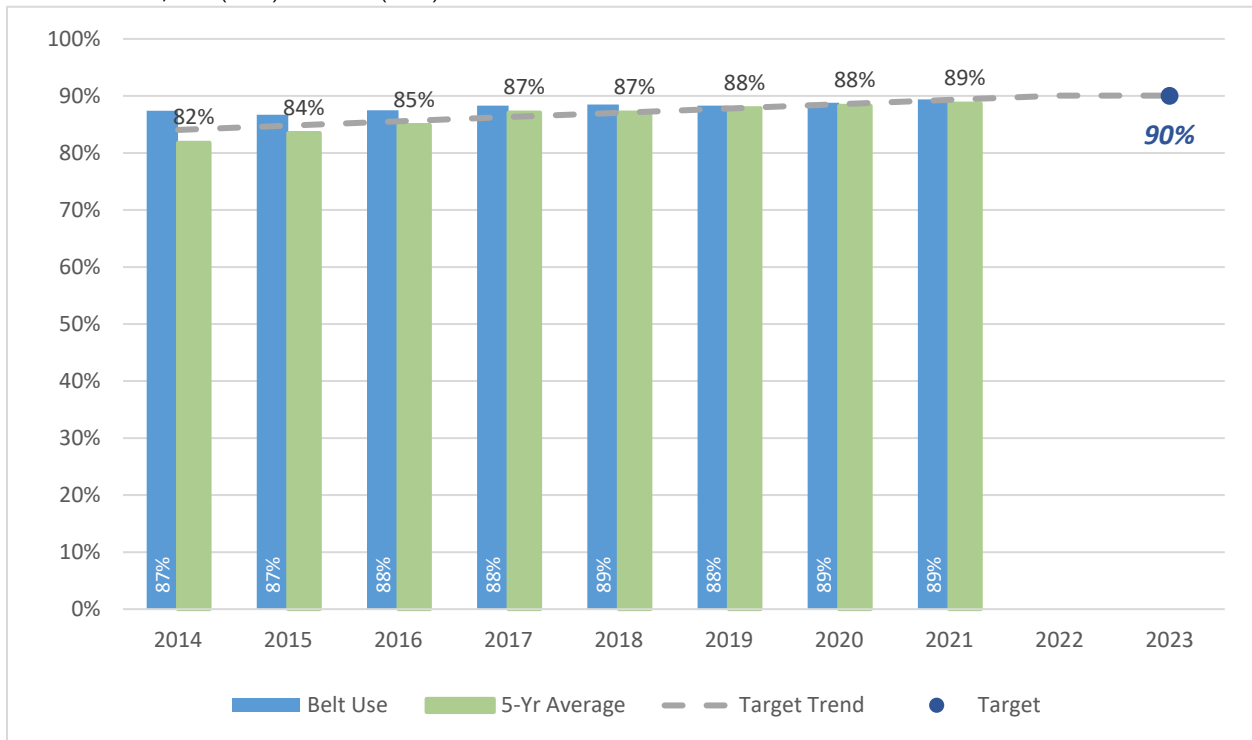
Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -3% annually for vulnerable road users, consistent with the 2017-2022 SHSP.

B-1 Observed Belt Use

- › **Goal.** Increase observed seat belt use from 89.4 percent in 2021 to 90 percent by 2023.
 - **Justification.** Since the 2013 removal of the sunset on the primary seat belt law seat belt usage has made very minor but steady improvements. The intent is for the rate to continue to rise to 90 percent which is achievable with the continuation of the primary seat belt law, fines, enforcement, and education programs.

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

Source: RIDOT/OHS (2022) and FARS (2022).



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 percent in 2021 to 80 percent in 2023.
 - **Justification.** A one percent increase to reach 80 percent appears a reasonable goal. Pickup drivers exhibit the lowest safety belt use rate among the vehicle types tracked in the annual Rhode Island seat belt use survey, ten percent less than passenger cars. Changing the safety behavior of these users is a key component of the initiatives in the HSP. A dedicated enforcement and education focus on these users will help move percentage use upwards. We will implement suggestions and strategies from the FFY21 OP assessment into the FFY23 HSP and it is our goal to coordinate our annual seat belt use survey.
- › **Goal.** Increase perception of being ticketed for failure to wear safety belts “always” or “nearly always” from 33 percent in 2021 to 45 percent in 2023.
 - **Justification.** The percentage of responses to this survey question that are “always” or “nearly always” has been trending upward. Moving past the pandemic, OHS plans to reengage with the public through survey efforts and gain improved perspective on belt use.
- › **Goal.** Increase awareness of “Click It or Ticket” slogan from 84.0 percent in 2021 to 92 percent in 2023.
 - **Justification.** Rhode Island survey respondents in prior years exhibited an awareness of the CIOT slogan above 90 percent. Moving past the pandemic, OHS plans to reengage with the public through survey efforts and gain improved perspective on belt use. With dedicated efforts between CIOT partners, Rhode Island can move toward this target.

Impaired Driving

- › **Goal.** Increase perception of being arrested by law enforcement after drinking and driving “always” or “nearly always” from 50.3 percent in 2021 to 60 percent in 2023.
 - **Justification.** The percentage of responses to this survey question that are “always” or “nearly always” has been slow to improve. Moving past the pandemic, OHS plans to recalibrate public engagement and will use survey efforts and gain improved perspective on impaired driving perspectives.
- › **Goal.** Increase recognition of DSoGPO impaired driving enforcement slogan from 61.1 percent in 2021 to 65 percent in 2023.
 - **Justification.** Awareness of this slogan has been trending downward. Continued enforcement and education efforts that build on prior successes will move this percentage upward.

Pedestrians

- › **Goal.** Reduce the five-year average number of impaired pedestrian fatalities to 2 or below (2019 to 2023 five-year average) by December 31, 2023.
 - **Justification.** The average annual number of impaired pedestrian fatalities is 2.3 from 2017-2021, which is a slight decrease from previous years. Continued enforcement and education efforts will help drive the number down, however, Rhode Island recognizes increased pedestrian volumes.

Traffic Records

- › **Goal.** Increase number of systems that access State EMS data.
 - **Justification.** The State EMS system now integrates with 8 systems, one more than last year. Although not tracked for this measure, as it is unknown how many providers had access through one of the other integrated systems, this new integration allows for all care providers to access EMS data, improving data accessibility.
 - **Baseline Condition.** 8, **Target Condition.** Increase the number of State systems that integrate with the State EMS from 8 to 9.
 - **Supporting Project.** NHTSA 164AL 23 01 FA/NHTSA 164 23 00B/NHTSA M8TR 23 01 – RMS Statewide

Distracted Driving

- › **Goal.** Increase the number of DMV survey respondents who never talk on a hand-held cellular phone while driving from 50.3 percent in 2021 to at least 75 percent in 2023.
 - **Justification.** The target is to increase the number of DMV survey respondents who never talk on a hand-held cellular phone while driving from 50.3 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 2020 DMV survey results showed that 50.3 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 75 percent.

Media

- › **Goal.** Increase perception of being ticketed for failure to wear safety belts “always” or “nearly always” from 33 percent in 2021 to 45 percent in 2023.
 - **Justification.** The percentage of responses to this survey question that are “always” or “nearly always” has been trending upward. Moving past the pandemic, OHS plans to reengage with the public through survey efforts and gain improved perspective on belt use.
- › **Goal.** Increase awareness of “Click It or Ticket” slogan from 84.0 percent in 2021 to 92 percent in 2023.

- **Justification.** Rhode Island survey respondents in prior years exhibited an awareness of the CIOT slogan above 90 percent. Moving past the pandemic, OHS plans to reengage with the public through survey efforts and gain improved perspective on belt use. With dedicated efforts between CIOT partners, Rhode Island can move toward this target.
- › **Goal.** Increase perception of being arrested by law enforcement after drinking and driving “always” or “nearly always” from 50.3 percent in 2021 to 60 percent in 2023.
 - **Justification.** The percentage of responses to this survey question that are “always” or “nearly always” has been slow to improve. Moving past the pandemic, OHS plans to recalibrate public engagement and will use survey efforts and gain improved perspective on impaired driving perspectives.
- › **Goal.** Increase recognition of DSoGPO impaired driving enforcement slogan from 61.1 percent in 2021 to 65 percent in 2023.
 - **Justification.** Awareness of this slogan has been trending upward. Continued enforcement and education efforts that build on prior successes will move this percentage upward.

4

Highway Safety Countermeasures and Projects for FFY 2023 (by Program Area)

This section provides details on the program areas, performance targets and measures, project descriptions, and funding levels and sources. The program areas in the Rhode Island FFY 2023 HSP include occupant protection, impaired driving, speed, motorcycles, younger drivers, vulnerable road users (pedestrians, bicyclists), traffic records, evidence-based enforcement, distracted driving, and planning and administration.

4.1 Occupant Protection

Problem Identification and Analysis

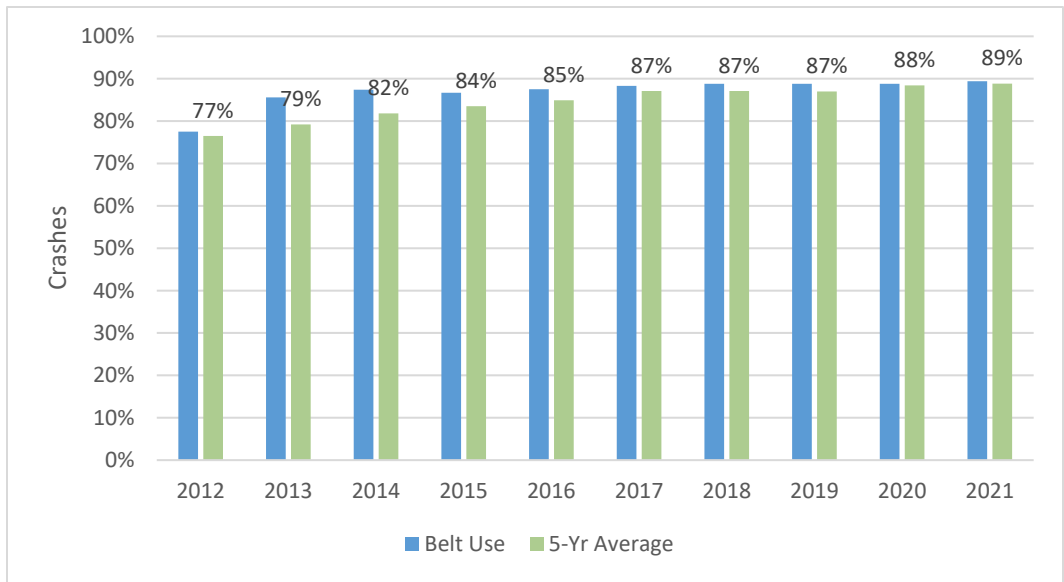
Lack of restraint use continues to be a significant contributing factor in Rhode Island's crash fatalities and serious injuries. Fatalities resulting from crashes where restraints were not used accounted for approximately 30 percent of the total fatalities in 2021. The safety belt use rate for Rhode Island, while steadily rising, has been well below the national rate over the last decade. The Rhode Island seat belt in 2021 was 89.4 percent, lower than the national rate of 90.4 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 (69%). 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 2020 will continue to be used to develop appropriate educational and marketing materials and target enforcement activities to reduce restraint nonuse.

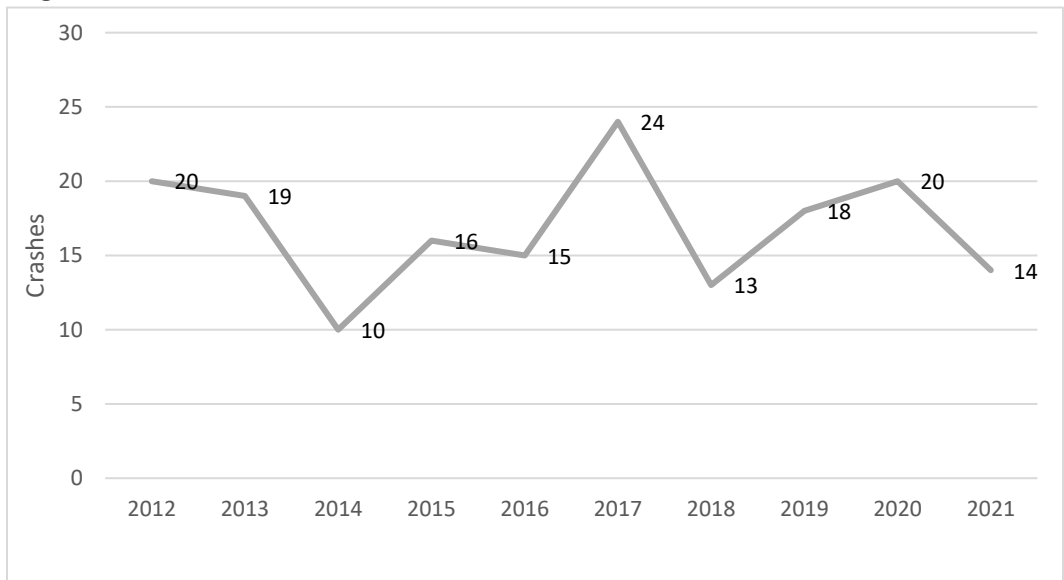
OHS continues to staff a Program Coordinator for the Occupant Protection program, as well as other program areas. This has enabled OHS to enhance occupant protection programs and outreach. This includes introducing an initiative to enhance child passenger safety technician training program for fire services,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

Figure 4.1 Observed Safety Belt Use Rate



Source: RIDOT/OHS (2022).

Figure 4.2 Restraint Nonuse for Rhode Island Motor Vehicle Fatalities



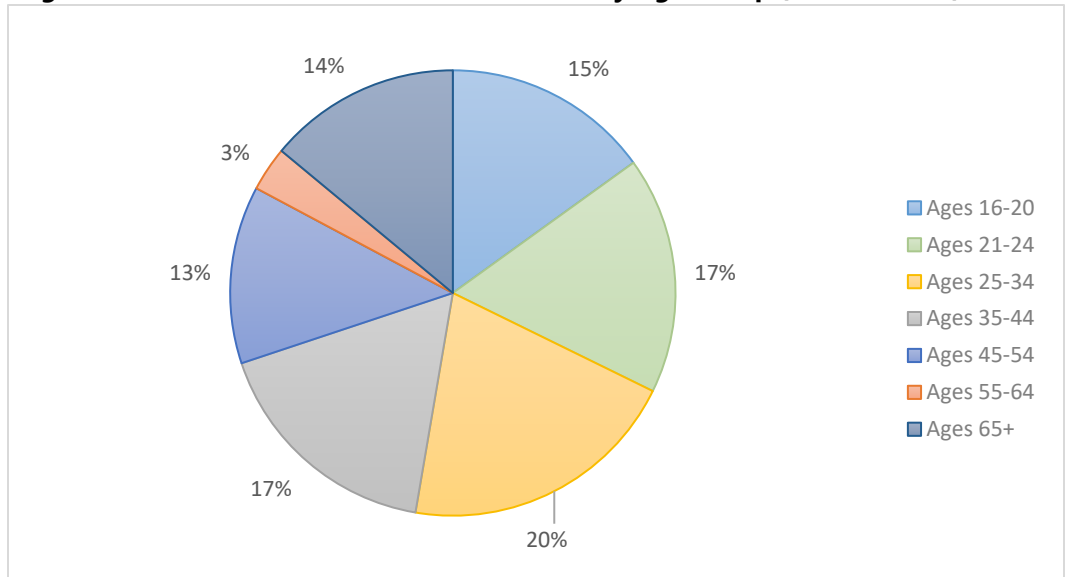
Source: RIDOT/OHS (2022).

Table 4.1 Motor Vehicle Fatalities by Restraint System – Use and Nonuse (2021)

	Driver	Passenger	Total
None Used/Not Applicable	16	3	19
Lap Belt Only Used	0	0	0
Shoulder and Lap Belt	16	6	22
Child Restraints	0	0	0
Unknown	0	0	0
Total	32	9	41

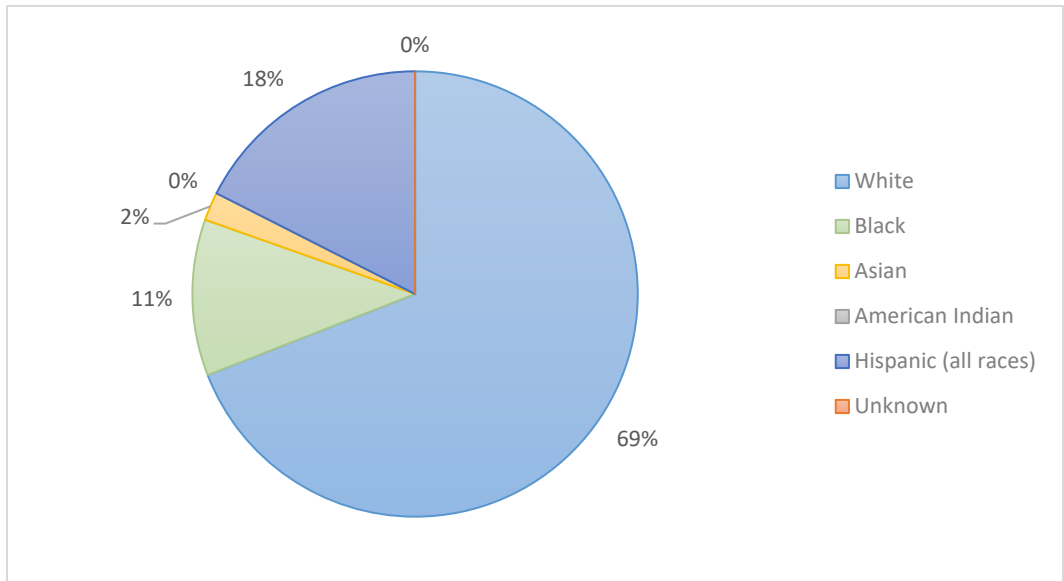
Source: FARS (2022).

Figure 4.3 Number of Unrestrained Fatalities by Age Group (2017 to 2021)



Source: RIDOT/OHS (2022).

Figure 4.4 Unrestrained Fatalities by Race (2017 to 2021)



Source: RIDOT/OHS (2022).

Table 4.2 Top Six Cities/Towns for Unrestrained Motor Vehicle Occupant Fatalities (2017-2021)

City/Town	2017	2018	2019	2020	2021	Total
Providence	2	1	3	4	4	14
Cranston	2	3	1	2	0	8
Warwick	1	1	2	3	1	8
Richmond	2	1	0	3	1	7
Pawtucket	2	0	1	2	1	6
East Providence	0	0	5	0	0	5

Source: RIDOT/OHS (2022)

Child Passenger Safety

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

Table 4.3 lists planned Child Passenger Safety Technician (CPST) Events planned for FFY 2023. There will be a certified technician at each event. **Table 4.4** summarizes the active network of child restraint inspection stations proposed for FFY 2023.

Table 4.3 CPST Certification Events

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

Source: RIDOT/OHS, (2022).

Table 4.4 Active Network of Child Restraint Inspection Stations FFY 2022

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	17,153	
Bristol	Urban	22,493	
Burrillville	Urban/Rural	16,158	
Central Falls	Urban	22,583	Yes
Coventry	Urban/Rural	35,688	
Cranston	Urban/Rural	82,934	
Cumberland	Urban	34,977	
East Greenwich	Urban/Rural	14,312	
East Providence	Urban	47,139	
Jamestown	Urban	5,559	
Johnston	Urban/Rural	29,568	
Lincoln	Urban	22,529	

City/Town	Urban/Rural	Population	At Risk Area
Middletown	Urban	17,075	
North Providence	Urban	34,114	
Pawtucket	Urban	75,604	Yes
Portsmouth	Urban	17,871	
Providence	Urban	190,934	Yes
Richmond	Urban	8,020	Yes
Smithfield	Urban/Rural	22,118	
South Kingstown	Urban/Rural	31,913	
Tiverton	Urban/Rural	16,359	
Warren	Urban	11,147	
Warwick	Urban	82,823	
West Warwick	Urban	31,012	
Westerly	Urban/Rural	23,359	
Woonsocket	Urban	43,240	Yes
TOTAL POPULATION SERVED		956,682 (90%)	
Other			
Women & Infants Hospital, Providence			
Department of Public Safety, Providence			
Injury Prevention Center, Rhode Island Hospital, Providence			
Charlestown Rescue			
Children's Friend			
East Bay Community Action Program			
Meeting Street School			
Hasbro Children's Hospital			
Rhode Island Doula Services			

Source: RIDOT/OHS, (2022).

Associated Performance Measures

- › **Goal.** Reduce the five-year average unrestrained occupant fatalities lower than 17 (2019 to 2023 average) by December 31, 2023.
 - **Justification.** Unrestrained fatalities have maintained over the last five years. While a spike in such fatalities in 2017 affects the five-year average, planned efforts to address unrestrained occupants will try to replicate successes in 2018 and maintain a downward trajectory in the average number of fatalities. In 2023, the 2017 spike in unrestrained fatalities will no longer attribute to a higher five-year moving average. A goal of 17 fatalities (5-year average) in 2023 was chosen to reflect the average proportion of overall fatalities that involved an unrestrained occupant (27 percent).
- › **Goal.** Increase observed seat belt use from 89.4 percent in 2021 to 90 percent by 2023.
 - **Justification.** Since the 2013 removal of the sunset on the primary seat belt law seat belt usage has made very minor but steady improvements. The intent is for the rate to continue to rise to 90 percent which is achievable with the continuation of the primary seat belt law, fines, enforcement, and education programs.
- › **Goal.** Increase safety belt use among pickup truck drivers, as measured by observations, from 79 percent in 2021 to 80 percent in 2023.
 - **Justification.** The 2020 value was 1.5 percent lower than in 2019, which is significant. 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.
- › **Goal.** Increase perception of being ticketed for failure to wear safety belts “always” or “nearly always” from 33 percent in 2021 to 45 percent in 2023.
 - **Justification.** The percentage of responses to this survey question that are “always” or “nearly always” has been trending upward. Moving past the pandemic, OHS plans to reengage with the public through survey efforts and gain improved perspective on belt use.
- › **Goal.** Increase awareness of “Click It or Ticket” slogan from 84.0 percent in 2021 to 92 percent in 2023.
 - **Justification.** Rhode Island survey respondents in prior years exhibited an awareness of the CIOT slogan above 90 percent. Moving past the pandemic, OHS plans to reengage with the public through survey efforts and gain improved perspective on belt use. With dedicated efforts between CIOT partners, Rhode Island can move toward this target.

Countermeasure Strategies in Program Area

Communication Campaign

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

NHTSA 402OP 23 02B: Genesis OP for Diverse Families

Subrecipient: Genesis Center

Funding Source	Budget	Match	Local Benefit
Section 402	\$24,895.09	\$5,000.00	\$9,935.00

Description:

This project is a year-long, multi-faceted outreach and education campaign to educate people in our community about the importance of occupant protection. Topics will include raising awareness of RI’s primary seat belt law and child passenger safety regulations, using data to educate our community on how use of a passenger restraint can increase the chances of survival for themselves or a loved one, and informing parents of proper car seat use and misuse.

To accomplish these objectives, we will carry out the following activities:

1. Develop and curate culturally and linguistically appropriate learning materials for adult education participants and Early Learning Center families.
2. Conduct outreach to adult learners through classroom instruction on seat belt and car seat laws and fines.
3. Promote culturally and linguistically appropriate educational messaging to our community through our social media outlets and paper fliers posted and given out during support service meetings, community events and information sessions.
4. Provide car seat safety information and car seats, as needed, to low-income parents and guardians of children enrolled in our Early Learning Center.
5. Coordinate with OHS to obtain current occupant protection media that can be utilized or adapted to be culturally and/or linguistically accessible to members of our community.

NHTSA 402OP 23 08B: Rollover Simulator Demonstrations**Subrecipient:** Rhode Island State Police

Funding Source	Budget	Match	Local Benefit
Section 402	\$10,981.30	\$2,197.00	\$10,000.00

Description:

NHTSA 402 disseminated for this program will support Rollover Simulator presentations held by trained officers from the Rhode Island State Police to help educate the public at community events on the dangers of not wearing a seatbelt. The Rollover simulator mimics a 30-mph crash and what happens to occupants (dummies in the rollover) that don't wear a restraint in a crash. This presentation can be offered to a number of different types of community events or festivals and reach many different demographic audiences. Estimating there will be 12 demonstrations

At the conclusion of each fiscal year, each program agrees to complete a year-end report evaluating the effectiveness of their program's efforts throughout the year. Programs also agree to participate in monitoring visits with the Office on highway Safety during the fiscal year to go over any performance questions or concerns.

Child Restraint System Inspection Stations

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

**NHTSA M2PE 23 03B: RI Hospital Child Passenger Safety in Rhode Island
Subrecipient: Injury Prevention Center/RI Hospital**

Funding Source	Budget	Match	Local Benefit
Section M2PE	\$133,538.15	\$26,000.00	\$-

Description:

In Safe Kids Rhode Island’s and the 4-Safety program’s mission to help in getting to ZERO traffic fatalities on RI roadways, they have developed programming specifically for child transportation safety with the dissemination of education and safety equipment by way of car seat education and distribution of child safety seats. . Throughout the 2023 fiscal year, this program will run out of the Injury Prevention Center (IPC) at RI Hospital will offer the following programs to the community:

1. Car seat installations at the IPC’s fitting station
2. Dissemination of injury prevention materials
3. Community events with CPS focus
4. Community events with OP safety focus
5. CPS certification/recertification courses (minimum of 2 cert, 2 renewal)
6. Monthly meetings with OHS OP/Coordinator

All of the above listed program elements will happened throughout the fiscal year FFY23. All programming for Safe Kids RI and the 4-Safety programs will take place throughout communities across the state pf Rhode Island, at various police departments, and trainings will be held at the IPC. The lead program manager recently vacated the position. OHS will work with the incoming program manager to establish a program consistent with past years.

Highway Safety Office Program Management

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

NHTSA 402OP 23 04B: State Seatbelt DMV Intercept Survey

Subrecipient: Preusser Research Group, Inc.

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

Description:

Preusser Research Group (PRG) out of Trumbull, Connecticut is a contractor that has worked with the Office on Highway Safety for years. Primarily they handle the annual observational daytime seatbelt surveys that determine restraint use in Rhode Island. Each year, PRG provides RIDOT’s OHS with their statewide belt usage rate. In 2021 Rhode Island reached an 89.4% compliance rate for belt usage. Their attitudinal DMV surveys also track impaired driving and the public’s perceptions of the associated dangers and mobilizations that surround impaired driving. In FFY 2022 observational daytime seatbelt surveys will 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 2023.

NHTSA 402OP 23 05B: State Seatbelt Observational Surveys

Subrecipient: Preusser Research Group, Inc.

Funding Source	Budget	Match	Local Benefit
Section 402	\$76,000.00	\$19,000.00	\$-

Description:

Wearing a seatbelt while driving or riding in a motor vehicle has been proven to increase one’s likelihood of surviving a crash by about 45%. As such, states across the country have found it important to track and measure the number of residents that are applying this life saving tool as drivers on roadways, as well as track other trends within occupant protection and restraint use.

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 statewide belt usage rate. In 2021 Rhode Island reached an 89.4% compliance rate for belt usage, its highest ever recorded usage rate. Their attitudinal DMV surveys also track impaired driving and the public's perceptions of the associated dangers and mobilizations that surround impaired driving.

This program tracks driver's and occupant's behavior of all ages and demographics across the state of Rhode Island.

These surveys take place over the course of the entire fiscal year from October 1st, 2022, to September 30th, 2023. A final cumulative report is delivered to RIDOT's OHS in August of each fiscal year, with the new recorded seatbelt usage rate included within.

This program targets and measures drivers and occupants on Rhode Island roadways across the entirety of the state.

A final cumulative report is delivered to RIDOT's OHS in August of each fiscal year, with the new recorded seatbelt usage rate included within. Preusser also provides the OHS with detailed monthly reports on surveys or data collected over the course of the fiscal year.

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. In 2021, 24 percent of fatalities involved an impaired driver. 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 2010 through 2021, most of Rhode Island's alcohol-related fatalities involved a driver or motorcycle operator with a BAC greater than or equal to the legal limit of 0.08, as shown in **Figure 4.5**.

In 2021, almost one-third (31%) of impaired driving fatal crashes involved a driver aged 25-34 years old. The Cities of Providence, Cranston, Warwick, Pawtucket, and Richmond have the highest number of impaired driver fatal crashes over the most recent five-year period (2017-2021).

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

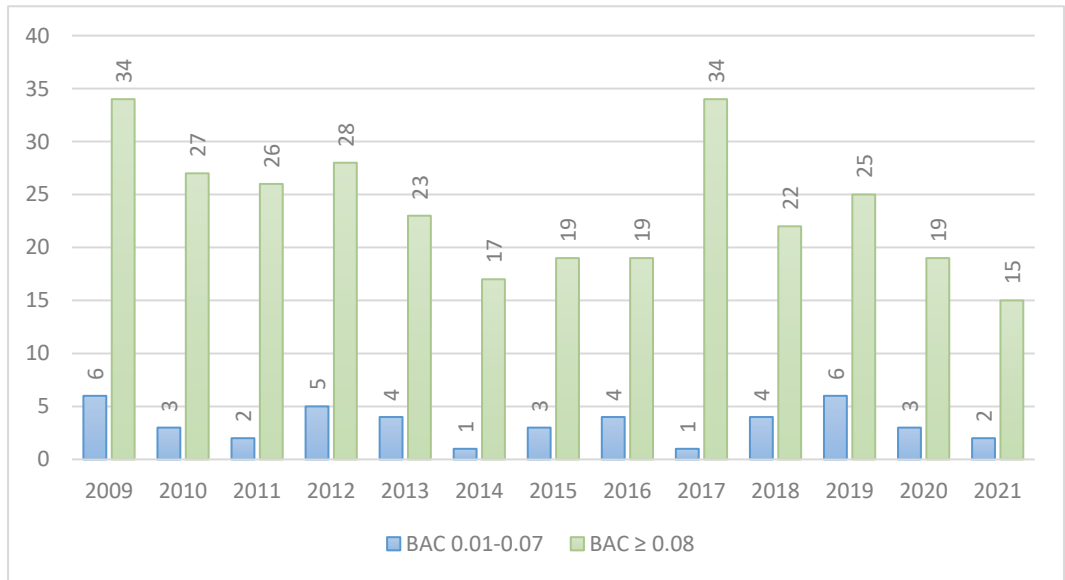
The Rhode Island DUI law provides for higher sanctions at increasing BAC levels: 0.08 to <0.10, 0.10 to <0.15, and 0.15 and greater. Of the 45 drivers and motorcycle operators involved in fatal crashes in 2021, 40 were male and 5 were female. **Table 4.6** provides the BAC test results for these drivers.

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 2023 OHS will continue to make efforts to employ strategies which support many of the recommendations.

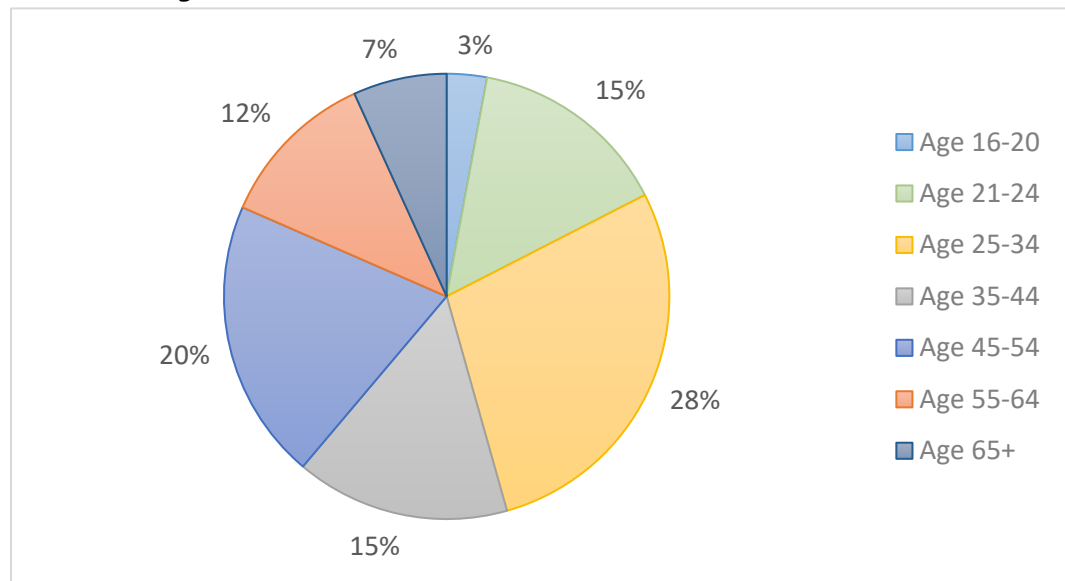
Figure 4.5 Alcohol-Related Fatalities



Source: FARS (2022).

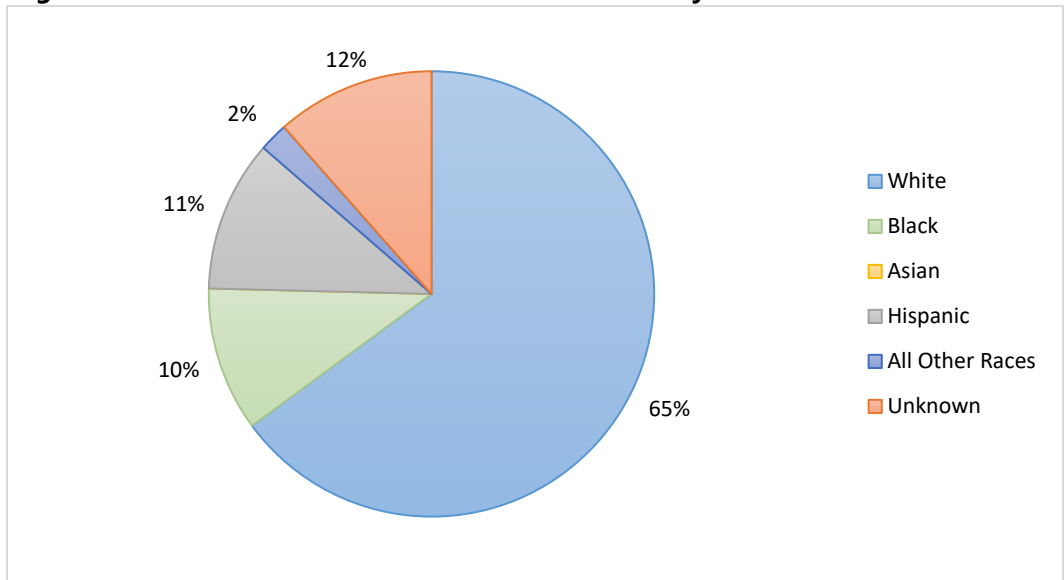
Note: Reflects NHTSA imputed data.

Figure 4.6 Drivers and Motorcycle Operators in Fatal Crashes with BAC ≥ 0.08 by age (2017 to 2021)



Source: FARS (2022).

Figure 4.7 Alcohol Involved Drivers in Fatal Crashes by Race 2017 to 2021



Source: FARS (2022).

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	2017	2018	2019	2020	2021	Total
Providence	4	4	3	5	3	19
Cranston	2	3	3	1	3	12
Warwick	3	2	2	1	3	11
Pawtucket	1	1	3	1	1	7
Richmond	1	1	0	3	0	5

Source: RIDOT/OHS (2022).

Table 4.6 BAC Test Results and Gender for Drivers or Motorcycle Operators Involved in Fatal Crashes (2020)

	Male	Female	Unknown/Blank	Total
BAC Test None Given	0	0	0	0
BAC 0.00	24	3	0	27
BAC 0.01-0.07	2	1	0	3
BAC 0.08-0.14	3	1	0	4
BAC 0.15-0.19	4	0	0	4
BAC greater than 0.19	7	0	0	7
Blank	0	0	0	0
Total	40	5	0	45
Total BAC 0.01+	16	2	0	18
Total BAC 0.08+	14	1	0	15

Source: FARS (2022).

Associated Performance Measures

- › **Goal** Reduce the five-year average impaired driving fatalities below 24 (2019 to 2023 average) by December 31, 2023.
 - **Justification** Between 2017 and 2021, the five-year average impaired fatalities have remained between a low of 15 and a high of 34. A target of 24 was chosen for 2023 that reflects the average percentage of overall fatalities that involve an impaired driver (38 percent). Redoubled efforts to address impaired driving are anticipated to meet the target.
- › **Goal.** Increase perception of being arrested by law enforcement after drinking and driving “always” or “nearly always” from 50.3 percent in 2021 to 60 percent in 2023.
 - **Justification.** The percentage of responses to this survey question that are “always” or “nearly always” has been slow to improve. Moving past the pandemic, OHS plans to recalibrate public engagement and will use survey efforts and gain improved perspective on impaired driving perspectives.
- › **Goal.** Increase recognition of DSoGPO impaired driving enforcement slogan from 61.1 percent in 2021 to 65 percent in 2023.
 - **Justification.** Awareness of this slogan has been trending upward. Continued enforcement and education efforts that build on prior successes will move this percentage upward.

Countermeasure Strategies in Program Area

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

NHTSA 164 23 06B: Alcohol Survey

Subrecipient: Preusser Research Group, Inc.

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

Description:

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.

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

Communication Campaign

- › Project Safety Impacts
 - With nearly half of fatalities in Rhode Island associated with an impaired driver, addressing this unsafe driving behavior through communication techniques can make a significant reduction in fatalities and crashes on State roadways.
- › Linkage Between Program Area
 - This strategy helps to promote safe driving with the public and to target communities that are overrepresented in impaired driving crashes
- › Rationale for Selection
 - While mass-media campaigns are a three-star countermeasure, other communication techniques are included as the effectiveness of this program area will rely on coordination with enforcement techniques.
 - Countermeasures that Work Chapter 1, Section 3, Section 4, Section 5.2
 - Rhode Island Impaired Driving Assessment 2016
- › Planned Activities

NHTSA 164 23 09B/NHTSA 402OP 23 03B/NHTSA 402PT 23 07B/NHTSA 402DD 23 06B: Work Zone Safety Awareness Campaign

Subrecipient: TBD

Funding Source	Budget	Match	Local Benefit
Section 164AL	\$30,000.00	N/A	\$12,000.00
Section 402 OP	\$20,000.00	\$5,000.00	\$10,000.00
Section 402 PT	\$100,000.00	\$20,000.00	\$40,000.00
Section 402DD	\$10,000.00	\$4,000.00	\$10,000.00

Description:

This activity is need to address recent increases in the number of crashes are occurring within a work zone.

2017: 588, **2018:** 527, **2019:** 900, **2020:** 904. Rhode Island also had 5 fatal crashes that occurred in work zones in 2020.

One of Rhode Island’s Department of Transportation staff was severely injured by an impaired driver last year. Although RIDOT supports and implements safety plans and training for all workers associated with road safety construction sites, driving behavior continues to threaten all work zone safety staff. This program is two-fold.

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 training for careers in construction. This module will provide important information to help these

Second, we’ll be creating a Work Zone safety poster media competition for the general public. This program is intended to reach both students studying road construction and general public. Although we have a move over law many people do not understand the law or its intention. This program will expand education on this topic. The created media earned and paid will help us with our educational efforts on a larger scale. We will coordinate with venues to highlight the messages and spread the awareness of work zone safety.

NHTSA FLDATR 23 04: Community Conversation

Subrecipient: Tori Lynn Andreozzi Foundation

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

Description:

There have been too many senseless deaths and injuries on the roadways of Rhode Island. This project was born out of the anger and frustration that many residents feel after two high profile crashes which related in the deaths of two young adults and severely injured another.

These crashes are 100% preventable as a person must make a conscious effort to get behind the wheel in an impaired state. This project will hopefully bring all involved parties together so that common sense solutions to this lingering menace of an issue can be reduced or hopefully eliminated once and for all. The Community conversations that are planned are a great way to address how to get the State of Rhode Island to zero deaths on its roadways. From 2016-2020 the national average of crashes nationwide that involve an impaired operator is 29.2%. Rhode Island’s percentage of crashes involving an impaired operator for the same time period is 39.8% which is much higher than the rest of most of the country. This is unacceptable as impaired driving is totally preventable.

Another troubling statistic is that Rhode Island has a 70% rate of arrestees refusing to submit to chemical testing as it is common knowledge that they will be granted a hardship license and still be able to drive once an ignition interlock is installed in their vehicle.

Six to eight events will take place statewide in local high school auditoriums and community centers throughout the 2023 fiscal year. These strategic locations to make it convenient for folks to attend an event within close proximity to their community. This project is intended to be statewide and to be convenient for all residents of the state to be able to have a community conversation in close proximity to their community. The Tori Lynn Andreozzi Foundation will host a series of community forums where victims, highway safety professionals, legislators, prevention specialists, prosecutors, members of law enforcement, and the general public can discuss ways to make the roadways in Rhode Island safer by eliminating impaired driving.

Breath Test Devices

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

NHTSA FDLBAC 23 02: RI Department of Health Forensic Toxicologist (TSRFT) and Preliminary Breath Testing
Subrecipient: RI Department of Health Toxicology Lab

Funding Source	Budget	Match	Local Benefit
Section 405D	\$350,000.00	\$70,000.00	\$-

Description:

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

This project supports overtime in HEALTH’s Forensics Unit, the BATmobile deployments and Breath Analysis Section to calibrate Preliminary Breath Testers to expand use of these instruments and to calibrate and set up Intoxilyzer 9000s in the lab. Also, to download data from these instruments for reporting to OHS and to conduct associated tasks that arise with the implementation of these instruments. The Sr. Lab Technician position was a completely new position funded solely by federal monies. This was never a state funded position. This FTE provides monthly data on breath alcohol cases from the 9000 units as part of the reporting module within the program. He maintains all PBT’s for the federally funded DRE program and plays a critical role in transitioning the entire state to the new units purchased by federal funding. The lab technician duties are to implement, certify, and maintain monthly certification on the Intoxilyzer 9000 and PBT’s, all purchased solely with federal funds.

Judicial Training

- › Project Safety Impacts
 - With nearly half of fatalities in Rhode Island associated with an impaired driver, addressing this unsafe driving behavior can make a significant reduction fatalities 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 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 successfully with offenders to decrease recidivism. NHTSA's Countermeasures That Work describes impaired driving cases "can be highly complex and difficult to prosecute, yet they are often assigned to the least experienced prosecutors. In one survey, about half of prosecutors and judges said the training and education they received prior to assuming their position was inadequate for preparing them to prosecute and preside over (impaired driving) cases."
- › Rationale for Selection
 - Countermeasures That Work, Chapter 1 cites a statistic about half of prosecutors and judges said the training and education they received prior to assuming their position was inadequate for preparing them to prosecute and preside over DWI cases. A Traffic Safety Resource Prosecutor can help train officers across the State on procedures, policies, and techniques to address traffic crimes.
- › Planned Activities

NHTSA FLDATR 23 01: Judicial Training

Subrecipient: TBD

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

Description:

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

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

A summit will be conducted utilizing subject matter experts to include other Judges and Medical Doctors. Several sessions will be conducted throughout the fiscal year to ensure all relevant members of the judiciary have an opportunity to partake in this educational undertaking. Our goal is to train twelve judges who work with those who dangerous driving behaviors impact the safety of all road users.

Impaired Driving Task Force

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

NHTSA 164AL 23 02FA: State Agencies (RISP) Impaired Driving Traffic Safety Unit Alcohol related enforcement

Subrecipient: Rhode Island State Police

Funding Source	Budget	Match	Local Benefit
Section 164AL	\$ 1,638,653.53	N/A	\$-

Description:

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

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

NHTSA 164 23 03B: Mid-Range DUI Coalition

Subrecipient: Rhode Island State Police Chiefs’ Association

Funding Source	Budget	Match	Local Benefit
Section 164AL	\$200,000.00	N/A	\$60,00.00

Description:

Alcohol related crashes comprise a large percentage of the State's total crash fatalities and serious injuries. Rhode Island has been above the national average for the past five (5) years. In 2020, 33 percent of all fatalities in Rhode Island were alcohol-related, compared to 30 percent nationally. Rhode Island's percentage of alcohol-related fatalities remains a serious highway safety problem. After being deemed a “mid-range impaired driving state” the RI Police Chiefs Assn has agreed to lead a statewide impaired driving coalition to respond to this problem. The Rhode Island Impaired Driving Coalition will be chartered as a subcommittee of the Rhode Island Traffic Safety Coalition (RITSC). Since its inception in 2007, the Traffic Safety Coalition has monitored Rhode Island's impaired driving environment and offered recommendations for improvements. A half time contractor will be tasked with creating and strengthening ongoing impaired driving programs that are developed by multiple stakeholders. This task force will work to implement an already developed and approved strategic plan which details specific tasks, goals and objectives focused on decreasing the incidences of impaired driving in RI. The coalition will work to increase positive influences via social media efforts developed by the coalition’s diverse membership. Although the coalition will be hosted by the RIPCA it will work to increase efforts beyond enforcement to increase an equity model supported by state and community leaders. It has been agreed that messaging and programs created and tracked will include outreach in Spanish. Leveraging the approved plan, dedicated and knowledgeable members will serve to reinvigorate impaired driving efforts. In FFY 2022 RI legalized possession, recreational use, and sales of cannabis . It is called the “Rhode Island Cannabis Act”. The coalition will be an important vehicle that steers our efforts to prevention and treatment practices when dealing with our state’s challenges with impaired driving including drugged driving. The coalition will be “branded” and created as an all-inclusive group of dedicated safety advocates who advance and articulate their efforts based on data, plans, and available resources. The coalition is RI’s opportunity to increase our influence based on proven impaired driving countermeasures.

Law Enforcement Training

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

NHTSA 164 23 05B/NHTSA 402PT 23 05B/NHTSA 402DD 23 04B: RIPCA Safety Partnership Program
Subrecipient: Rhode Island Police Chiefs Association (RIPCA)

Funding Source	Budget	Match	Local Benefit
Section 164AL	\$40,000.00	N/A	\$16,000.00
Section 402PT	\$40,000.00	\$10,000.00	\$25,000.00
Section 402DD	\$40,000.00	\$10,000.00	\$16,000.00

Description:

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

NHTSA 164 23 04B/NHTSA FESDDLE 23 01/NHTSA 402SA 23 06B/NHTSA M9X 23 01/**NHTSA FHTR 23 01:** RIMPA State Agencies Law Enforcement Highway Safety Training Coordinator (LEHSTC) & Training**Subrecipient:** Rhode Island Municipal Police Academy

Funding Source	Budget	Match	Local Benefit
Section 164	\$200,000.00	\$-	\$100,000.00
Section 405E	\$100,00.00	\$20,000.00	\$-
Section 402SA	\$75,000.00	\$15,000.00	\$75,000.00
Section 405F	\$35,355.37	\$7,000.00	\$-
Section 405H	\$21,000.00	\$4,200.00	\$21,000.00

Description:

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, 2022 through September 30, 2023 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 in 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 municipalities as well as act as the highway safety contact with the Rhode Island Chiefs of Police and other state safety advocates.

Traffic Safety Resource Officer

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

NHTSA FDLCS 23 01: State Agencies (AG)-Traffic Safety Resource Prosecutor (TSRP)

Subrecipient: Rhode Island Attorney General’s Office

Funding Source	Budget	Match	Local Benefit
Section 405D	\$262,548.00	\$52,000.00	\$-

Description:

OHS will pay 75% of the salary of a prosecuting attorney from the Attorney General’s staff, to serve as the TSRP. The TSRP will:

- The TSRP will be an active member on the Traffic Safety Coalition and agree to attend monthly meetings. He/She will also be an active participant on several emphasis teams which deal with dangerous driving behavior. His/her presence and participation should be included on the Impaired Driving, Speeding, OP, and Young Driver teams.
- The TSRP will organize and lead a committee (to include the OHS) to review RI’s Impaired Driving statute in order to create a list of agreed upon statute changes/enhancements.
- The TSRP will review RI’s social host law and offer recommendations for changes and/or enhancements.
- The TSRP will obtain and share with OHS data on disposition of arrests for DUI and refusal, calculate conviction rates and compare rates of the AG’s office and municipal solicitors.
- The TSRP will offer interlock data to include the number of interlocks installed monthly and annually.
- The TSRP will support and assist in judicial trainings and prosecution trainings in testimony, evidence, and prosecution.
- The TSRP will continue to train police officers and recruits at annual recertification classes for breathalyzer operators in the area of DUI and Implied Consent Prosecution. The recruit training at will include lecture and mock trail exercises.
- The TSRP will participate on NHTSA TSRP focused webinars and teleconferences on behalf of the OHS.

4.3 Speed

Problem Identification and Analysis

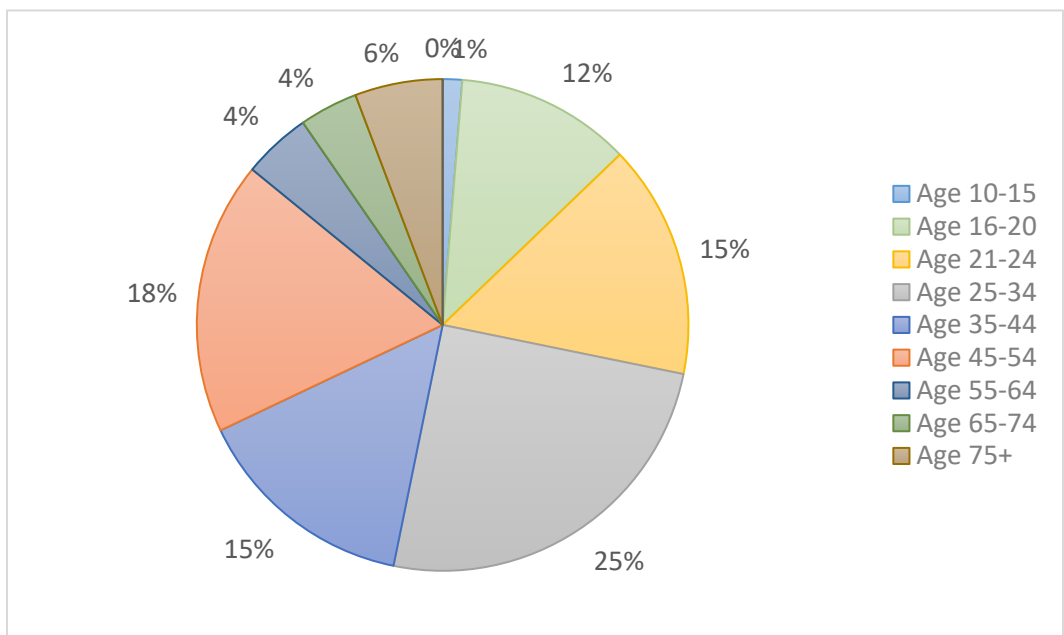
In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. A speed-related serious injury crash is defined as occurring when a citation is issued to a driver involved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

Speed was a likely factor in over 45% of fatalities in 2020 and 2021, which is slightly lower than the 49% of all fatalities over the prior five-year period (2017-2021). Preliminary 2021 numbers show that speed was a factor in nearly half of fatalities. 2017 saw a dramatic jump to 41 fatalities, followed by 30 in 2018. Most drivers in speed-related fatal crashes for the five-year period prior to 2021 are between age 16 and 34 (52%). The cities of Providence and Warwick have the highest numbers of speeding crashes in the most recent five years with 25 and 13 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 11,621 speeding citations in 2021, compared to 7,146 in 2020. 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 (2017 to 2021)



Source: RIDOT/OHS (2022).

Table 4.7 Top Five Cities/Towns by Fatal Speeding Crashes

City/Town	2017	2018	2019	2020	2021	Total
Providence	4	4	5	4	8	25
Warwick	0	2	2	3	5	13
Cranston	1	2	3	2	3	12
Pawtucket	0	3	1	2	4	11
Richmond	1	3	1	0	3	8

Source: RIDOT/OHS (2022).

Associated Performance Measures

- › **Goal.** Reduce the five-year average speed-related fatalities below 29 (2019 to 2023 average) by December 31, 2023.
 - **Justification.** Speed-related fatalities have fluctuated over the last few years, with as few as 13 in 2014 and a spike in 2017 at 41 fatalities. The spike in 2019 (36 fatalities) will require significant decreases in future years to achieve averages that move toward the zero deaths goal. A goal of 29 fatalities in 2023 provides a realistic target as speed-related fatalities are typically half of all fatalities.

Countermeasure Strategies in Program Area

Communication & Outreach

- › Project Safety Impacts
 - Speeding and other driver behaviors remain a challenge. Rhode Island safety practitioners need to use other methods, such as communication, to promote safety and general awareness across speed-related and other emphasis areas. Often these behaviors are linked and are best countered with a multidisciplinary approach.
- › Linkage Between Program Area
 - Across nearly all emphasis areas, speed included, traffic fatalities were up in 2020. Increases in risk-taking behaviors have been observed in Rhode Island and nationally. Expanding outreach and education is one of a few tools that practitioners have to help the travel public recognize the potential consequences of risk-taking behavior. This program is intended to expand education around speeding and other emphasis areas.
- › Rationale for Selection
 - Countermeasures That Work, Chapter 4, Section 4.2 describes communication and outreach strategies to reach out to drivers.
- › Planned Activities

NHTSA 164 23 08B/NHTSA 402OP 23 06B/NHTSA 402PT 23 06B: VMS Message Boards and Cloud Services
Subrecipient: All Traffic Solutions

Funding Source	Budget	Match	Local Benefit
Section 164	\$120,000.00	N/A	\$48,000,
Section 402OP	\$20,000.00	\$4,000.00	\$8,000.00
Section 402PT	\$100,000.00	\$20,000.00	\$40,000.00

Description:

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

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

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

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

Agencies chosen to receive grant funding to purchase portable variable message boards shall enter into a Memorandum of Agreement with the Office on Highway Safety regarding the effectiveness of safety messages.

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

4.4 Motorcycles

Problem Identification and Analysis

From 2017 through 2021, motorcyclist fatalities in Rhode Island fluctuated between a low of 11 in 2017 to a spike 18 in 2018. This preliminary data for 2021 brings the five-year average from 2017 to 2021 up to 14. This is moving the State away from the desired downward trend.

Unhelmeted motorcycle fatalities have also mirrored the overall trend, with a spike in 2019 and 2020. After achieving a low of two in 2008, the lowest low since then has been 4. There were 5 unhelmeted motorcycle fatalities in 2020 and 8 in 2021. Over the period 2017-2021, almost half of the motorcycle drivers were unhelmeted.

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

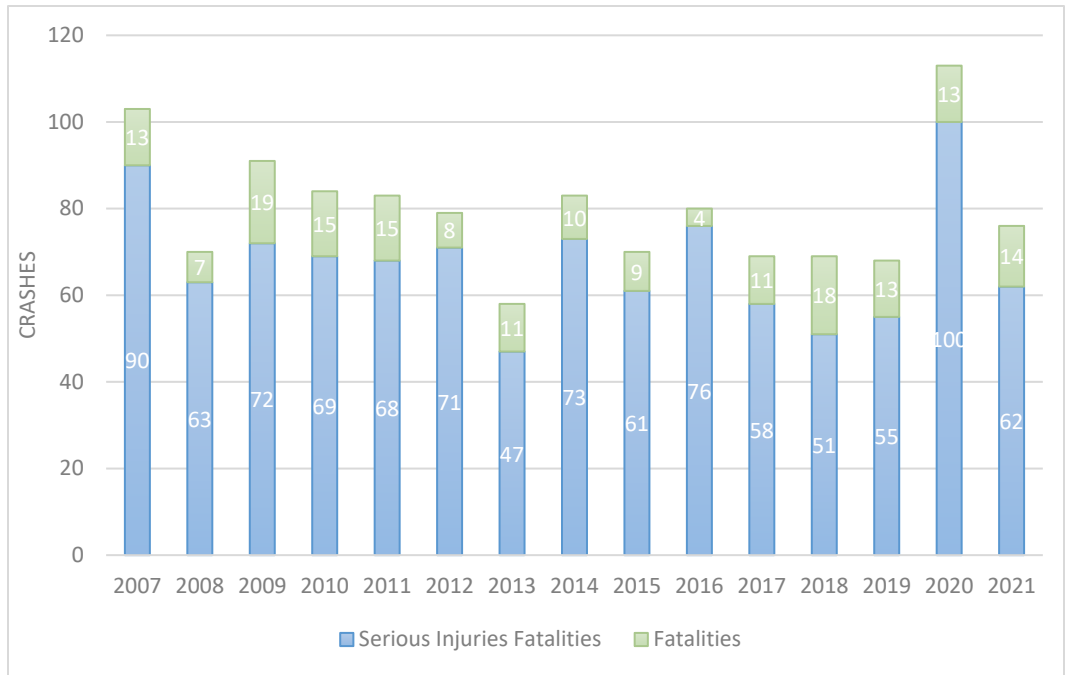


Annual Motorcycles Skills Revival Rally

Additional analysis shows that most impaired drivers in fatal crashes are white (65%). 37% of drivers are between the ages of 25 to 34 and another 15 percent are between the ages of 21 to 24. From 2017 to 2021, June had the most fatal crashes; and 64 percent of crashes occurred between Friday and Sunday. The urban areas such as Providence, Johnston, Pawtucket, and Westerly 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.

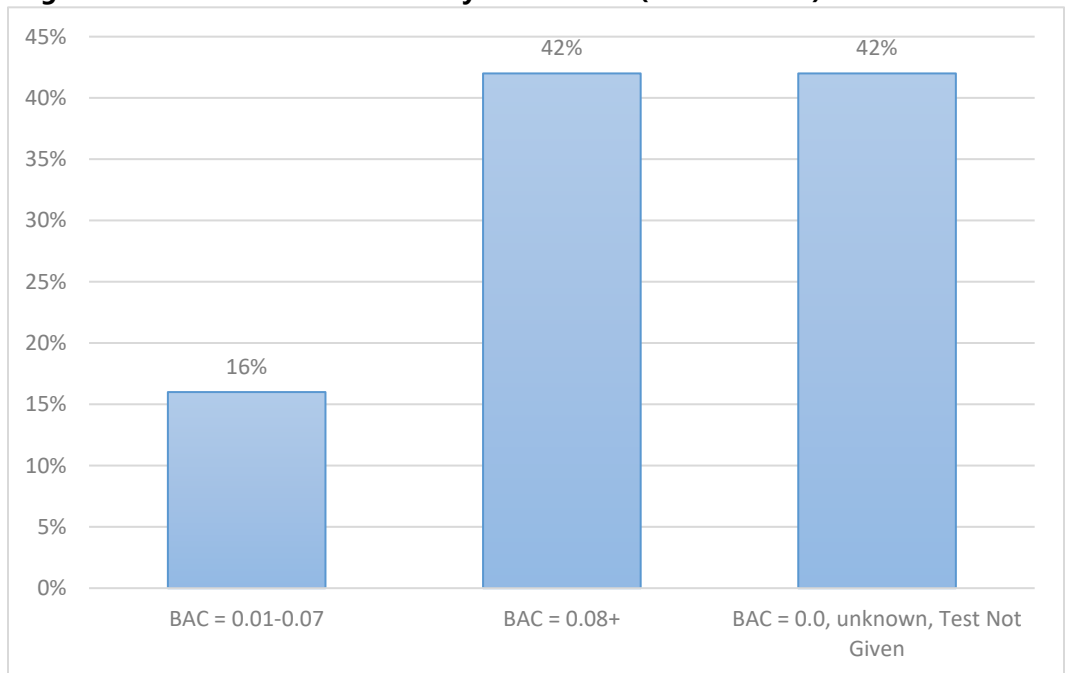
Figure 4.9 Motorcyclist Fatalities and Serious Injuries



Source: RIDOT/OHS (2022).

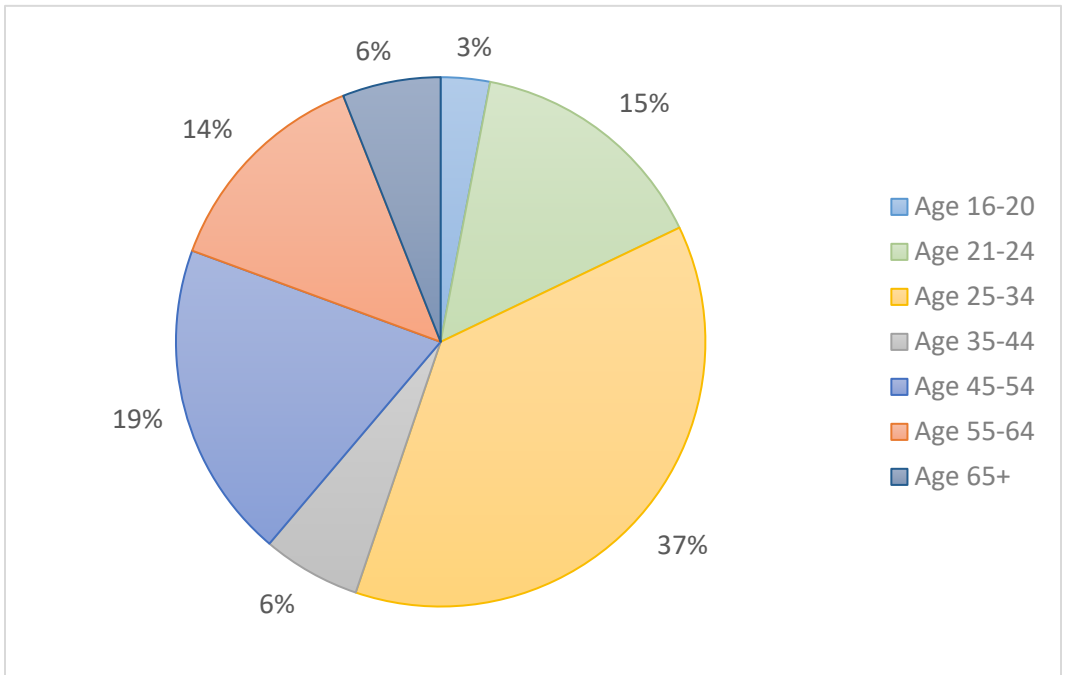
Note: 2021 data is preliminary.

Figure 4.10 BAC Involved in Motorcycle Fatalities (2017 to 2021)



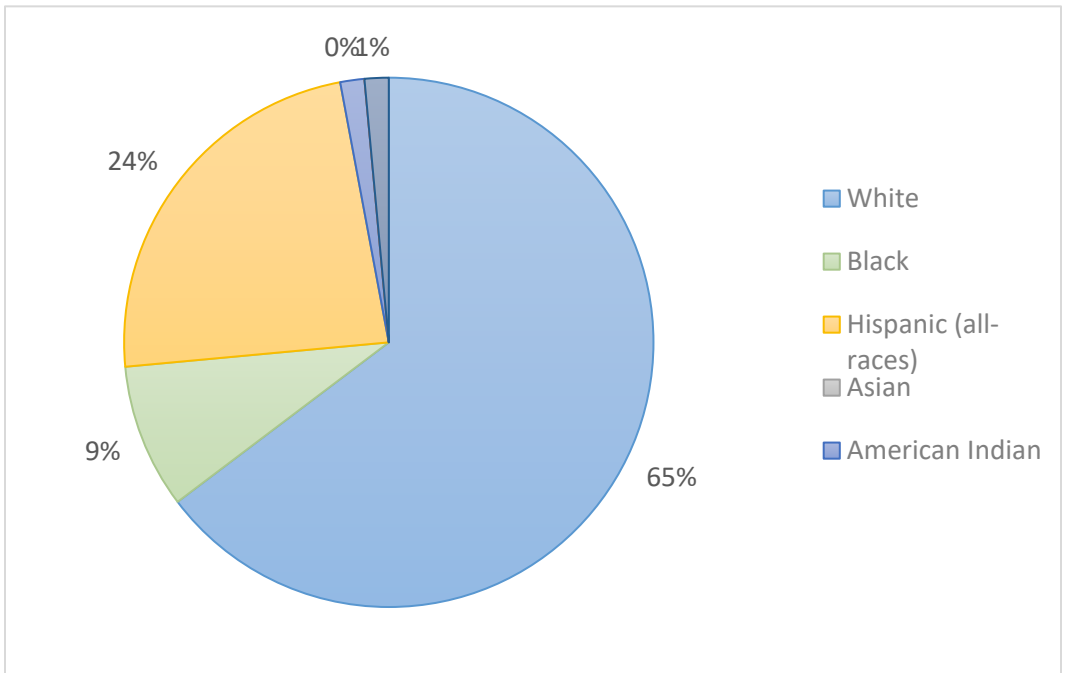
Source: RIDOT/OHS (2022).

Figure 4.11 Motorcycle Fatalities by Age (2017 to 2021)



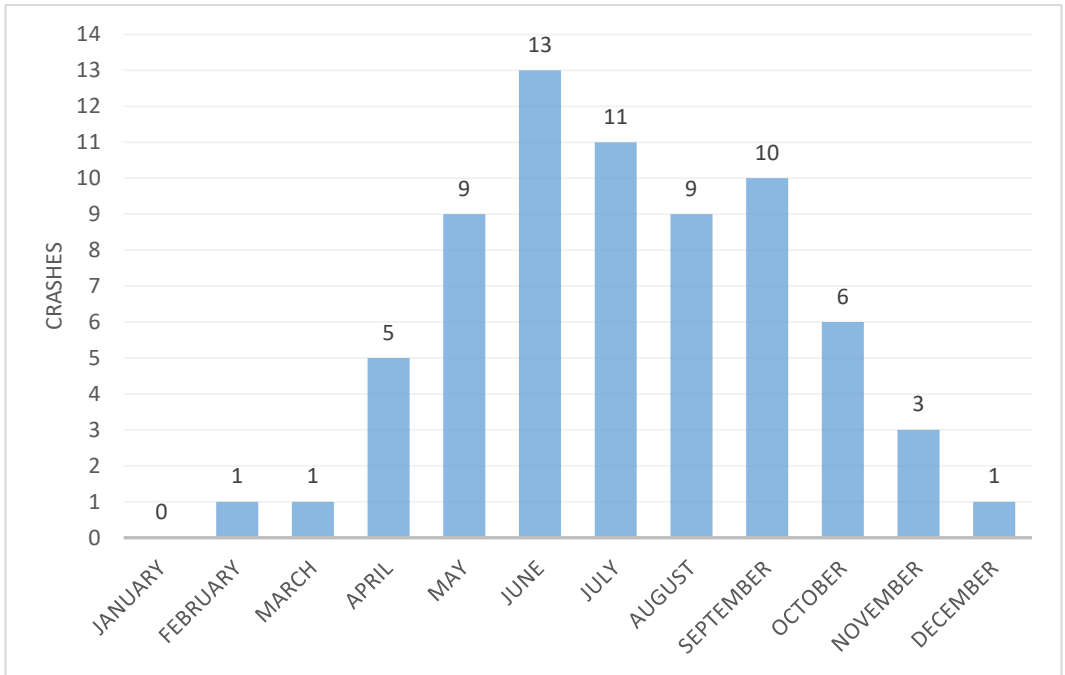
Source: RIDOT/OHS (2022).

Figure 4.12 Motorcycle Fatalities by Race (2017 to 2021)



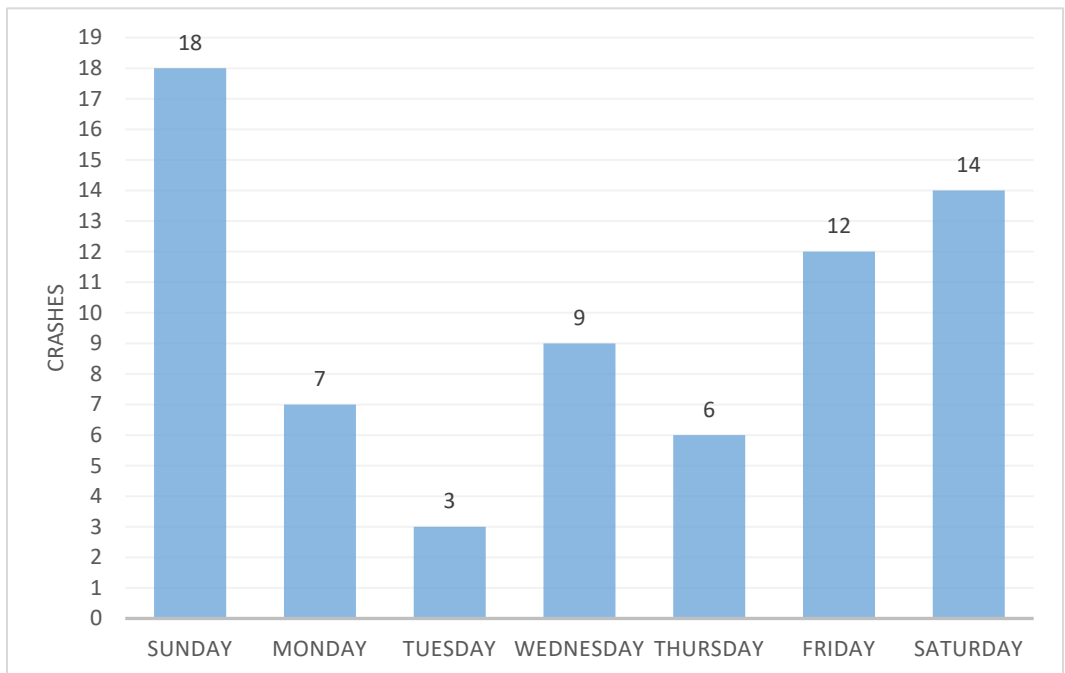
Source: RIDOT/OHS (2022).

Figure 4.13 Fatal Motorcycle Crashes by Month (2017 to 2021)



Source: RIDOT/OHS (2022).

Figure 4.14 Fatal Motorcycle Crashes by Day of Week (2017 to 2021)



Source: RIDOT/OHS (2022).

Table 4.8 Top Three Cities/Towns by Fatal Motorcycle Crashes

City/Town	2017	2018	2019	2020	2021	Total
Providence	3	3	0	0	3	9
Pawtucket	0	3	2	0	0	5
Johnston	1	1	1	1	1	5

Source: RIDOT/OHS (2022).

Table 4.9 Motorcycle Models (2017-2021)

Vehicle Model	Fatal Crashes
BMW	1
Ducati	0
Harley Davidson	26
Honda	12
Kawasaki	9
Suzuki	9
Triumph	0
Victory	0
Yamaha	5
Unknown	4
Other	2
Grand Total	68

Source: OSCAR (2022).

Associated Performance Measures

- › **Goal.** Reduce the five-year average motorcyclist fatalities at 14 or below by December 31, 2023.
 - **Justification.** Motorcycle fatalities have averaged over 10 for many years. A spike in 2018 of 18 affects future average motorcycle fatality statistics. Based on the average proportion of overall fatalities that involve motorcyclists, 20 percent, a target of 14 fatalities (2019 to 2023) average has been chosen. By instituting an aggressive program of motorcycle safety activities, Rhode Island will move toward a lower number of fatalities and move back to the path toward zero fatalities.
- › **Goal.** Reduce the five-year average unhelmeted motorcyclist fatalities at 7 or below by December 31, 2023.
 - **Justification.** Similar to the overall motorcycle performance measure, the spike in 2018, and an additional spike specifically for unhelmeted fatalities in 2019 will affect future averages. A goal of 7 fatalities (2019 to 2023 average) is chosen to reflect the average proportion of overall fatalities that involve an unhelmeted motorcyclist, 13 percent. By instituting an aggressive program of motorcycle safety activities, Rhode Island will move toward a lower number of unhelmeted fatalities and move back to the path toward zero fatalities. The 2016 NHTSA motorcycle assessment recommendations will help OHS reach this goal.

Countermeasure Strategies in Program Area

Motorcycle Rider Training

- › Project Safety Impacts
 - Without a mandatory helmet law, an advanced training program required with the initial licensing process would increase the knowledge and experience of the motorcyclists. Evidence has shown that in addition to teaching motorcycle control skills, programs are more effective if they train riders to recognize potentially hazardous riding situations and encourage helmet and safety equipment use while assessing their risks and limitations. From 2014 through 2021, motorcyclist fatalities in Rhode Island fluctuated between a low of 4 in 2016 to a spike of 18 in 2018. This preliminary data for 2021 brings the five-year average from 2017 to 2021 up to 14. This is moving the State away from the desired downward trend. Unhelmeted motorcycle fatalities have also mirrored the overall trend, with a spike in 2019. After achieving a low of two in 2008, the lowest since then has been 4. There were 10 unhelmeted motorcycle fatalities in 2019. Over the period 2014-2019, 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. About one quarter (37%) of drivers are between the ages of 25 to 34 and another 15 percent are between the ages of 21 to 24. From 2017 to 2021, June and July had the most fatal crashes; Two-thirds of crashes occurred between Friday and Sundays. The urban areas such as Providence, Johnston, and Pawtucket generally have the highest numbers of motorcycle fatalities.
- › Linkage Between Program Area
 - Motorcyclist fatalities in the State spiked in 2018 and motorcycle crashes as a proportion of overall crashes is higher in Rhode Island than across New England and the United States. Training programs can contribute to safe riding techniques and reduce fatalities by providing education and hands on experience.
- › Rationale for Selection
 - Countermeasures That Work, Chapter 5, Section 3 describes motorcycle rider licensing and training methods and are considered when developing courseware for Rhode Island.
- › Planned Activities

NHTSA M9X 23 02: Motorcycle Public Education and Outreach

Subrecipient: TBD

Funding Source	Budget	Match	Local Benefit
Section 405F	\$36,000.00	\$7,200.00	\$-

Description:

The funding will be used to increase safety of the rider course itself through an approved vendor purchase of barriers to prohibit the intrusion of other vehicles or obstacles onto the training range.

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 purchase equipment to increase safety of the rider course itself through an approved vendor.

Barriers, when installed, will prohibit other vehicles or obstacles from entering a portion of the motorcycle training range. This will improve the safety of the participants, instructors and others within the active parking lot of the campus.

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 10 percent of the 2021 annual crashes. This is a decrease from 16 percent observed in 2020.

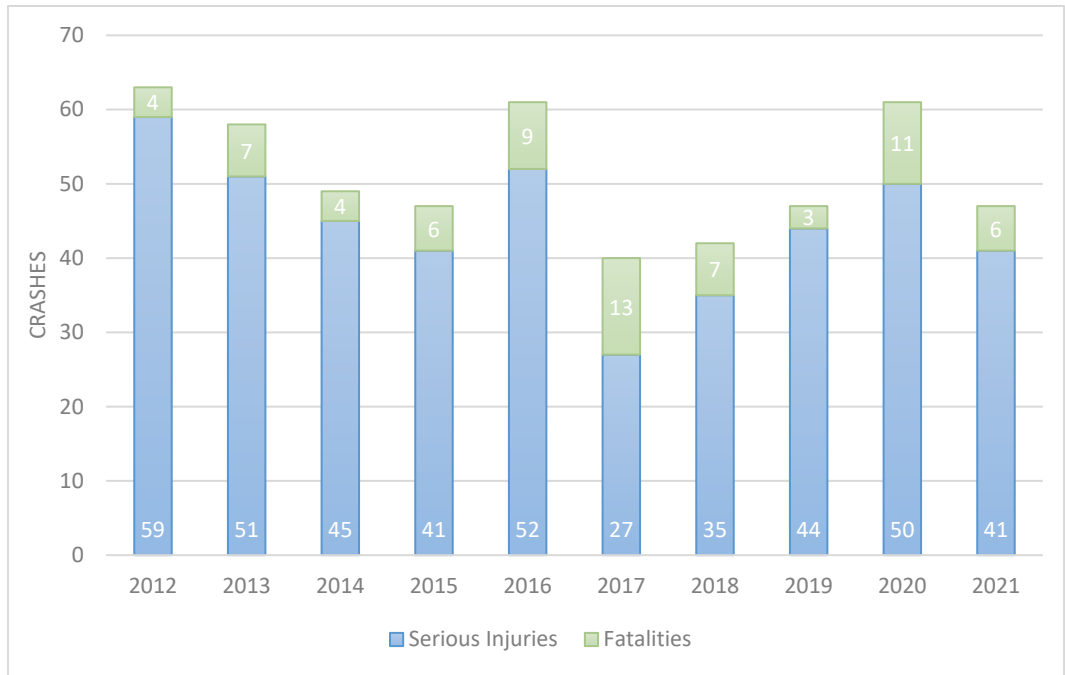
The top communities for young driver fatalities from 2017 to 2021 are Providence and Warwick.

The OHS has made substantial inroads combating issues in young driver safety. As part of the multifaceted approach to this issue OHS has facilitated a program to reach young drivers through fun educational activities like ThinkFast with the hope that students will more readily retain important highway safety messaging if they are engaged in a fun activity as opposed to a classroom environment. In 2020 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 (2022).

Table 4.10 Top Cities/Towns by Fatal Younger Driver Crashes

City/Town	2017	2018	2019	2020	2021	Total
Providence	2	1	0	0	3	6
Warwick	1	0	0	1	1	3
Cranston	1	1	0	0	0	2
Exeter	1	0	0	0	1	2
Foster	1	1	0	0	0	2
Glocester	0	1	0	1	0	2
Johnston	1	1	0	0	0	2
Newport	1	0	0	1	0	2
Pawtucket	1	0	0	0	1	2

Source: RIDOT/OHS (2022).

Associated Performance Measures

- **Goal.** Reduce the five-year average number of drivers age 20 or younger involved in fatal crashes below 7 (2019 to 2023 average) by December 31, 2023.
 - **Justification.** Preliminarily, the number of 2021 fatalities is 6, much lower than previous peak of 13 in 2017. A goal of 7 fatalities (2019 to 2023 average) has been chosen to both move toward TZD but also to reflect the average of overall fatalities that involve younger drivers, which is approximately 11 percent.

Countermeasure Strategies in Program Area

Communication Campaign/School Program

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

NHTSA 402SA 23 02B: Young Voices Keeping Young Drivers Safe

Subrecipient: Young Voices

Funding Source	Budget	Match	Local Benefit
Section 402SA	\$37,917.00	\$7,0005.00	\$14,010.00

Description:

This work must unfortunately continue because there were an estimated 3,441 pedestrian-related deaths on United States roadways throughout the first nine months in 2021, an alarming 17% increase over the already outsized fatalities during that same time period in 2020. Despite pedestrian fatalities in Rhode Island bucking the national trend with a 30% decrease in 2021, this only represents a sum total of 3 people and is still far from regressing to 2018-19 levels. Young Voices is committed to bringing youth leadership and perspectives to traffic safety until we reach the statewide goal of zero fatalities on RI roadways.

As we look ahead to the 2022-2023 school year, it is critical that we expand upon our mission to advance young driver, cyclist, and pedestrian safety in Rhode Island. Based upon our findings, we know that maintaining safe streets is a communal effort, one that requires consistent and meaningful education before, during, and after youth are eligible to receive their driver's license. It is crucial that these knowledge systems are incorporated early into a child's development and reinforced at regular touchpoints throughout their upbringing. To advance this mission, Young Voices will again develop and implement two distinct projects within the FFY23 grant cycle.

The first will be a Road Equity Study that incorporates the professional expertise of experienced civil engineers to examine some of Rhode Island's most unsafe roadways and demonstrate how cutting-edge science can be used to address complex societal problems. The second will be an expansion of last year's informational storybook to now include an animated Public Service Announcement (PSA) and interactive 30-minute workshop for elementary school students.

Young Voices primarily works with youth from Providence, Pawtucket and Central Falls. Our program will last throughout the grant cycle.

- › Young Voices will recruit a team of no fewer than 10 high school youth and one Youth Project Leader from urban centers in Providence, Pawtucket, and Central Falls to conduct a Road Equity Study from the Fall of 2022 to Spring 2023.
- › Youth will publish a road assessment on the Road Equity Study and deliver it to RIDOT officials by September 2023.
- › Young Voices will engage at least 60 elementary school students in the Animated PSA and 30-minute workshop across no fewer than 3 meetings in the Spring of 2023.
- › Our animated PSA will receive at least 1,000 unique views on YouTube, Instagram, Twitter, and YV's other social media platforms by September 2023.

Since 2006, Young Voices has reached over 850 low-income youth of color with advanced leadership training that transforms them into powerful, confident, and effective leaders in their communities. Through our intensive training, youth gain important, transferable skills in public speaking, policy analysis, research, and communication.

For over eight years, Young Voices has demonstrated high levels of success in implementing traffic safety education programs that target young drivers. For three years we successfully implemented a Seatbelt Outreach Program, reaching over 3,000 young adults between the ages of 18-34 with effective programs that increased seatbelt use. Additionally, the Office of Highway Safety (OHS) funded Young Voices to design and pilot a curriculum to reduce texting while driving amongst young road users. This curriculum, which was tested and proven to impact behavioral change, was unique because it was written entirely by youth, for youth, utilizing a highly effective model of peer education.

This year Young Voices is spearheading two distinct initiatives intended to educate and inform our target audience of low-income, youth of color in the Greater Providence area. Our first will see youth partner with the engineers to examine some of Rhode Island's most unsafe urban intersections and use cutting-edge techniques to propose an improved version of that street in a yearlong Road Equity Study. Our second project will expand upon last year's colorful and creative informational storybook by supplementing it with an animated PSA and 30-minute workshop to be delivered to an audience of elementary school students by the Spring of 2023. These youth-designed, youth-led campaigns will offer culturally relevant goals that both enhance road knowledge across a spectrum of age groups while conducting the necessary inquiry to examine the underlying issues behind the many gaps in road equity across our state.

School Programs GDL (Graduated Licensing Laws)

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

NHTSA 402PS 23 04B/NHTSA 402SA 23 03B/NHTSA 402DD 23 05B: ThinkFast Interactive High School Education Program

Subrecipient: TJohn E Productions

Funding Source	Budget	Match	Local Benefit
Section 402PS	\$50,000.00	\$10,000.00	\$20,000.00
Section 402SA	\$50,000.00	\$12,500.00	\$20,000.00
Section 402DD	\$50,000.00	\$12,500.00	\$30,000.00

Description:

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

Young Drivers School Programs

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

NHTSA 402PS 23 07B: Youth Risk Behavior Survey

Subrecipient: Rhode Island Department of Health

Funding Source	Budget	Match	Local Benefit
Section 402PS	\$9,995.00	\$2,498.75	\$9,995.00

Description:

With dedicated funds and input from RIDOT’s Office on Highway Safety, the RIDOH YRBS (Youth Risk Behavior Survey) program will include questions on the RI YRBS on riding with a driver who had been using marijuana or driving under the influence of marijuana, texting or emailing while driving and talking on a hands-free cell phone while driving to 25 middle and 25 high school students across the state.

RI’s Department of Health will draw random samples of 25 middle schools and 25 high schools statewide in which to conduct the YRBS. Additionally, an oversample of 8 high schools and 6 middle schools in Providence will be conducted. The target audience for the FFY23 YRBS program are middle and high school students across the state of Rhode Island; especially those that are/or will be driving a motor vehicle.

NHTSA 402SA 23 04B: RISAS – Youth Driven**Subrecipient:** Rhode Island Student Assistance Services

Funding Source	Budget	Match	Local Benefit
Section 402SA	\$123,387.00	\$23,200.00	\$49,354.80

Description:

The Youth Driven Program Coordinator under the supervision of a RISAS supervisor will direct, organize, and implement all aspects and technical portions of this traffic safety and leadership program targeting High School aged youth at State and Community levels. RISAS and its coordinator serve as the liaison to schools and community organizations across the state which choose to participate in Youth Driven's year-round efforts, and ongoing outreach efforts to increase all traffic safety and prevention awareness efforts for young drivers in the state of Rhode Island. Youth Driven is a two-tiered program. The first tier is the summer educational and training summit, and the second tier is the remainder of the year following. During the second tier, students will implement their traffic safety-focused action plans in their school/communities that were designed during the summit program.

Youth driven will reach any high school aged youth that applies to participate in the program, and also eighth graders going into their freshman year of high school. During the FFY23 year, Youth Driven's summit will take place at Bryant University in Smithfield RI. After the summit the program's efforts will continue in the high school communities of those students that attended the summit as they carry out their action plans. 21 schools have signed up to participate this fiscal year.

NHTSA 402SA 23 05B: RIIL RI Interscholastic League – High School Sports Marketing**Subrecipient:** Rhode Island Interscholastic League

Funding Source	Budget	Match	Local Benefit
Section 402 SA 2305 B	\$80,300.00	\$16,000.00	\$50,000.00

Description:

This sports marketing sponsorship agreement furthers the achievement of OHS's younger driver, 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 of 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 2023 Performance Goals. Through education and outreach communication methods, the RIIL aims to influence positively the student-athletes, coaches, administrators and fans within our far-reaching RIIL community to modify behavior and save lives, reduce injuries and improve highway safety. Sports marketing programs grow in effectiveness over time, as fans, attendees and participants perceive a partner as being a consistent presence. This project will continue to impact positively the above goals. The RIIL is a non-profit 501(c) 3 organization. Its mission is to provide educational opportunities for students through interscholastic athletics and to provide governance and leadership for its member schools through athletic programs

NHTSA FLDATR 23 03: CCAP High School Education Program

Subrecipient: Comprehensive Community Action, Inc (CCAP)

Funding Source	Budget	Match	Local Benefit
Section 405D	\$69,000.00	\$13,800.00	\$-

Description:

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

NHTSA 402SA 23 07B: TSC Safety Advocate Training

Subrecipient: Comprehensive Community Action, Inc (CCAP)

Funding Source	Budget	Match	Local Benefit
Section 402SA	\$50,000.00	\$10,000.00	\$50,000.00

Description:

We will create and facilitate a specific traffic safety training for advocates who participate on the state’s Traffic Safety coalition. It will include components of Speed, Pedestrian Safety, Impaired driving and Occupant Protection. We will include best practices, countermeasures and data in the training. It will also offer additional opportunities to educate advocates on the Safe Systems approach and what Equity in safety entails. Our hope is that it will promote interest and a create stronger knowledge base in all emphasis areas the OHS supports with NHTSA funding.

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 (2017-2021) pedestrian fatalities averaged 12 per year. The spike in 2017 and 2020 contributes to a rise in the average compared to averages in the past. The number of fatalities of 7 in 2018 and 8 in 2019 helps to lower the average. Bicyclist fatalities have generally been low over the last five years with no fatalities in 2019, while in each of 2017, 2020, and 2021, there were two fatalities per year, and one in 2018.

A total of 185 pedestrians were killed in motor vehicle crashes in Rhode Island from 2007 through 2021 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 18 with between zero and three occurring in each year. Rhode Island has exceeded the national percentage for pedestrian fatalities for most years in the past decade. The proportion of pedestrian fatalities rose in 2017 in conjunction with the rise in overall fatalities. In terms of bicycle fatalities as a proportion of total fatalities, the small number of fatalities occurring in the state causes each crash to have a significant impact.

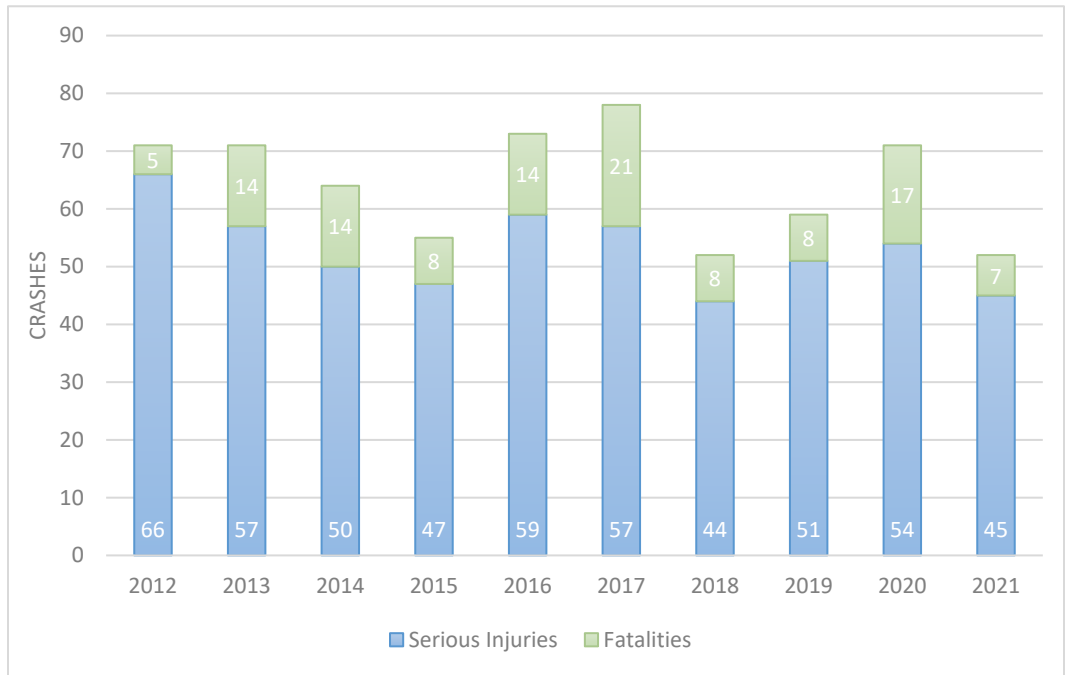
By age, most pedestrian fatalities are 65 and over (33%) or between the ages of 45 to 54 (16%) and 54 to 64 (20%). By race, the majority of pedestrian fatalities are white (48%) and 22 percent are identified as black or Hispanic.

The top community for pedestrian fatalities from 2017 to 2021 was Providence with 11.

By age, bicycle fatalities are impacting users across age groups, primarily 35-44-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.

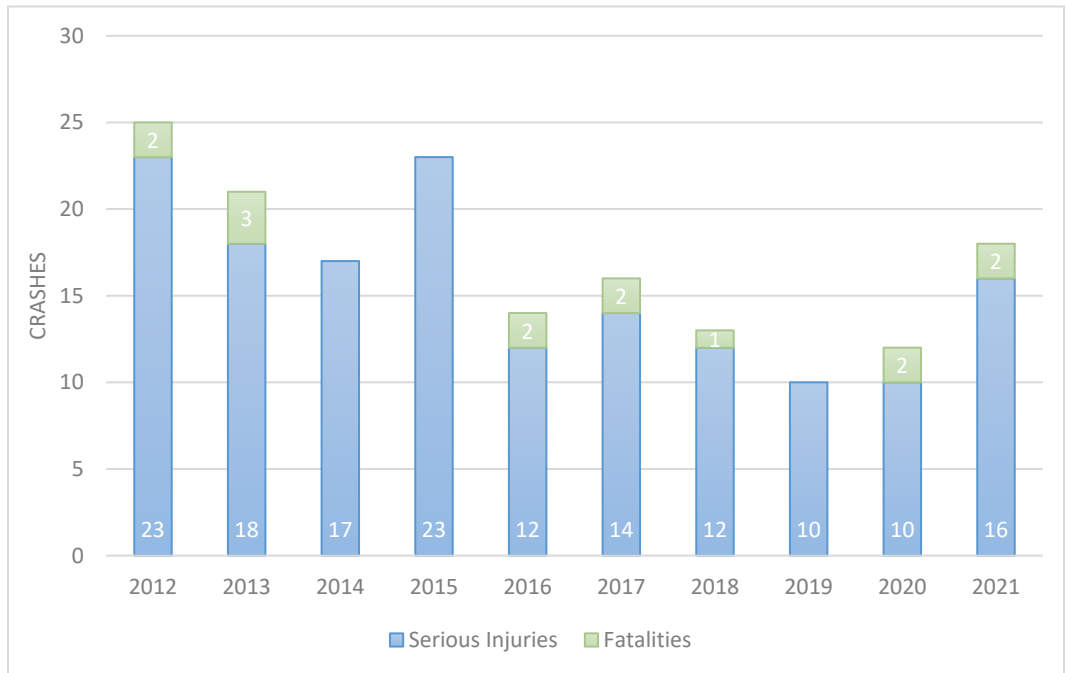
All this information will be used to develop appropriate educational and marketing materials and target enforcement activities to reduce pedestrian and bicycle fatalities and serious injuries.

Figure 4.16 Total Fatalities and Serious Injuries Involving Pedestrians



Source: RIDOT/OHS (2022).

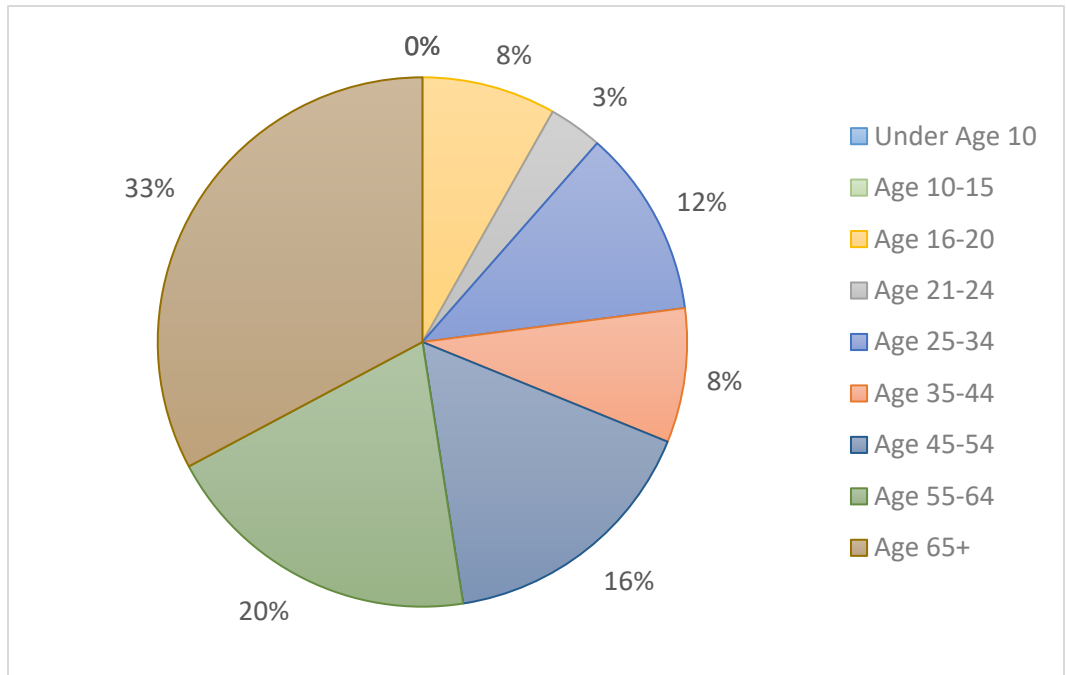
Figure 4.17 Total Bicyclist Fatalities and Serious Injuries



Source: RIDOT/OHS (2022).

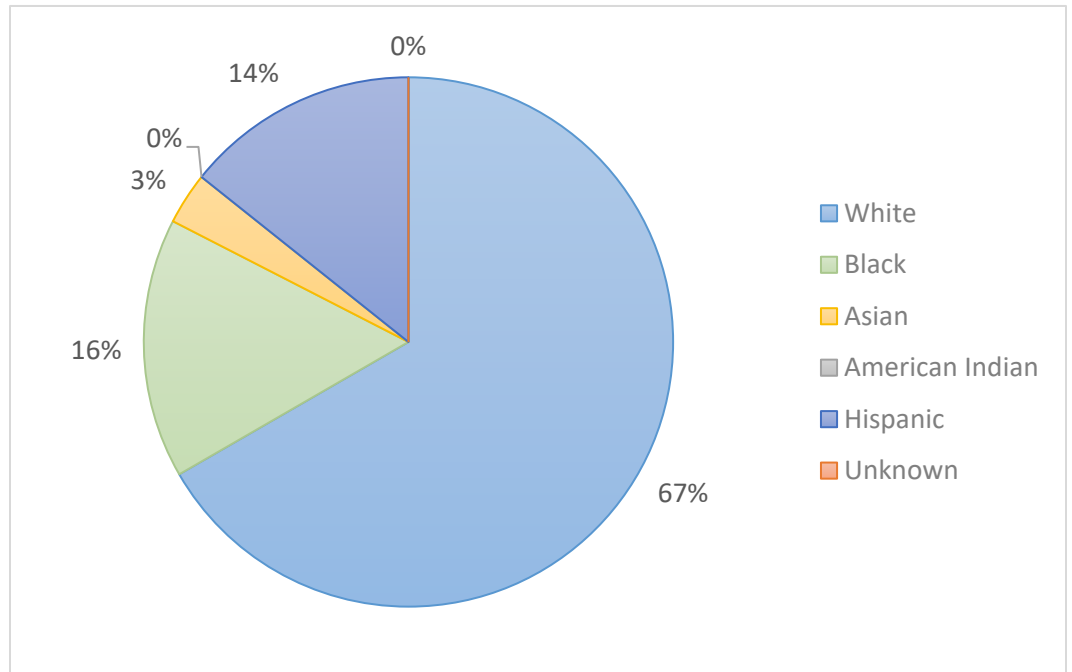
Note: Zero bicycle fatalities occurred 2009, 2011, 2014, 2015, and 2019.

Figure 4.18 Pedestrian Fatalities by Age Group (2017 to 2021)



Source: RIDOT/OHS (2022).

Figure 4.19 Pedestrian Fatalities by Race (2017 to 2021)



Source: RIDOT/OHS (2022).

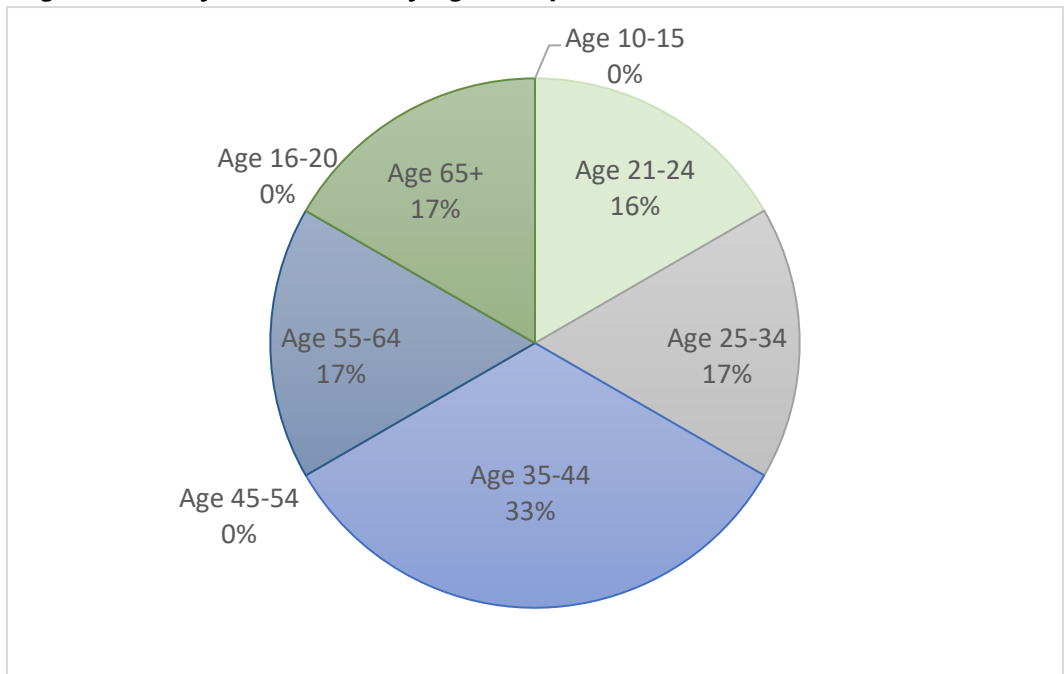
Note: Zero pedestrian fatalities were identified as American Indian.

Table 4.11 Top Four Cities/Towns by Fatal Pedestrian Crashes

City/Town	2017	2018	2019	2020	2021	Total
Providence	3	1	2	3	2	11
Warwick	3	2	1	0	1	7
Cranston	1	0	0	2	3	6
Pawtucket	1	1	1	3	0	6

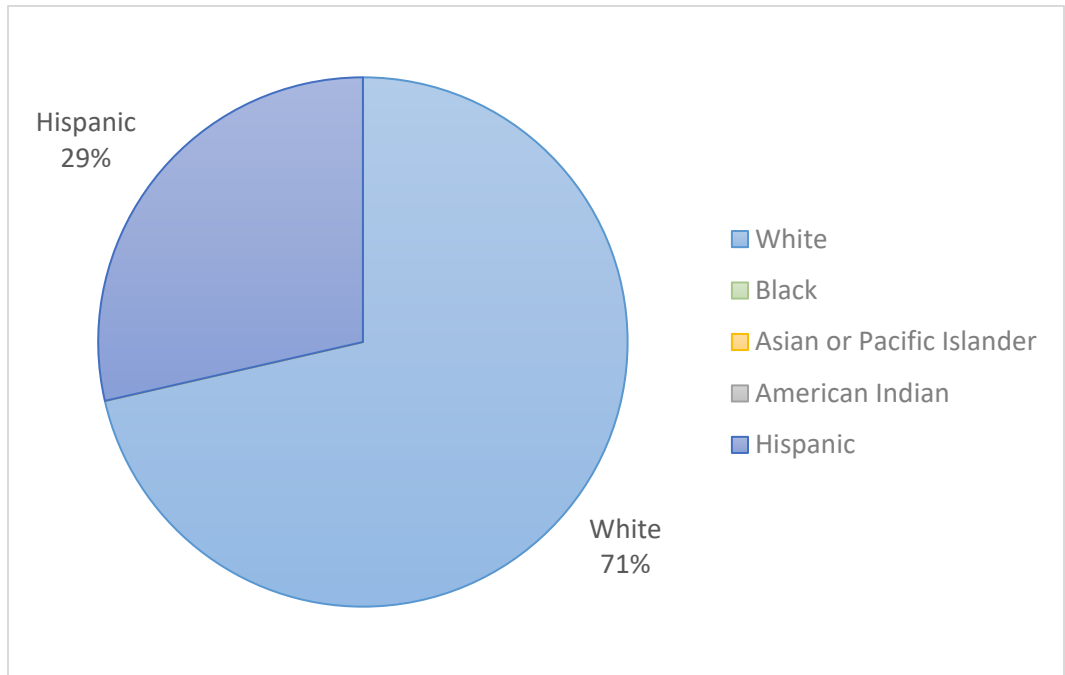
Source: RIDOT/OHS (2022).

Figure 4.20 Bicyclist Fatalities by Age Group (2017 to 2021)



Source: RIDOT/OHS (2022).

Figure 4.21 Bicyclist Fatalities by Race (2017 to 2021)



Source: RIDOT/OHS (2022).

Table 4.12 Top Cities/Towns by Fatal Bicycle Crashes

City/Town	2017	2018	2019	2020	2021	Total
East Providence	1	0	0	1	0	2
Bristol	0	1	0	0	0	1
Coventry	1	0	0	0	0	1
Providence	0	0	0	0	1	1
Warwick	0	0	0	0	1	1

Source: RIDOT/OHS (2022).

To help guide pedestrian fatality countermeasures, pedestrian impairment was reviewed.

Table 4.13 summarizes the blood alcohol content of pedestrians involved in fatal crashes. Most pedestrians (70%) had a BAC of 0.0%, however, 23 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 (2017-2021) suggests that pedestrian fatalities are also falling within this boundary.

Table 4.13 BAC Test Results for Pedestrians Involved in Fatal Crashes

	2017	2018	2019	2020	2021	Total (%)
BAC 0.00	16	5	7	10	5	43 (70%)
BAC 0.01 - 0.07	0	1	0	1	0	2 (3%)
BAC 0.08 - 0.14	1	2	1	1	0	5 (8%)
BAC 0.15 +	2	0	0	5	2	9 (15%)
Test not given	2	0	0	0	0	2 (3%)
Not Reported	0	0	0	0	0	0 (0%)
Total	21	8	8	17	7	61 (100%)

Source: FARS (2022).

Associated Performance Measures

- › **Goal.** Reduce the five-year average number of pedestrians in fatal crashes below 12 (2019 to 2023) by December 31, 2023.

 - **Justification.** Preliminary data indicate there were 7 pedestrian fatalities in 2021, a significant decrease from the 17 fatalities from 2020 and lower than a peak of 21 in 2017. The increase in 2021 also corresponds to the increase in the overall fatalities during the COVID-19 pandemic. There is a need to refocus on statewide vulnerable road user programs targeting Providence and other municipalities with high pedestrian crashes to help the State move back toward the TZD trend.

Aiming for improved outcomes, we will review past efforts and create momentum to support countermeasures that support strong ped programs. We will increase our media and messaging strategies, law enforcement details and training and review possible legislation to support lowering these numbers. We will also include many projects listed in our SHSP in our 2023 HSP. We will increase our community outreach efforts as well.

Furthermore, to handle this challenge and to remain true to our target we will increase our media efforts, work to create new media pieces, increase our presence on social media, and increase the number of officers we train and deploy for pedestrian patrols. We will also partner with our bike partners to create awareness tolls and messaging that reach a larger audience than in the past.
- › **Goal.** Reduce the five-year average number of bicyclist fatalities at or below 1 by December 31, 2023.

 - **Justification.** Bicyclist fatalities have been low in Rhode Island over the past five years. Preliminary 2021 values show two fatalities. On average, between 2012 and 2020, fatalities have been consistently between 1 and 2 and it is likely this trend will continue through the continuation of bicycle events and programs. Through the planned activities presented the State hopes to bring this number to zero.

Focusing on successful past efforts, we will continue to facilitate our elementary school bike safety. We will increase the number of schools who receive this curriculum. We will host the curriculum as well as the bike safety videos which mirror the curriculum on the DOT website.
- › **Goal.** Reduce the five-year average number of impaired pedestrians to 2 or below (2018 to 2022 five-year average) by December 31, 2023.

- **Justification.** The average annual number of impaired pedestrian fatalities is 2.3 from 2017-2021, which is a slight decrease from previous years. Continued enforcement and education efforts will help drive the number down, however, Rhode Island recognizes increased pedestrian volumes and the COVID-19 pandemic may negate some successes.

Countermeasure Strategies in Program Area

Bike Safety Education

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

NHTSA 402PS 23 02B: Road Share Education

Subrecipient: Bike Newport

Funding Source	Budget	Match	Local Benefit
Section 402PS	\$84,678.00	\$21,169.50	\$33,871.20

Description:

This program aims to address the safety needs of vulnerable road users and achieve a significant reduction and prevention of traffic fatalities and serious accidents. It aims to do this through the implementation of education and in conjunction with statewide efforts and highway safety improvements, promoting better communication among all road users, so that Rhode Island can achieve its mission of Road to Zero.

The crash statistics described below underscore the need for such programs. Bike Newport is a proven partner with RIDOT dedicated to improving road safety for people on bikes and for all road users. Bike Newport offers year-round bilingual educational programs, collaborating with key partners including but not limited to schools, police, local agencies and the public.

NHTSA’s annual traffic crash data, nationally in 2020 fatality composition involving pedestrians, pedalcyclists and other nonoccupants has increased from 16% in 2011 to 20% in 2020.

In summary from 2019-2020:

- › Pedalcyclist fatalities increased by 79, a 9.2% increase from 2019
- › Pedestrian fatalities increased by 244, a 3.9% increase from 2019

10-year and 2-year (2019 and 2020) comparison summary:

- › Pedalcyclist fatalities in urban areas increased by 54% since 2011, and by 5.5% since 2019.
- › Pedestrian fatalities in urban areas increased by 61% since 2011, and by 1.5% since 2019.

In Rhode Island:

- › Total pedalcyclists fatalities increased from 0 in 2019 to 2 in 2020.
- › Total pedestrian fatalities increased from 8 in 2019 to 17 in 2020.

In the City of Newport, accidents with Vulnerable Road Users (VRU's) involving a police response in 2019-2020 were reported as follows:

- › Total incidents involving pedestrians:
 - 2019: 31
 - 2020: 8
 - 2021: Waiting for data
- › Total incidents involving bicyclists:
 - 2019: 15
 - 2020: 10
 - 2021: Waiting for data

No conclusions can be drawn from the currently available data beyond an acknowledgement that until these numbers are zero, there is still work to be done in bicycle safety and education and prevention. There were no reported VRU fatalities in the City of Newport from 2018-2020 (down from a total of 4 pedestrian fatalities between 2013-2017). Comparatively, across the State of Rhode Island, in 2019 there were a total of 8 pedestrian fatalities reported. From January to June 2020, there had been 10 pedestrian fatalities reported, an increase of 125% in just 6 months.

Bike Newport is interested in coordinating with the City of Newport, Newport Police Department, and other agencies, locally and statewide, towards better access to complete data for all incidents involving VRU's. More thorough and timely understanding of contributing factors that lead to VRU crashes and other incidents will help all stakeholders design better, more effective programming and solutions.

While available data remains limited and incidents are typically underreported, Bike Newport will continue to improve its own supplemental data collection through methods described below, including observations and road user self-reporting, and Bike Newport is a leader in improving road sharing behaviors and outcomes for all road users with the ultimate goal of zero fatalities. Safe road sharing is accomplished when all road users follow the rules and practice safe road sharing behaviors to reduce human mistakes and crash statistics. We promote these agreements in print, web-based, and recorded messages and educational materials offered in English and Spanish. The messages are reiterated by a range of safer streets partners, including RIDOT, RIPTA, AAA, and more:

For motorists, safe road sharing means:

- › Paying attention and not putting vulnerable road users at risk
- › Communicating with other road users by making eye contact and signaling
- › Eyes on the road always, no use of personal devices or other distractions
- › Yielding right of way to vulnerable road users
- › Passing at a safe and legal distance

- › Observing speed limits
- › Checking the road before opening car doors

For cyclists, safe road sharing means:

- › Always being visible and predictable
- › Communicating with other road users by making eye contact and signaling
- › Eyes on the road always, no use of personal devices or other distractions
- › Riding in the same direction as traffic
- › Obeying local laws regarding bicycles on sidewalks
- › Yielding right-of-way to pedestrians
- › Communicating with drivers by using hand signals
- › Being visible in low light and at night

The 2017-2022 Rhode Island Highway Safety Plan (HSP) identifies bicyclists as vulnerable road users and recognizes that education and outreach to all users of the roads is paramount. The goal for the Rhode Island HSP is Toward Zero Deaths. Bike Newport action steps include Rhode Island state priorities including:

- › Target road user initiatives at the 35 through 75+ age population that is experiencing the greatest number of pedestrian fatalities and serious injuries. Educate all road users about the unique safety needs of vulnerable road users (pedestrians, bicyclists, moped users).
 - Develop informational and educational materials with a focus on individuals ages 35 through 75+, available in English and Spanish.
 - Work with local communities to improve enforcement and educational initiatives in their Pedestrian Safety Action Plans as well as the Statewide Vulnerable Road Users Safety Plan that includes municipal examples.

This grant application requests support for Bike Newport's numerous educational initiatives, provided by trained educators to improve practices of safe road sharing by bicyclists, motorists and pedestrians as equal participants in road safety. Bike Newport's road safety educational programs support and complement RIDOTs' K-12 bike safety curriculum and pilot public school programs. DOT staff and Bike Newport staff have completed League of American Bicyclists Certified Instructor certification together to ensure program alignment.

Bike Newport's Road Safety Education audiences include:

- › Spanish-Language Bicyclists:
 - Productive partnerships with community organizations - city, schools, agencies, foundations, and businesses - give us direct access to all sectors of the community and are models for other municipalities. In FY 2021, we expanded our work in the Spanish-language community by translating our educational and informational outreach into Spanish and hiring more Spanish speaking staff to be present during all open public sessions, and be deepening our working relationship with the community organization Conexión Latina Newport in service to our Spanish dominant population of residents and workers – many of whom use bicycles for transportation. This commitment advances our goal to welcome and represent the all of Newport's neighborhoods and cultures.
- › School-Age Youth:
 - Programs for public school students from Pell Elementary School, Thompson Middle School, Rogers High School, and the Met High School, including students on the Autism spectrum, as well as Bike to School Day in collaboration with Newport PD, the Summer Bike Camp (offering 6 one week sessions in

2021), include bicycle riding skills and road safety education with an emphasis on making informed and safe decisions while cycling.

- › Adults:
 - Every Open Garage participant also receives training and bilingual takeaway materials on the rules of the road and local regulations. Adults are consistently addressed as bicyclists, pedestrians, and motorists – to improve the understanding safe road sharing by all road users.
- › People in Need of Bicycles:
 - Everyone who earns or buys a restored bicycle from the Bike Newport Bike Garage receives training and bilingual takeaway materials on the rules of the road and local regulations.
 - Youth who borrow bicycles at the Bike Library learn and practice safe cycling skills.
- › New and Returning Riders:
 - This special group of bicyclists benefit from group discussions, information, and encouragement, as well as the ability to ride together close to home while building skills and confidence.
- › Specialized groups include:
 - “Conversate, Motivate, and Ride” for uneasy new/returning riders, and a local chapter of “Black Girls Do Bike” promoting biking by women and girls of color. In 2022, we will make use of the new shared use path on Connell Highway, which connects the north end neighborhood to the Connell Highway business district, to introduce group rides for healthy and dependable biking to nearby errands.

The goal of FY 2023 is to continue to refine, enhance and optimize our programs to reach the people/communities we have not yet adequately served - with vital information about how to drive, cycle, and/or walk on shared roads. We will focus on the key efforts outlined below.

1) INSTRUCTOR TRAINING: Increase the number of trained safe cycling instructors: train additional 5 instructors. When we add more trained instructors, our outreach efforts in road safety education compound in effectiveness.

HS-1 combined with non-government funding makes it possible to increase trained safe cycling instructors:

Each person who works for Bike Newport or for an affiliated agency that incorporates bicycle education into their program - such as the YMCA, Boys and Girls Club, Fab Newport, Newport HEZ, Martin Luther King Center, and others - will complete Safe Cycling training. Select educators will continue on to become League Certified Instructors (LCIs).

In order to maintain 5 trained group ride leaders at all times, we will provide special training to all those who lead and advise other cyclists in group rides and in recommended road sharing behaviors – including Bike Newport volunteers, members of the Newport Police Department, school PE teachers, community ride leaders, Bike Garage volunteers, and Newport School District staff.

RIDOT information sessions – inviting RIDOT Highway Safety staff to a deliver bicycle and pedestrian safety information session for Bike Newport staff, volunteers, interns and interested community members.

NHTSA 402PS 23 03B: RI Bike Coalition - Statewide Smart Cycling Education**Subrecipient:** RI Bike Coalition

Funding Source	Budget	Match	Local Benefit
Section 402PS	\$21,345.00	\$4,000.00	\$8,500.00

Description:

First, we expect to be able to restart programming in public and private schools, as that has been the core of our educational work over many years. For the school age population, we will employ the standard League of American Bicyclists' curriculum which includes a classroom section as well as practical application outside. In addition to school children, we are actively reaching out to adult communities. Adults who have an interest in bicycling but have not ridden for some years benefit from structured instruction to brush up their physical skills, refresh their understanding of the relevant laws and boost their confidence. We envision being able to deliver programming to individual adults, groups at senior centers, in congregate living settings, as well as popup programs at farmers' markets, neighborhood festivals and the like. Finally, in FFY2023 we hope to design intergenerational programs so parents, guardians and grandparents can learn with and alongside young children. All of the above would be a customized mix of formal teaching and practical on-bike experience. The overall aim of our education program is to help people know how to cycle safely and have the confidence to use those skills to replace some car trips and have fun on their bikes.

Also, for FFY2023, we seek to build on two successful programs—Traffic Gardens and Light Up the Night. In FFY2022, we expanded our education program and operated a series of innovative Traffic Gardens—essentially obstacle courses designed to allow students to safely practice in street conditions—with certified instructors offering advice and instruction. Traffic Gardens provide a central place for hands-on instruction and allow riders to implement their skills. Traffic Gardens allow riders to practice new skills in an appropriate setting, just as recommended by Countermeasures That Work (2021). In addition, even when not actively being used for instruction, Traffic Gardens are attractive assets for communities. A total of 25 classes will be offered.

NHTSA 402PS 23 08B: RI HOSPITAL Injury Prevention Center Pedestrian Safety Program**Subrecipient:** Injury Prevention Center/RI Hospital

Funding Source	Budget	Match	Local Benefit
Section 402PS	\$103,052.05	\$20,600.00	\$41,200.00

Description:

Motor vehicle crashes are the leading cause of death and injury in the US and in RI. Emergency departments nationwide treat over 2.5 million patients for motor vehicle related injuries annually. Additionally, 38,824 individuals died from a motor vehicle related accident in 2020, which was a 17% decrease from 2019. Rhode Island experienced 67 motor vehicle related deaths in 2020 which was a 17.5% increase compared to 2019 fatalities. Hospital based clinicians see firsthand the impact that these deaths and injuries have and play an important role in disseminating prevention messaging to their patients but also importantly to the community. However, most clinicians do not have media training. This program will train and empower 8 classes of 12 physicians to effectively disseminate prevention messaging across priority motor vehicle topic areas identified by the RIDOT Office on Highway Safety for the FY2023 including but not limited to: impaired driving, speeding, vulnerable users, distracted driving, motorcyclists, older drivers, younger drivers and child passenger safety.

NHTSA FHSA 23 02: Red Shed Bicycle Safety Programs for Youth**Subrecipient:** Woonasquatucket River Watershed Council (WRWC)

Funding Source	Budget	Match	Local Benefit
Section 402PS	\$89,890.95	\$17,978.20	\$35,000.00

Description:

According to the *Bicycle Mobility Plan – DRAFT 3 Technical Memorandum #1*, 15,000 to 16,000 Vulnerable Road Users cycle in the vicinity of the Woonasquatucket River Greenway in Providence annually. In the Providence Metro area, this number goes up to 169,000. These numbers are extrapolated from actual counts in 2017 and 2018. In table 2 of the same document, 338 injuries were reported. Clearly cyclists and pedestrians in this area are vulnerable to accidents and injuries.

The Red Shed Education programs by the Woonasquatucket River Watershed Council (WRWC) happening in the Woonasquatucket River Greenway and Providence areas deliver bicycle safety education and training to Rhode Island youth by teaching them how to safely operate a bicycle in all different types of riding situations. The programs content is thanks to proven safety education information designed by the League of American Bicyclists. WRWC offers several bicycle education programs. Included in their FY23 plan are the following programs: Rhode to Bicycle Safety in-school bicycle education to 1000 5th graders, Summer Bike Camp to 100 campers, Girl's bike camp to 12 girls, Field Days to 250 3rd-5th grade students, High School Bike Mechanics course to 16 high schoolers, and Woonasquatucket River Adventurers to middle school students ages 11-14.

Red Shed at the WRWC delivers its programs primarily to youth in the Providence, Olneyville, Woonasquatucket River Greenway areas of Rhode Island. However, through the Rhode to Bicycle Safety in-school education program delivered by WRWC, the reach of their programs extends to school communities outside of the Providence area as well.

WRWC will deliver its Bike Safety program to 8 elementary schools and one summer camp throughout the entirety of the FFY 2023 year beginning on October 1st, 2022 and ending on September 30th, 2023.

WRWC's programs are targeting youth in Rhode Island ages 8 to 13 with a goal to help the next generation of vulnerable road users to be safer than the data above indicates. Some of their programs focus more specifically on serving students in Providence's low-income neighborhoods, where limited access to motor vehicles increases the likelihood that residents are vulnerable road users as pedestrians and/or cyclists.

WRWC Red shed Bicycle Education participants will complete pre- and post-tests to evaluate their knowledge of bicycle safety rules and practices. WRWC also agrees to participate in monitoring visits with the Office on Highway Safety to review program performance measures, questions and concerns throughout the fiscal year.

4.7 Traffic Records

Problem Identification and Analysis

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

Through the SHSP update process interest addressing the following data gaps and deficiencies were apparent:

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

For FFY 2023, the State will continue to implement improvements based on needs identified by stakeholders in Rhode Island and the 2022 Traffic Records Assessment recommendations. The FFY 2023 Traffic Records Strategic Plan continues to address the recent 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 June 21, 2022.

Performance Targets

- › **Goal.** Number of systems that access State EMS data.
 - **Justification.** The State EMS system now integrates with 8 systems. Although not tracked for this measure, as it is unknown how many providers had access through one of the other integrated systems, this new integration allows for all care providers to access EMS data, improving data accessibility.

Countermeasure Strategies in Program Area

Highway Safety Office Program Management

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

NHTSA F1906 23 04: CCPRA Regional Community Traffic Stop Analysis

Subrecipient: TBD

Funding Source	Budget	Match	Local Benefit
Section 1906	\$250,000.00	\$-	\$-

Description:

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

As identified in their annual reports, the current analysis identifies disparities, but is limited in capacity to identify specific drivers of disparities (statewide). Our plan is to fund a statewide analysis of the traffic stop data from 2017 to 2019 supplemental information (i.e., calls for service, Part 1 crime, accidents, locations information) which would allow for a more rigorous understanding of the factors driving the persistent disparity observed statewide.

NHTSA F1906 23 02: Race Data Analysis**Subrecipient:** TBD

Funding Source	Budget	Match	Local Benefit
Section 1906	\$200,000.00	N/A	N/A

Description:

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

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

In addition to the more detailed empirical analysis of statewide data, individual departments that are interested could be provided with an in-depth three-year analysis identifying sources driving disparities in terms of specific enforcement activity or policing policy. They would also be offered a list of resources that have proven successful as tools which others states have employed to assist their efforts in equitable and fair traffic stops

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

NHTSA F1906 23 03: Consultant Reports/Maintenance**Subrecipient:** TBD

Funding Source	Budget	Match	Local Benefit
Section 1906	\$250,000.00	\$-	\$-

Description:

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

Improves Uniformity of a Core Highway Safety Database

- › Project Safety Impacts
 - Rhode Island has seen improvement in its accuracy and completeness of its crash records through the cooperation of data partners. The results of the most recent Traffic Records Assessment indicate that are opportunities to improve in other areas of data such as integration and uniformity. Increased partnerships between health-related agencies and organizations can help strengthen the linkage of crash and hospital data which can provide valuable information that is lacking in crash system.
- › Linkage Between Program Area
 - The adopted performance targets not only refer to accuracy and completeness but also to integration. The planned activities work toward integrated datasets that are accessible to a variety of Rhode Island highway safety partners.
- › Rationale for Selection
 - For FFY23, the State will continue to implement improvements related to NHTSA’s most recent Traffic Records Assessment recommendations. The projects in this plan have been proposed to resolve deficiencies identified during the assessments.
- › Planned Activities

NHTSA M3DA 23 01: Crash MMUCC Revisions Project

Subrecipient: MMUCC Revisions

Funding Source	Budget	Match	Local Benefit
Section 405C	\$300,000.00	\$60,000.00	\$-

Description:

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.

NHTSA M3DA 23 02: RIDOT OHS – Crash Form Training**Subrecipient:** TBD

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

Description:

OHS will conduct training for the updates to the crash report based on MMUCC requirements. This will include training and presentations to all law enforcement which can include power point or web-based training and handouts or brochures. Dash cards which were previously created to support serious injury reporting changes will be re-created and support a more in-depth training since many crash reports being returned to our crash system with incorrect serious injury information. The new cards will be made to given to the departments to place into police cruisers as a quick reference for officers completing crash reports. Ten revision classes are being planned for FFY 2023

NHTSA 164AL 23 01FA/NHTSA 164 23 00B/NHTSA M8TR 23 01: RMS Statewide**Subrecipient:** State and Local Law Enforcement Officers

Funding Source	Budget	Match	Local Benefit
Section 164AL	\$1,000,000.00	\$-	\$1,000,000.00
Section 164	\$600,000.00	\$-	\$600,000.00
Section 405E (flex)	\$1,000,000.00	\$200,000.00	\$-

Description:

This program will support the implementation of a Statewide Records Management, Traffic Records, and Computer Aided Dispatch System (RMS/CAD). The project will consolidate all Rhode Island law enforcement agencies onto a single RMS/CAD platform. Updating the system will allow police departments to contribute and receive information from one central records management system. RIDOT/NHTSA will be a true partner and have access to real-time and accurate data. The RIPCA feels that the benefits of a single statewide RMS/CAD are critical to providing increased accuracy in traffic crash data amongst police agencies, providing for responder safety, and reducing long-term costs to all Rhode Island communities. Since 1998, all police agencies, except Providence and New Shoreham, have utilized IMC by Triptych for their RMS/CAD. While one would assume consistent data sharing exists, however this is not the case. The RIPCA recognized this as a problem and undertook an effort to see if it would be feasible to create a single statewide RMS/CAD. After study, it was identified that contracts would be expiring in the next few years and the time was ripe to undertake this statement RMS/CAD development. Funding also will be used for hardware (e.g., servers) and software.

Benefits of a Statewide RMS Program in RI Central Data storage accessible by essential personnel- don't have to chase departments for data i.e. DUI arrest numbers

- › More accurate system to track all traffic data to include FARS, crash and violation reports, etc. increasing effectiveness of DDACTS
- › Instant access to the most up to date statistics
- › Ability to utilize current data in monitoring Grant performance measures from individual departments to County and/or State-wide groupings

- › Access to Crash Report Forms for State-wide disbursement within the RMS system with the ability to modify for MMUCC
- › Ability to view graphs, heat maps and other visual tools to understand problem areas
- › Simplicity of having all police on the same system would create an extremely efficient use of data systems at many levels
- › This would advance the capabilities of law enforcement in the field as well
- › OHS can monitor the deployment results of grant funded activity
- › Prepares a platform for additional State-wide users to partner such as DEM, EMS, DMV, AG, Courts, DOH, etc.
- › A true State-wide system would revolutionize the performance of all users
- › CCPRA data collected within system
- › RIDOT can be automatically notified when a crash involves state assets
- › Preloaded system will make DUI arrests easier for officers increasing productivity and involvement in the grant funded details

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

Improves Integration Between One or More Core Highway Safety Databases

- › Project Safety Impacts
 - Rhode Island has seen improvement in its accuracy and completeness of its crash records through the cooperation of data partners. The results of the most recent Traffic Records Assessment indicate opportunities to improve in other areas of data such as integration and uniformity. Increased partnerships between health-related organizations can help strengthen the linkage of crash and hospital data which can provide valuable information that is lacking in crash system.
- › Linkage Between Program Area
 - The adopted performance targets not only refer to accuracy and completeness but also to integration. The planned activities work toward integrated datasets that are accessible to a variety of Rhode Island highway safety partners.
- › Rationale for Selection
 - For FFY23, the State will continue to implement improvements related to NHTSA’s most recent Traffic Records Assessment recommendations. The projects in this plan have been proposed to resolve identified deficiencies.
- › Planned Activities

NHTSA F1906 23 01: Intuitive Public Access of Traffic Stop Race Data Survey

Subrecipient: TBD

Funding Source	Budget	Match	Local Benefit
Section 1906	\$100,000.00	\$-	\$-

Description:

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

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

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

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

NHTSA M3DA 23 03: DOH EMS Maintenance Contract Fee**Subrecipient:** DOH EMS Maintenance Contract Fee

Funding Source	Budget	Match	Local Benefit
Section 405C	\$93,000.00	\$18,489.00	\$-

Description:

NHTSA funds will support the Rhode Island Emergency Medical Services Information System (RI-EMSIS), specifically to defray the cost for the state's vendor ImageTrend to host and maintain the system.

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

NHTSA M3DA 23 05B: TRCC Outreach and Program Development**Subrecipient:** TRCC

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

Description:

This project provides funds to assist with the support of statewide outreach and program development in order for the state to maintain the highest average of data accuracy, timelines and completeness. This project also supports regularly scheduled TRCC meetings, discussions and planning for future data projects, as well as, including traffic record presentations at state meetings.

NHTSA 1906 23 06B: Community Training Summit**Subrecipient:** TBD

Funding Source	Budget	Match	Local Benefit
Section 1906	\$250,000.00	\$-	\$-

Description:

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

Although this Act sunset in 2019 the topic has remained in the forefront not only in Rhode Island but across the Country. New legislation has been proposed surrounding many issues relating to this topic.

A consultant, to be determined, will conduct five 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.

These regional analyses will 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.

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

NHTSA M3DA 23 04: MIRE Data Enhancements Program

Subrecipient: MIRE Data Collection

Funding Source	Budget	Match	Local Benefit
Section 405C	\$535,840.90	\$107,168.18	\$-

Description:

This project will fund the collection of infrastructure data elements and supporting data on all eligible state roads. This year, specifically, OHS will be working toward enhancing data inventory for unsignalized intersections on state roads and improving accuracy and expanding traffic data available on state roads.

Having a more complete database of intersection features will help RIDOT advance their Intersection Mitigation program by identifying, diagnosing, and prioritizing locations using a data-driven, systemic approach. Intersections will be assigned a risk score based this project’s collected attributes as well as historical and predictive crash data. Similar to the STEP and Signalized Intersection efforts, RIDOT will now be able to address unsignalized intersections on state-owned roadways systemically statewide based on risk on serious injury or fatality, not just on historical crashes.

Project Deliverables:

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

Additionally, OHS will be supporting the use of crowdsourced data to inform, expand, and provide quality checks of field collected traffic volume data. By using crowd sourced data across the state footprint, historic traffic volume projections can be developed that will serve as a quality check on field collected data or fill in gaps where field collected data are not readily available. Traffic volumes can inform safety priorities and roadway user exposure.

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 (2016-2020)

Location	2016		2017		2018		2019		2020	
	Crashes	Crashes	Crashes	Percent	Crashes	Percent	Crashes	Percent	Crashes	Percent
Rhode Island	3	6%	3	4%	0	0%	1	2%	0	0%
Nation	3,197	9%	3,003	9%	2,628	8%	3,142	9%	3,142	8%

Source: FARS (2022).

Associated Performance Measures

- › **Goal.** Increase the number of DMV survey respondents who never talk on a hand-held cellular phone while driving from 50.3 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 50.3 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 2021 DMV survey results showed that 50.3 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 75 percent.

Countermeasure Strategies in Program Area

Community Outreach

- › Project Safety Impacts
 - Although Countermeasures That Work shows communications and outreach on distracted driving as a one-star strategy, there is strong public support for such a strategy to reduce distracted driving. The passage of a hands-free law and the implementation of the law starting June 1, 2018 was a result of support by the public. The low percentage of respondents who indicate a "never" answer when asked about the use of a hand-held device while driving may rise with the implementation of the new law and complemented by a communication and outreach campaign.
- › Linkage Between Program Area
 - The low number of distracted driving crashes is attributed to the challenges of collecting accurate data. Therefore, until there are improved metrics to determine the contributions of distracted driving, public attitudinal surveys are the preferred indicator to monitor distracted driving efforts.
- › Rationale for Selection
 - Countermeasures That Work, Chapter 4, Section 2.3 describes examples of communication and outreach activities that Rhode Island distracted driving activities draw on. State-approved media vendors are the key subrecipients used to assist with the development and deployment of communication strategies. Similarly, Countermeasures That Work, Chapter 2 Section 6 and Chapter 4 Section 2.1 support Community Outreach Efforts.
- › Planned Activities

NHTSA 402PT 23 08B/NHTSA FLDATR 23 02/NHTSA M8SA 23 01: Aging Road User Highway Safety Program

Subrecipient: TBD

Funding Source	Budget	Match	Local Benefit
Section 402PT	\$2,500.00	\$500.00	\$1,000.00
Section 405D	\$10,000.00	\$2,000.00	\$-
Section 405E	\$5,000.00	\$1,000.00	\$-

Description:

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. Dangerous driving behaviors that impact senior crashes are many times related to Speed, Impaired Driving and Distracted Driving.

This project will fund for a consult to develop and create an aging road user program that incorporates education, perceptual, physical, and on-road training. 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. 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. We will continue to encourage our colleagues at the RIDOT to consider these concerns when designing roadway safety elements and infrastructure.

NHTSA M8PE 23 01: ThinkFast Distracted Driver Employee Education

Subrecipient: All Sub-Grantees

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

Description:

Think Fast Interactive, created by TJohnE Productions, is an interactive game show style program that blends critical highway safety messaging with pop culture to command engagement and attention at institutes of higher education and workplaces. The production will educate on Distracted Driving. Colleges and universities and workplaces will expose students and workers to important targeted distracted driving information with a strong retention rate. The goal of ThinkFast is to empower Rhode Island college students and workers to make more educated and safe decisions when driving. To measure the success of the program, pre and post examinations will be administered. This will ensure the program's success by measuring knowledge of distracted driving, and what areas each motorist needs to focus in on. The results of these surveys will be compiled and put into a formal report by TJohnE Productions and sent to RIDOT's Office on Highway Safety. These results will be featured in the OHS's Annual Report. Students or employees are organized and compete as teams. It's a great "team building feature of ThinkFast. TJohnE will work with OHS to incorporate our custom distracted driving educational content with its age relevant pop culture trivia, music video question, 20 Second Challenge and numerous other interactions with students or employees on stage. As spectators of this high-energy show, students or employees will see their classmates or coworkers captivated by this fast paced, interactive program. TJohnE Productions has been contracted by the Office on Highway Safety to hold their ThinkFast presentation to adults at universities and businesses with the content being exclusively focused on Distracted Driving. This program will include 12 trainings reaching approximately 400 participants.

NHTSA M8PE 23 04: Distracted Driving Injury Prevention Employer Program

Subrecipient: TBD

Funding Source	Budget	Match	Local Benefit
Section 405E	\$27,345.00	\$5,469.00	\$-

Description:

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

NHTSA 402PT 23 09B/NHTSA FDL*EM 23 03/NHTSA M8*EM 23 01: EMS Crash Safety Equipment
Subrecipient: TBD

Funding Source	Budget	Match	Local Benefit
Section 402PT	\$50,000.00	\$10,000.00	\$20,000.00
Section 405D	\$100,000.00	\$20,000.00	\$-
Section 405E (flex)	\$150,000.00	\$30,000.00	\$-

Description:

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

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

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

All fire/rescue personnel on local fire departments are trained in the safe and proper use of extrication tools. Many are certified fire service instructors who provide both classroom and hands-on practical instruction and evaluate personnel through periodic training exercises. They also attend and participate in additional training when made available by other fire departments throughout the state. As new technologies and best practice strategies evolve instructors attend "train the trainer" education classes, to maintain the skills of personnel to a high level of competency We continue to support DOH's EMS efforts via our state's TRCC strategies.

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

4.9 Police Traffic Services

Problem Identification and Analysis

Speeding, alcohol-involved, and unrestrained fatalities represent the largest proportions of fatalities in Rhode Island at 47, 38, and 27 percent respectively over the period 2017-2021. These crashes are not mutually exclusive; a vehicle occupant may exhibit all three behaviors in the crash.

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

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

Associated Performance Measures

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

Countermeasure Strategies in Program Area

Short-Term, High Visibility Law Enforcement

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

programs can help to reduce the proportion of crashes in the State that involved traffic violations.

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

NHTSA 402PT 23 03B: Municipalities Speed Enforcement

Subrecipient: All Municipal Police Departments

Funding Source	Budget	Match	Local Benefit
Section 402PT	\$500,000.00	\$100,000.00	\$400,000.00

Description:

OHS will fund overtime patrols for speed enforcement to include mandatory participation in the “Obey the Sign or Pay the Fine” or other mobilizations/campaign(s) for all 39 municipal police departments. Patrols can be conducted day and night and must focus on identified problem areas. OHS will fund speed enforcement-related equipment in support of sustained enforcement efforts. In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. A speed-related serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit.

Speed was a likely factor in over 48% of 2021 fatalities (30 of the 63 fatal crashes). Most drivers in speed-related fatal crashes are between age 16 and 34. The cities of Providence and Warwick have the highest numbers of speeding crashes in the most recent five years with 25 and 13 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.

NHTSA 402PT 23 04B: State Agencies (URI) Speed Enforcement

Subrecipient: URI Police

Funding Source	Budget	Match	Local Benefit
Section 402PT	\$4,646.40	\$929.28	\$1,858.56

Description:

OHS will fund for overtime patrols for speed enforcement to include mandatory participation in the “Obey the Sign or Pay the Fine ”or other mobilizations and or campaign(s). Patrols can be conducted day and night and must focus on identified problem areas. s. In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. A speed-related serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit. Speed was a likely factor in over 45% of fatalities in 2020 with 31 of the 68 total fatal crashes.

Most drivers in speed-related fatal crashes are between age 16 and 34. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively. Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less.

NHTSA M2HVE 23 02B: Child Passenger Safety and Training

Subrecipient: RISP and Municipal Law Enforcement

Funding Source	Budget	Match	Local Benefit
Section 405B	\$174,000.00	\$34,800.00	\$-

Description:

This project provides funds for Rhode Island State Police and municipal police departments with qualified personnel (nationally certified Child Passenger Safety Technicians) to conduct CPS checks on a scheduled appointment basis or to assist at community held CPS events. These funds will also support training to get more officers certified to become Child Passenger Safety Technicians (CPST’s), as well as to purchase child seats and supplies to be used at their department during installation appointments. The amounts allocated to each municipality were determined based on their town or city’s problem identification, citation and detail history, ability to deploy details, overall community targeted safety needs and with a focus on providing for those populations in need or at risk.

NHTSA FDLBAC 23 01: Municipalities Impaired Driving - BAT (Breath Alcohol Testing) Mobile Providence
Subrecipient: Providence Police Department

Funding Source	Budget	Match	Local Benefit
Section 164AL	\$60,000.00	\$12,000.00	\$-

Description:

OHS will reimburse the Providence Police Department (PPD) for all pre-approved B.A.T. equipment, and overtime for the pre-approved PPD officers that are deemed necessary to utilize the BAT mobile to its greatest advantage on behalf of all RI police departments.

This tool will be employed in all communities throughout the state to assist with High Visibility Enforcement efforts regarding the detection and apprehension of impaired drivers. PPD's traffic unit will schedule its usage and will assist with the processing and final disposition of any prisoners on the truck. If another department employs different protocols the BATmobile staff will acquiesce to those protocols.

B.A.T.Mobile Mobilization Calendar:

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

All municipalities have agreed, as a part of their grant applications to utilize the B.A.T. Mobile.

NHTSA 402PS 23 05B: Municipalities Pedestrian/Bicycle Enforcement Patrols

Subrecipient: Law Enforcement Municipalities

Funding Source	Budget	Match	Local Benefit
Section 402PS	\$126,00.00	\$25,200.00	\$50,000.00

Description:

This task will provide funds to enable approximately 19 municipal law enforcement agencies to conduct patrols aimed at enforcing the state's pedestrian/bicycle laws. Grants will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols will be conducted year-round with a focus on the summer months primarily in downtown locations during the morning and evening commuting hours due to high pedestrian and bicycle traffic. Specific times and locations will be based on local data and each community's needs.

NHTSA 402DD 23 02B: RISP Distracted Driving Enforcement & Training

Subrecipient: RISP

Funding Source	Budget	Match	Local Benefit
Section 402DD	\$26,000.00	\$10,773.60	\$26,000.00

Description:

OHS will fund implementation of specific Distracted Driving enforcement patrols by the RISP. Patrols are conducted day and night and there is mandatory participation in one annual enforcement period during the month of April 2023 (NHTSA’s Distracted Driving Awareness Month). Members of the RISP attend the OHS’ required training to offer consistent and complementary patrols to all cities and towns. The RISP has also committed to using their OHS funded Distracted Driving vehicle to increase their distracted driving outreach and patrols.

NHTSA 402DD 23 03B: (URI) Distracted Driving Enforcement & Training

Subrecipient: University of Rhode Island PD

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

Description:

OHS will fund implementation of specific Distracted Driving enforcement patrols by the URI Police. Patrols are conducted day and night and there is mandatory participation in one annual enforcement period during the month of April 2023 (NHTSA’s Distracted Driving Awareness Month).

NHTSA F1906 23 05: Law Enforcement Training

Subrecipient: Law enforcement

Funding Source	Budget	Match	Local Benefit
Section 1906	\$150,000.00	\$-	\$-

Description:

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

The CCPRA required that law enforcement departments had to collect traffic stop data until December 31, 2019 which was submitted to the State to be analyzed by a yet to be determined contractor. Without the requirement to submit data but the ability of departments to continue with internal data collection, the contracted agency will develop and implement a training program for police departments that decide to voluntarily collect traffic stop records beyond 2020.

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

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

NHTSA M8DDLE 23 01: Municipal Distracted Driving Enforcement & Training**Subrecipient:** TBD

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

Description:

OHS will fund implementation of a Distracted Driving enforcement effort by local city/town police departments. OHS is expecting participation from potentially 38 communities. Patrols are conducted day and night and there is mandatory participation in one annual enforcement period during April 2023 (NHTSA's Distracted Driving Awareness Month). The amounts allocated to each municipality were determined based on the problem need, historical liquidation rates, and amount requested by the enforcement agency. Prior to the start of these enforcement campaigns, departments are required to attend training developed and facilitated by Rhode Island's LEL.

NHTSA 402OP 23 07B: URI Seat Belt Law Enforcement Patrols**Subrecipient:** URI Police

Funding Source	Budget	Match	Local Benefit
Section 402OP	\$6,018.72	\$1,204.00	\$2,400.00

Description:

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 2023 and state mobilizations. URI has promised to increase patrols and adhere to all mandated mobilizations. They will also remain flexible if those dates should change.

NHTSA FDLHVE 23 01: Municipalities Impaired Driving Law Enforcement Patrols & Training**Subrecipient:** Law Enforcement Agencies

Funding Source	Budget	Match	Local Benefit
Section 405D	\$400,000.00	\$80,000.00	\$-

Description:

Implementation of Drive Sober or Get Pulled Over (DSoGPO) overtime enforcement patrols by approximately 39 municipal police departments. Each law enforcement agency is funded to participate in the two DSoGPO annual mobilizations scheduled. If those dates become flexible all agencies have promised to dedicate patrols accordingly once the OHS advises them of any changes. Patrols are conducted on Thursday, Friday, and Saturday evenings.

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

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

NHTSA 402PS 23 06B: URI Pedestrian/Bike Enforcement Patrols

Subrecipient: URI Police

Funding Source	Budget	Match	Local Benefit
Section 402PT	\$540.00	\$100.00	\$200.00

Description:

This task will provide funds to enable trained officers at the University of Rhode Island Police Department to conduct patrols aimed at enforcing the state’s pedestrian/bicycle laws. This grant will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols will be conducted year-round with a focus on the summer months primarily in downtown locations during the morning and evening commuting hours due to high pedestrian and bicycle traffic. Specific times and locations will be based on local data and each community’s needs.

NHTSA 164 23 07B: URI State Agencies Alcohol Enforcement & Training

Subrecipient: URI State Agencies Alcohol Enforcement & Training

Funding Source	Budget	Match	Local Benefit
Section 164	\$1,000.00	N/A	\$400.00

Description:

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

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

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

NHTSA 402PT 23 02B: State Agencies (RISP) Speed Enforcement/Equipment

Subrecipient: Rhode Island State Police

Funding Source	Budget	Match	Local Benefit
Section 402	\$109,960.40	\$20,000.00	\$95,000.00

Description:

In Rhode Island, (2017-2021 data), speed was a likely factor in 60 percent of all traffic fatalities. That’s a sharp rise compared with prior years (2012-2016) when the numbers averaged about 38 percent. Rhode Island saw a reduction in speed-related fatalities with 51 percent in 2021 from 57% in 2020. The cities of Providence and Pawtucket had the highest numbers of speeding crashes among Rhode Island communities. A higher percentage of speed-related crashes occur on non-highway roads; that being roads with speed limits of 30 mph or less or 50 mph or less.

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

We have partnerships with local community groups, safety organizations and law enforcement agencies that are all working together to educate motorists and enforce speeding laws to change behaviors. This partnership is using a data-driven approach to identify speeding "hot spots" so media outreach and law enforcement efforts can target these areas accordingly.

Although we know speeding is a widespread concern, we ask that law enforcement take a deeper dive into their local data to find these hot spots. This provides an opportunity for a pre and post evaluation of hot spot efforts to gauge the effectiveness of their efforts to change behaviors within their community.

Our current advertising campaign is called “Know the Limits,” it focuses on the consequences of speeding such as jail time or a much higher likelihood of dying in a crash at excessive speeds.

There are plans to partner with the Northeast Region of Traffic Safety Advocates for an enforcement program for all of New England to reduce speed related incidents in the summer.

NHTSA M2HVE 23 01B: Municipalities/RISP Seat Belt Law Enforcement Patrols & Training

Subrecipient: RI Municipal and State Police

Funding Source	Budget	Match	Local Benefit
Section 405B Low	\$325,000.00	\$65,000.00	\$-

Description:

Every year roughly 50% of Rhode Island’s roadway fatalities end up being unbelted occupants. NHTSA detail funds for Click It or Ticket enable local Rhode Island police departments to spread awareness on the lifesaving benefits of wearing a seatbelt through enforcement and education. NHTSA detail funds for Click It or Ticket enable local Rhode Island police departments to spread awareness on the lifesaving benefits of wearing a seatbelt through enforcement and education. Municipalities will also agree to participate in both local and national Click It or Ticket mobilization campaigns during the months of November, March, May, June and September of the FY23 year. Cities and towns throughout Rhode Island will be reached throughout these detail efforts by local police municipalities. The program will be carried out through the federal fiscal year 2023 beginning on October 1 2022, and going through September 30th 2023. The driving public that live in all 38

Rhode Island cities and towns will benefit from this program. At the conclusion of each fiscal year, each department will complete a year end report evaluating the effectiveness of their department's efforts throughout the year. Departments also agree to participate in monitoring visits with the Office on Highway Safety during the fiscal year to go over any performance questions or concerns. During mobilizations, officers also hold pre and post seatbelt usage surveys to determine usage rates in certain areas which further evaluates the program's effectiveness.

4.10 Media Campaigns

Problem Identification and Analysis

Media is a key element of safety education for the general public. All emphasis areas and crash types can benefit from continued and expanded media outreach. The range of program areas that can be impacted by media is well represented in Figure 1.3 of this document. These crashes are not mutually exclusive; a vehicle occupant may exhibit multiple behaviors in the crash.

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

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

Associated Performance Measures

- > **Goal.** Increase perception of being ticketed for failure to wear safety belts “always” or “nearly always” from 33 percent in 2021 to 45 percent in 2023.
 - **Justification.** The percentage of responses to this survey question that are “always” or “nearly always” has been trending upward. Moving past the pandemic, OHS plans to reengage with the public through survey efforts and gain improved perspective on belt use.
- > **Goal.** Increase awareness of “Click It or Ticket” slogan from 84.0 percent in 2021 to 92 percent in 2023.
 - **Justification.** Rhode Island survey respondents in prior years exhibited an awareness of the CIOT slogan above 90 percent. Moving past the pandemic, OHS plans to reengage with the public through survey efforts and gain improved perspective on belt use. With dedicated efforts between CIOT partners, Rhode Island can move toward this target.
- > **Goal.** Increase perception of being arrested by law enforcement after drinking and driving “always” or “nearly always” from 50.3 percent in 2021 to 60 percent in 2023.
 - **Justification.** The percentage of responses to this survey question that are “always” or “nearly always” has been slow to improve. Moving past the pandemic, OHS plans to recalibrate public engagement and will use survey efforts and gain improved perspective on impaired driving perspectives.
- > **Goal.** Increase recognition of DSoGPO impaired driving enforcement slogan from 61.1 percent in 2021 to 65 percent in 2023.
 - **Justification.** Awareness of this slogan has been trending downward. Continued enforcement and education efforts that build on prior successes will move this percentage upward.

Countermeasure Strategies in Program Area

Communication Campaign

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

NHTSA 164 23 10B: Paid Media (AL)

Subrecipient: State Approved Media Vendor

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

Description:

OHS will develop and implement a statewide paid media campaign for the DSoGPO campaigns to coincide with enforcement mobilizations scheduled for December 2022 and August/September 2023 in addition to supporting monthly sustained enforcement. The target audience is 21-49-year-old adults. The media buy is expected to cover print, online and "out of home (billboard/bus/movie theater). Following social equity best practices, media materials are produced in both English and Spanish and the venues are chosen based on market data for each audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television ads include closed captioning. Additionally, the project will be evaluated based on the criteria set out in the Section 402 Advertising Guidance. When OHS implements a media plan we receive

reach and frequency numbers and impressions listed to answer the “penetration of the target audience.” Significantly, we will have 90+ reach and high frequency. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project. There is a need to create more localized messages that highlight local stories, issues, strengths and partners. We will increase our social media presence. OHS will also use our DMV surveys, and we rely on Providence media expertise to create media and to purchase media buys.

NHTSA 164 23 11B: Creative Media (AL)

Subrecipient: State Approved Media Vendor

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

Description:

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

NHTSA 164 23 12B: Newport Gulls Drunk Driving Education

Subrecipient: Newport Gulls, Inc.

Funding Source	Budget	Match	Local Benefit
Section 164AL	\$6,300.00	N/A	\$2,520.00

Description:

The Newport Gulls, members of the 13-team New England Collegiate Baseball League (NECBL), are a 501(c)(3) non-profit organization, founded as the Rhode Island Gulls in 1998 in Cranston, R.I., before moving to Newport in 2001. The organization is committed to recruiting, fielding, and developing a team of the nation’s top collegiate baseball athletes and attracts 50,000 fans annually to Cardines Field. The Gulls are six-time champions of the NECBL – the winningest franchise in league history – and were ranked as the overall No. 1 summer collegiate baseball team in the country by Perfect Game USA in 2012. This sports marketing sponsorship agreement furthers the achievement of OHS’s alcohol impaired driving performance targets. The Alcohol Impaired Driving Awareness Program will target the many negative results caused by Alcohol Impaired Driving. The target audience is men and women throughout Newport County and its surrounding area as well as the many tourists that visit Rhode Island throughout the summer. This project will be implemented by creating a presence at Cardines Field via signage and PA Announcements, throughout the Gulls Social Media Accounts and Website and when Gulls players and staff make community appearances. In partnership with OHS, the Newport Gulls will serve as part of a multi-media campaign to bring awareness to the dangers of Alcohol Impaired Driving. Mirroring the OHS overall comprehensive media strategy, the Newport Gulls Alcohol Impaired Driving Awareness Program will be comprehensive- utilizing print and signage, PA Announcements to 50,000 individuals and information disseminated on Gulls social media.

NHTSA 402PM 23 06B: Creative Media (MC) - Awareness Personal Protective Gear

Subrecipient: State Approved Media Vendor

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

Description:

OHS will develop creative media in the three major areas: impaired driving, protective gear, and speeding. OHS will address and appeal to motorcycle riders in specific age groups and demographics based on 2017 to 2021 data trends. As supported by data, the target audience for motorcycle media is older than for most of other media programs and includes adults 18 to 49 years of age. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements developed under this plan include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. OHS will use a State of Rhode Island Master Price Agreement (MPA) vendor to design the creative materials. Focus groups will be conducted to determine the best creative direction to reach this audience. There is a need to create more localized messages that highlight local stories, local issues, strengths and partners.

NHTSA 402PM 23 01B: Paid Media (OP)

Subrecipient: State Approved Media Vendor

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

Description:

OHS will develop and implement a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2022, March 2023, May 2023, and September 2022. The target audience will be 16- to 34-year-old males. Media materials will be produced in both English and Spanish with the venues chosen based on market data for each audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning for the hearing impaired. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance using a State of Rhode Island Master Price Agreement (MPA) vendor. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project. RI OHS will measure before and after message recognition.

NHTSA 402PM 23 02B: Creative Media (OP)

Subrecipient: State Approved Media Vendor

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

Description:

OHS will contract with a State of RI approved media consultant to create and produce a major occupant restraint campaign. Our primary target market will be males 18-34 years old -- English and Spanish speaking --

with rural drivers as a secondary audience. OHS has long believed OHS messaging needs to be localized to RI’s uniqueness. Pickup truck drivers (majority located in rural sections of state) remain high in unbelted usage rates. Our consultant will target that area using media components which attract that population. We will use the Texas DOT’s “Buckle Up in Your Truck” campaign as a starting point for our creative media campaign and customize it to resonate with the unique demographics and characteristics of RI to reach these audiences. Focus groups will be conducted to determine the best creative direction.

NHTSA 402PM 23 03B: Paid Media (PT)

Subrecipient: State Approved Media Vendor

Funding Source	Budget	Match	Local Benefit
Section 402	\$250,000.00	\$62,500.00	\$250,000.00

Description:

OHS will continue our statewide paid and earned media campaigns for the “Know The Limits” campaign and “Obey the Sign or Pay the Fine” law enforcement mobilizations. The target audience will be 16- to 34-year-old males. Media materials are 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.

NHTSA 402PM 23 04B: Creative Media (PT)

Subrecipient: State Approved Media Vendor

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

Description:

OHS’ contract with a public relations firm for creative media will include creation and production of ads relating to the “Know the Limits – Never Speed” statewide campaign. Focus groups will be conducted to determine the best creative direction to reach these audiences. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. In 2020 OHS created a SPEED community toolbox within its media contract that enhanced the media safety message and serves as a platform for our community stakeholders to share the messaging and offers a consistent educational/awareness component, which will be relevant for several years.

NHTSA 402PM 23 05B: Paid Media (MC) Awareness Campaign (May)**Subrecipient:** State Approved Media Vendor

Funding Source	Budget	Match	Local Benefit
Section 402	\$110,000.00	\$27,500.00	\$110,000.00

Description:

OHS will enter a contract with a State approved media vendor to purchase advertising space for Motorcycle Safety Awareness. When OHS implements a media plan we receive reach and frequency numbers and impressions listed to determine the “penetration of the target audience.” Our primary target audience will be adults ages 18-49. The date of the campaign is May 2023, and the message will be to all motorists that “Motorcycle Safety Is a Two-Way Street.” We will assure that our creative media be showcased via social media, TV ads, radio and out of home media such as billboards and bus sides.

NHTSA 402OP 23 09B: Paid Media (CPS)**Subrecipient:** State Approved Media Vendor

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

Description:

OHS will inform the public via paid media of all the steps of child restraints, including infant seats, convertible seats, forward facing seats, booster seats and safety belts. The media buy is expected to cover on-line and “out of home” (billboard/bus) with the target market of parents and caregivers, with an emphasis on women between 18 and 40. The media buy will coincide with National Child Passenger Safety Week. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning for the hearing impaired. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project.

NHTSA FDLPEM 23 01: Sports Marketing Advocacy, Awareness, Education LEARFIELD**Subrecipient:** A-L Tier II LLC-01

Funding Source	Budget	Match	Local Benefit
Section 164AL	\$75,000.00	\$15,000.00	\$-

Description:

Learfield IMG contracts with the Rhode Island Convention Center to market advertising for the following Providence sports and entertainment venues in addition to the Convention Center itself: the Dunkin’ Donuts Center and The VETS (aka Veterans Memorial Auditorium). Sports fans and event goers attend Providence Bruins and Providence College Friars games as well as other concerts and shows among the venues. Between the Dunkin’ Donuts Center, the Rhode Island Convention Center, and the VETS, OHS messaging will reach over 1,000,000 local sports and entertainment event goers. The demographics for the Providence Bruins and Providence College Friars skew towards college aged to middle aged males, which have shown to be a target audience for the Impaired Driving and Distracted Driving Messaging. The project will be implemented by Learfield IMG Colleges’ local team at Providence Venues & Sports Properties. Assets with alcohol impaired

driving and distracted driving messaging will be in the form of (2) fixed position dasher board signs with the Providence Bruins on opposite, high visibility locations at ice level. Also included is scoreboard messaging in-game with the P-Bruins and digital signage on the concourse, which will run during all P-Bruins, PC Friars, family shows, concerts, special events and conferences at all events held in the Dunkin’ Donuts Center, RI Convention Center and The VETS during the 2022-2023 event season.

NHTSA M8PE 23 02: Creative Media Distracted Driving

Subrecipient: State Approved Media Vendor

Funding Source	Budget	Match	Local Benefit
Section 405E	\$400,000.00	\$80,000.00	\$-

Description:

The new creative will follow the strategy of using an emotional appeal, as was used in the media developed when the “Hands-Free” Law first went into effect in 2018. The creative will be used to support law enforcement mobilizations, including National Distracted Driving Month in April 2023. The primary target audience will be adults between the ages of 18 and 49. Focus groups will be conducted to affirm the best creative direction to reach this groups. In accordance with NHTSA regulation, the television spots will be closed-captioned for the hearing impaired. In 2019 RI’s OHS supported the creation of a Distracted Driving Campaign that offered first-person stories from people who spoke to their friends and families asking them to NOT drive distracted. In 2022-3, it is our plan to extend that reach and educate the public that texting while driving is not the only type of distracted driving that we are concerned about. We will track and evaluate components via surveys and polls and social media contacts.

NHTSA M8PE 23 03: Paid Media Distracted Driving

Subrecipient: State Approved Media Vendor

Funding Source	Budget	Match	Local Benefit
Section 405E (flex)	\$400,000.00	\$80,000.00	\$-

Description:

OHS will fund placement of media to support law enforcement mobilizations, including during National Distracted Driving Month (April 2023). Our primary target audience will be adults between 18 to 49 years old. 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-by analysis, which will serve as the evaluation for this project.

NHTSA M8PE 23 05: Creative Media Traffic Services (LE recruitment TS)**Subrecipient:** State Approved Media Vendor

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

Description:

This project will provide for the contracting with a State Approved Media/Marketing Vendor to produce creative media to assist Rhode Island Law Enforcement Agencies (LEAs) with recruitment by making potential applicants for LEA Police Academies aware of the benefits Law Enforcement (LE) makes to traffic safety by highlighting the work of OHS LE "Traffic Safety Champions." This project will emphasize equity by addressing all communities in Rhode Island. LEAs are having difficulty recruiting potential applicants. This greatly affects the available pool of officers to work on identified traffic safety problems in all RI communities. This project will include the expert advice and guidance of our NHTSA Region 1 Team and our local community and law enforcement representatives. It will include a focus group/survey aspect before any approvals of necessary RFP driven contracts are awarded.

NHTSA M8PE 23 06: Paid Media Traffic Services (LE recruitment TS)**Subrecipient:** State Approved Media Vendor

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

Description:

This project will provide for the contracting with a State Approved Media/Marketing Vendor to produce creative media to assist Rhode Island Law Enforcement Agencies (LEAs) with recruitment by making potential applicants for LEA Police Academies aware of the benefits Law Enforcement (LE) makes to traffic safety by highlighting the work of OHS LE "Traffic Safety Champions." This project will emphasize equity by addressing all communities in Rhode Island. LEAs are having difficulty recruiting potential applicants. This greatly affects the available pool of officers to work on identified traffic safety problems in all RI communities. This project will include the expert advice and guidance of our NHTSA Region 1 Team and our local community and law enforcement representatives. It will include a focus group/survey aspect before any approvals of necessary RFP driven contracts are awarded.

NHTSA M9X 23 03: Creative Media Motorcycle Public Ed and Outreach Campaign**Subrecipient:** State Approved Media Vendor

Funding Source	Budget	Match	Local Benefit
Section 405F	\$57,476.91	\$11,500.00	\$-

Description:

The OHS will contract with a public relations firm for creative media will include creation and production of ads relating to the "Share The Road" motorcycle safety statewide campaign. Focus groups will be conducted to determine the best creative direction to reach targeted audiences. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space

Guidance. In 2020 OHS created motorcycle campaign material using 402 funding to support motorcycle driving safety. It is time to support that initiative with a campaign directed towards all drivers on the road with the motorcycle driving public.

NHTSA M9X 23 04B/ NHTSA M9X 23 05SB: Paid Media Motorcycle Public Ed and Outreach Campaign

Subrecipient: State Approved Media Vendor

Funding Source	Budget	Match	Local Benefit
Section 405F B	\$82,957.57	\$16,600.00	\$-
Section 405F SB	\$5,443.14	\$1,200.00	\$-

Description:

OHS will support our paid MC media efforts with a statewide paid and earned campaign using the “Share The Road”. Media materials will be produced in both Spanish and English and the venues chosen will be based on market data for the general public. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space guidance. As stipulated by our MPA contract, the selected vendor will conduct a comprehensive post-buy analysis which will serve as the evaluation for this project.

4.11 Planning and Administration

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

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

Associated Performance Measures

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

Countermeasure Strategies in Program Area

Highway Safety Office Program Management

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

**NHTSA 164 23 01B/NHTSA 402PA 23 00B/NHTSA F1906 23 00/NHTSA M3DA 23 00/
NHTSA M6X 23 00/NHTSA FESX 23 00: Audit Fees**

Subrecipient: Rhode Island Office on Highway Safety

Funding Source	Budget	Match	Local Benefit
Section 164	\$24,000.00	\$24,000.00	N/A
Section 402PA	\$25,000.00	\$25,000.00	N/A
Section 1906	\$2,800.00	\$1,400.00	N/A
Section 405C	\$2,700.00	\$1,350.00	N/A
Section 405D	\$5,000.00	\$1,000.00	N/A
Section 405E	\$2,300.00	\$460.00	N/A

Description:

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

NHTSA 402PA 23 01B: Membership and Dues

Subrecipient: Rhode Island Office on Highway Safety

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

Description:

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

NHTSA 402PA 23 02B: Office Equipment

Subrecipient: Rhode Island Office on Highway Safety

Funding Source	Budget	Match	Local Benefit
Section 402PA	\$35,000.00	\$35,000.00	\$-

Description:

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

NHTSA 402PA 23 03B: Office Supplies**Subrecipient:** Rhode Island Office on Highway Safety

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

Description:

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

NHTSA 402PA 23 04B: Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report, support of SHSP activities**Subrecipient:** Rhode Island Office on Highway Safety

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

Description:

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

NHTSA 402PA 23 05B: Travel and Training**Subrecipient:** Rhode Island Office on Highway Safety

Funding Source	Budget	Match	Local Benefit
Section 402PA	\$65,000.00	\$65,000.00	\$-

Description:

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

NHTSA 402PA 23 06B: Grants Management System**Subrecipient:** Rhode Island Office on Highway Safety

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

Description:

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

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

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

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

NHTSA 402TR 23 01B/NHTSA 402DD 23 01B/NHTSA 164 23 02B/NHTSA 402MC 23 01B/NHTSA 402OP 23 01B/NHTSA 402PS 23 01B/NHTSA 402PT 23 01B/NHTSA 402SA 23 01B: OHS Salaries

Subrecipient: Office on Highway Safety

Funding Source	Budget	Match	Local Benefit
Section 402TR	\$50,000.00	\$10,000.00	\$50,000.00
Section 402DD	\$100,000.00	\$125,000.00	\$-
Section 164	\$900,000.00	N/A	\$-
Section 402MC	\$100,000.00	\$35,500.00	\$-
Section 402OP	\$325,000.00	\$162,500.00	\$-
Section 402PS	\$150,000.00	\$62,500.00	\$-
Section 402PT	\$175,000.00	\$62,500.00	\$-
Section 402SA	\$106,000.00	\$53,000.00	\$-

Description:

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

4.12 Traffic Safety Enforcement Plan (TSEP)

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

The Office on Highway Safety carefully monitors the activity of Rhode Island's law enforcement subgrantees which ensures that areas where 'hot spots', crashes or neighborhood problem identification exists are being protected. The ongoing monitoring program looks at data as the focus for funding grants in addition to other stated factors. With this process in place and a proactive enforcement program, many serious bodily injury crashes and fatalities can be reduced. This same problem identification approach is used to collect data and pinpoints crashes by time of day, day of the week, types of roadways. This data model collects personal information about operators of vehicles and other victims of crashes and can locate incidents of property damage and takes into consideration possible engineering issues. The data covers a five-year period (2017-2021) looking at geographical data, time of day, day of week, age, gender, and types of roadways where incidents took place.

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

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

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

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

RI's OHS requires agencies to list identified traffic safety problems which must be supported by data to receive NHTSA safety funding. Agencies are also required to utilize proven countermeasures, as presented in the 2020 NHTSA publication, Countermeasures that Work. Law enforcement agencies must also commit to working with neighboring law enforcement departments and community partners and forecast dates and events they will team up. As with all sub-recipients, the Office on Highway Safety must ensure that funds are spent efficiently and effectively and support the goals as stated in the FFY 2023 Highway Safety Plan.

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

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

Highway Safety Champion Recognition Awards: Through our annual Highway Safety Champion Awards, state and local law enforcement agencies are recognized for participating in all NHTSA's traffic safety national mobilizations. Agencies are recognized for requiring post officers to continue weekly sustained enforcement efforts by using officer discretionary time when not responding to emergency calls for service. All Rhode Island law enforcement agencies are encouraged to participate. The individual top performers from each agency of equal size compete for top honors in each of the Highway Safety emphasis areas. Over the past five (5) years applications have doubled for these prestigious awards. Each year we include other highway safety initiatives to the list of awards given to individual officers. The awards are given to law enforcement and community leaders and civilians who have excelled in highway safety programs. Due to the challenges during the pandemic no awards were distributed during 2019, 2020 and 2021. In FFY 2023, we plan on returning to our normal yearly award ceremony.

Media, Education and Community Outreach: In the upcoming Federal Fiscal Year 2023, the Office on Highway Safety will continue to assign its Program Coordinators to a number of law enforcement and community organizations/agencies. This concept was developed during FFY 2021 and has proven to be very successful. This practice enables each Program Coordinator to work with a smaller group of law enforcement grant managers and community groups. The coordinator shares information from all the NHTSA emphasis areas in a smaller group setting. By working with smaller groups, the Program Coordinators can continue to work with and build trust as well as encourage more community-based programs to take a more active role in planning and sharing traffic safety initiatives.

- › Part of the highway safety plan is to continue with a coordinated plan is to continue with active media outreach efforts. This will help each grant manager within each police agency to connect traffic safety issues through many media outlets and report neighborhood data.
- › The Program Coordinators will continue to champion their own specific expertise as well as distribute materials throughout the state in the emphasis areas but also help with education and community outreach.
- › In the Highway Safety guidelines for grant managers, it is strongly encouraged that all partners continue to reach out to all-media outlets to cover highway safety initiatives. This will be building on FFY 2021's success of media ride-along programs as well as the departments establishment of many great personal relationships that have grown during calendar year 2021. The Highway Safety Office has seen individual Police Departments become more proactive with media events, press advisories and communications with local new outs.
- › The Office on Highway Safety believes these partnerships became stronger after a Public Information Officers training session was held in 2020. Additional Public Information Officer trainings are scheduled for FFY 2023.
- › The Rhode Island Police Chiefs Association received media funding in FFY 2022 which helped each Police Department create a media event which offered true safety messages using NHTSA and Rhode Island specific data. The Highway Safety Office 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.

- › In FFY 2022 the Police Chiefs Association partnered with a public relations company and hosted several press conferences during peak traffic safety dates as well as sending out press advisories monthly.
- › The OHS will continue to encourage law enforcement agencies to develop earned media events by way of press releases, media advisories, social media and other proactive initiatives.

Monitoring Efforts: As in past years, the OHS Program Coordinators will continually monitor and meet with sub-grantees in person, electronically, virtually 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. During the COVID-19 pandemic all monitoring visits were conducted via Zoom and were very successful and safe to all parties involved. This new communication tool will be utilized in FFY 2023 when needed to supplement the in-person visits.

- › The specific emphasis area program coordinators will review the monthly activity from each law enforcement sub-grantee monthly 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.
- ›

Rhode Island State Police Traffic Safety Unit (TSU): Over the past six (6) years RI ranked within the top 5 states with the highest percentage of alcohol related fatalities in the country. The Office on Highway Safety encourages proactive enforcement programs in each law enforcement agency. These programs are conducted weekly by the majority of the law enforcement agencies yet our annual impaired driving arrests remain at or near 3,000. To that end, the Office on Highway Safety formed a unique partnership with the Rhode Island State Police by forming the Traffic Safety Unit with the purpose of arresting, then convicting impaired drivers.

- › This dedicated unit exists solely to detect, arrest, and help prosecute the impaired driver. The State Police has set aside four (4) troopers and their supervisors to patrol the Rhode Island roadways where and when the data dictates impaired driving arrests and crashes take place.
- › In FFY 2022 the unit continues to outpace their impaired driving totals from the previous year. The added feature to their enforcement efforts has them teaming up with the BAT Vehicle and the municipal police officers on a weekly basis.

- › The partnership with the Rhode Island State Police will continue in FFY 2023.

Rhode Island Municipal Police Impaired Driving Task Force: With the State Police Impaired Driving Task Force in place, the OHS set out to partner with the municipal police departments. The municipal law enforcement departments effort would allow a partnership to exist between all law enforcement agencies. State and Municipal law enforcement agencies working together should have a general deterrence effect on the impaired driving problem. These two task force type models will have vehicles and officers dedicated solely to detect and arrest impaired drivers. During FFY 2021, nine (9) municipal police agencies received funding to purchase vehicles solely for detecting impaired drivers. These vehicles and the accompanying Memorandum of Understanding establishes a group of officers dedicated strictly to impaired driving enforcement.

Municipalities Impaired Driving Breath Alcohol Testing Mobile (BAT): The Providence Police Department schedules deployments of the BAT Vehicle throughout the state. They are responsible for all aspects of a deployment, from record keeping for all enforcement and educational events and coordinating partnerships with all the law enforcement agencies in the state. During the calendar year 2021, the BAT Vehicle's deployments were limited due to the pandemic

- › **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 seventy-nine (79) active Drug Recognition Experts within 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 39% of our fatal crashes are alcohol/drug related. Rhode Island's police departments utilize single officer patrols, border to border enforcement as well as joint jurisdictional mobilizations.
- › **Click-It-or-Ticket:** During FFY 2022, many law enforcement agencies who had scaled back their occupant protection enforcement efforts due to COVID-19 began proactive enforcement. The Highway Safety Office continued supporting the NHTSA guidelines and worked with their law enforcement partners to develop hybrid programs to keep the motoring public aware of the police presence and concerns for death and injuries because of unbelted motorists.
 - As Rhode Island continues its quest for 90% seat belt compliance, we are surveyed with a statewide rate is 89.2% and over 50% of the fatalities and injuries recorded are from crashes where the occupants were not belted.
 - Rhode Island as in past years participated and will continue in FFY 2023 to deploy officers during the Border-to-Border Occupant Protection Campaigns during Click-It-or-Ticket.

- Eighty per-cent (80%) of the law enforcement agencies deployed officers during the five (5) weeks of enforcement; Thanksgiving (November), March (Saint Patrick's Day), May/June (National CIOT mobilization) and September (Back to school). Several law enforcement agencies participate in the border-to-border national campaign to kick-off the national mobilization.
- Rhode Island has also been very successful teaming up with neighboring Rhode Island departments as well as with Massachusetts and Connecticut. Rhode Island's law enforcement agencies will continue setting up safety seat inspections stations throughout the year to 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:** During FFY 2022, many law enforcement agencies who had scaled back their speed enforcement efforts due to COVID-19 began participating in proactive 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 months when COVID positive cases began to drop. The speed enforcement funding is the most popular and productive grant funded program offered to the law enforcement agencies. Performance efforts are higher when measuring them to the other emphasis areas conducted by law enforcement.
- › **Distracted Driving/Texting Enforcement:** In FFY 2022, to date, the Office on Highway Safety continued its leadership within the region by hosting two (2) distracted driving trainings at the Municipal Police Academy.
 - Over sixty-six (66) officers representing twenty (20) law enforcement agencies attended the in-person classroom training sessions.
 - In FFY 2022, all law enforcement agencies were awarded grant funding to conduct enforcement and education programs. Approximately 50% of those trained departments have conducted successful enforcement campaigns since their training.
 - During FFY 2023 we expect all our law enforcement partners to participate in enforcement campaigns as Rhode Island was a recipient of additional distracted driving funds. The Office on Highway Safety anticipates four (4) Distracted Driving trainings throughout the grant cycle in FFY 2023.
- › **Pedestrian/Bicycle Enforcement Programs:** The Office on Highway Safety developed an in-house Pedestrian / Bicycle Safety Enforcement Program during FFY 2018. Utilizing all the available resources from NHTSA and the accepted successful programs from around the country, Rhode Island developed its own program. By combining best practices, Rhode Island produced an interactive enforcement/education program.
 - In FFY 2022, to date, one virtual training session has been held with sixteen (16) law enforcement officers from twelve (12) agencies participating in the training. As in past trainings, the program includes a two-fold approach to the pedestrian

- enforcement problem, an enforcement pedestrian decoy training along with PowerPoint and a media component.
 - The training incorporates a complete set of guidelines to ensure its success when conducting a decoy deployment campaign. As a result of these two training components, several law enforcement agencies bring the training back to their departments and develop their own role-call type trainings. The Office on Highway Safety Program Coordinator will conduct two (2) trainings sessions in FFY 2023.
- › 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 the states seventy-nine (79) Drug Recognition Experts and is designated as the state coordinator for 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.
 - He 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 classroom Advanced Roadside Impaired Driving Enforcement (ARIDE) training. In FFY 2022, sixty (60) officers were ARIDE trained.
 - In FFY 2022 Rhode Island trained nineteen (19) new DRE’s and recertified forty-nine (49) existing DRE’s.
 - In FFY 2021, Rhode Island conducted a Drug Recognition Expert Instructor School which added an additional seven (7) instructors to the present fifteen (15) member teaching cadre.
 - 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.
- › **Rhode Island State Police, State Agencies:** The Rhode Island State Police continue their enforcement efforts in several of the emphasis areas. They logged impressive numbers in Impaired Driving, Occupant Protection, Speed Enforcement, Distracted Driving, Drug Recognition Expert and Pedestrian Safety. The Rhode Island State Police continue to perform as one of the most proactive and productive law enforcement agencies in the state.
 - The State Police participated in all the emphasis area campaigns during the past fiscal year. Their impaired driving task force that was limited in FFY 2021 due to COVID-19, increased their efforts as the months of the pandemic passed. The dedicated troopers stepped up their patrols over the weekends and their enforcement numbers increased around impaired driving arrests.
- › **Municipal Police Training Academy:** The recruits in Rhode Island Police Training Academy received laptop computers in FFY 2021. This purchase enabled recruits to streamline their time spent collecting, analyzing, and completing important reports that are used by the Office on Highway Safety. The Municipal Police Academy trains recruits from all the law enforcement agencies in Rhode Island except for the

Providence Police and State Police. In FFY 2022, the Providence Police Academy was given the same opportunity and laptops were purchased for their recruit academy..

- By purchasing laptops, the recruits can tailor their training so that it mirrors the real day-to-day duties and responsibilities of an average patrol officer. The laptops will help them transition from the academy model to the patrol car of their respective cities and towns. A laptop is a tool that is necessary so officers can complete their job task quicker and more efficient.
 - The graduating officers will be extremely comfortable transitioning from the training academy to their departments computer system seamlessly. Each laptop is equipped with 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 and the Office of Attorney's Generals for funding for training opportunities in crash investigations. In 2021 and 2022, officers learned how to reconstruct motor vehicles crashes at level higher than what they are taught in the Police Academies.
- In the FFY 2022, a three (3) phase crash investigation school was conducted in Rhode Island with twenty-two (22) agencies sent officers for certification.
 - This six (6) week train was followed up with a commitment to continue reconstruction training into FFY 2022 with a planned Motorcycle and Pedestrian/Bicycle Reconstruction class scheduled for early FFY 2022.
 - Officers investigate several crashes each year and they are dealing with high profile or impaired driving crashes which require a more sophisticated level of training and expertise. Because of the complexity of these crashes, the Law Enforcement Liaison and the Traffic Safety Resource Prosecutor take a proactive approach and become involved with the training of these officers to ensure they become part of a statewide call out reconstruction team. This collaborative approach will help the Attorney General prosecute cases and build a great team of professional investigators.
 - The Reconstruction School graduated thirty-four (34) officers from 22 law enforcement agencies.
- › **Drug Recognition Expert Tablets:** The Office on Highway Safety invested funds toward the purchase of additional DRE tablets. The tablets assist officers, so they can collect field notes, report, and analyze drugged driving information in real time. The collected data will assist the DRE prepare a report that can be used toward an investigation of suspected drugged driver.
- In FFY 2021, the Office on Highway Safety allocated \$40,000 for the purchase of tablets, software, and a contractor to manage the system. Under the grant, thirty (30) tablets were purchased with the contract continuing for three (3) years. Rhode Island joined Massachusetts and Vermont as the only New England states with tablets. All three (3) states have their evaluations entered into a contract with the Institute of Traffic Safety Management and Research (ITSMR).
 - The Institute manages all DRE evaluations and assists states with quarterly reports and year-end reports to the International Association of Chiefs of Police (IACP).

The twenty (20) new tablets were issued to the newly certified DRE's who graduated in March 2021.

- In FFY 2022 an additional twenty (20) tablets were purchased to accommodate the nineteen (19) new DRE's that became certified thru a grant the Rhode Island Police Chiefs Association received from the International Association of Police Chiefs.

4.13 NHTSA Equipment Approval

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

4.14 Paid Advertising

The OHS will follow all Federal and state guidelines for purchasing media/advertising with Federal highway safety funds. To support alcohol-impaired driving and occupant protection, high-visibility enforcement efforts in the diverse communities of Rhode Island, OHS will place culturally relevant and linguistically appropriate advertising in a variety of multicultural/multiethnic media outlets, including sports venues. OHS will use paid, earned, and owned media, including social media, to address the program areas in the HSP. Outdoor advertising (e.g., billboards, outdoor message boards) also will be included in the plan, if appropriate. OHS incorporates NHTSA's Communications Calendar into its media plan activities; the 2023 media plan will be finalized once NHTSA releases the 2023 calendar. OHS paid media buys will cover all media and statewide campaigns, including television, radio, and billboards. The creative and media buys will be targeted to reach key demographic groups (e.g., males between 21 and 50 years of age) with critical safety messages (e.g., Click It or Ticket, Drive/Ride Sober or Get Pulled Over) at key times of the year (e.g., late/spring and summer for teen drivers, in conjunction with national mobilizations).

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

- › Paid media tactics employed, along with channel, duration and impressions generated.
- › Type and amount of collateral material (e.g., brochure, poster, safety aid) distributed to whom and for what.
- › Media coverage generated by OHS and/or partner-related public outreach tactics (e.g., press releases/conference, safety fairs, campaigns), including channel, estimated audience reach/impressions, tone (e.g., neutral, positive, negative), and value/advertising equivalency.
- › On-line engagement, including unique visits to the OHS web site, page clicks, and social media activities.

As Internet-based communication continues to be a growing means for the dissemination of information, RIDOT will continue to develop and employ web sites accessible to the public. RIDOT's web site houses data, publications, event/campaign

information, etc. A new connected OHS site will be developed for impaired driving, occupant protection, speeding, and other road users (including motorcycles). This connected site will be appealing to younger audiences and will give greater flexibility towards social marketing.

5

Cost Summary

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

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

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

Table 5.1 Cost Summary

Award Number	Award Full Name	Budget Amount	Share to Local	Page #
NHTSA 164AL 23 01FA	RMS Statewide	\$1,000,000.00	\$1,000,000.00	102
NHTSA 164AL 23 02FA	State Agencies (RISP) Impaired Driving Traffic Safety Unit Alcohol related enforcement	\$1,638,653.53		63
NHTSA 164 23 00B	RMS Statewide	\$600,000.00	\$600,000.00	102
NHTSA 164 23 01B	Audit Fees	\$24,000.00		130
NHTSA 164 23 02B	Salaries (Impaired Driving)	\$900,000.00		133
NHTSA 164 23 03B	Mid-Range DUI Coalition	\$200,000.00	\$60,000.00	64
NHTSA 164 23 04B	RIMPA State Agencies (LEHSTC) & Training	\$200,000.00	\$100,000.00	66
NHTSA 164 23 05B	RIPCA RI Police Chiefs Assn. - Safety Partnership Program	\$40,000.00	\$16,000.00	65
NHTSA 164 23 06B	Alcohol Survey	\$15,000.00	\$6,000.00	58
NHTSA 164 23 07B	URI State Agencies Alcohol Enforcement & Training	\$1,000.00	\$400.00	117
NHTSA 164 23 08B	VMS Message Boards and Cloud Services	\$120,000.00	\$48,000.00	70
NHTSA 164 23 09B	Work Zone Safety Awareness Campaign	\$30,000.00	\$12,000.00	59
NHTSA 164 23 10B	Paid Media (AL)	\$500,000.00	\$500,000.00	121
NHTSA 164 23 11B	Creative Media (AL)	\$400,000.00	\$400,000.00	122
NHTSA 164 23 12B	Newport Gulls Drunk Driving Education	\$6,300.00	\$2,520.00	122
	TOTAL 164 FUNDS	\$5,674,953.53	\$2,744,920.00	
NHTSA 402PA 23 00B	Audit Fees	\$25,000.00		130
NHTSA 402PA 23 01B	Memberships and Dues	\$30,000.00		130
NHTSA 402PA 23 02B	Office Equipment	\$35,000.00		130
NHTSA 402PA 23 03B	Office Supplies	\$30,000.00		131
NHTSA 402PA 23 04B	Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report, support of SHSP activities	\$200,000.00		131
NHTSA 402PA 23 05B	Travel and Training	\$65,000.00		131
NHTSA 402PA 23 06B	Grants Management System	\$200,000.00	\$200,000.00	132
NHTSA 402MC 23 01B	Salaries (Motorcycle)	\$100,000.00		133
NHTSA 402OP 23 01B	Salaries (OP)	\$325,000.00		133
NHTSA 402OP 23 02B	Genesis OP for Diverse Families	\$24,895.09	\$9,935.00	49
NHTSA 402OP 23 03B	Work Zone Safety Awareness Campaign	\$20,000.00	\$10,000.00	59
NHTSA 402OP 23 04B	CIOT DMV Intercept Survey	\$15,000.00		52

Award Number	Award Full Name	Budget Amount	Share to Local	Page #
NHTSA 402OP 23 05B	CIOT Observational Surveys	\$76,000.00		52
NHTSA 402OP 23 06B	VMS Message Boards and Cloud Services	\$20,000.00	\$8,000.00	70
NHTSA 402OP 23 07B	URI Seat Belt Law Enforcement Patrols	\$6,018.72	\$2,400.00	116
NHTSA 402OP 23 08B	RISP Rollover Simulator Demonstrations	\$10,981.30	\$10,000.00	50
NHTSA 402OP 23 09B	Paid Media (CPS)	\$25,000.00	\$25,000.00	125
NHTSA 402PS 23 01B	Salaries (Pedestrian/Bicycle)	\$150,000.00		133
NHTSA 402PS 23 02B	Bike Newport Road Share Education	\$84,678.00	\$33,871.20	92
NHTSA 402PS 23 03B	RI Bike Coalition - Statewide Smart Cycling Education	\$21,345.00	\$8,500.00	96
NHTSA 402PS 23 04B	ThinkFast Interactive High School Education Program	\$50,000.00	\$20,000.00	82
NHTSA 402PS 23 05B	Municipalities Pedestrian/Bicycle Enforcement Patrols	\$126,000.00	\$50,000.00	114
NHTSA 402PS 23 06B	URI Pedestrian/Bike Enforcement Patrols	\$540.00	\$200.00	117
NHTSA 402PS 23 07B	RIDOH YRBS Survey	\$9,995.00	\$9,995.00	83
NHTSA 402PS 23 08B	RI HOSPITAL Injury Prevention Center Pedestrian Safety Program	\$103,052.05	\$41,200.00	96
NHTSA 402PT 23 01B	Salaries (Speed)	\$175,000.00		133
NHTSA 402PT 23 02B	RISP PT Enforcement/Equipment/Training	\$109,960.40	\$95,000.00	118
NHTSA 402PT 23 03B	Municipalities PT Enforcement/Equipment/Training	\$500,000.00	\$400,000.00	112
NHTSA 402PT 23 04B	URI Speed Enforcement & Training	\$4,646.40	\$1,858.56	113
NHTSA 402PT 23 05B	RIPCA RI Police Chiefs Assn. - Safety Partnership Program	\$40,000.00	\$25,000.00	65
NHTSA 402PT 23 06B	VMS Message Boards and Cloud Services	\$100,000.00	\$40,000.00	70
NHTSA 402PT 23 07B	Work Zone Safety Awareness Campaign	\$100,000.00	\$40,000.00	59
NHTSA 402PT 23 08B	Aging Road User Highway Safety Program	\$2,500.00	\$1,000.00	108
NHTSA 402PT 23 09B	EMS Crash Safety Equipment	\$50,000.00	\$20,000.00	110
NHTSA 402SA 23 01B	Salaries (Young Drivers)	\$106,000.00		133
NHTSA 402SA 23 02B	Young Voices Keeping Young Drivers Safe	\$37,917.00	\$14,010.00	80
NHTSA 402SA 23 03B	ThinkFast Interactive High School Education Program	\$50,000.00	\$20,000.00	82
NHTSA 402SA 23 04B	RISAS - Youth Driven program	\$123,387.00	\$49,354.80	84
NHTSA 402SA 23 05B	RIIL RI Interscholastic League - Traffic Safety Is A Team Sport	\$80,300.00	\$50,000.00	84
NHTSA 402SA 23 06B	RIMPA Law Enforcement Safe Communities Training and Support	\$75,000.00	\$75,000.00	66
NHTSA 402SA 23 07B	TSC Safety Advocate Training	\$50,000.00	\$50,000.00	85
NHTSA 402PM 23 01B	Paid Media (OP)	\$200,000.00	\$200,000.00	123
NHTSA 402PM 23 02B	Creative Media (OP)	\$100,000.00	\$100,000.00	123

Award Number	Award Full Name	Budget Amount	Share to Local	Page #
NHTSA 402PM 23 03B	Paid Media (PT)	\$250,000.00	\$250,000.00	124
NHTSA 402PM 23 04B	Creative Media (PT)	\$100,000.00	\$100,000.00	124
NHTSA 402PM 23 05B	Paid Media (MC) Awareness Campaign (May)	\$110,000.00	\$110,000.00	125
NHTSA 402PM 23 06B	Creative Media (MC) Awareness Personal Protective Gear	\$100,000.00	\$100,000.00	123
NHTSA 402DD 23 01B	Salaries (Distracted Driving)	\$100,000.00	\$-	133
NHTSA 402DD 23 02B	RISP Distracted Driving & Training	\$26,000.00	\$26,000.00	114
NHTSA 402DD 23 03B	URI DD Enforcement & Training	\$3,484.80	\$1,393.92	115
NHTSA 402DD 23 04B	RIPCA RI Police Chiefs Assn. - Safety Partnership Program	\$40,000.00	\$16,000.00	65
NHTSA 402DD 23 05B	ThinkFast Interactive High School Education Program	\$50,000.00	\$30,000.00	82
NHTSA 402DD 23 06B	Work Zone Safety Awareness Campaign	\$10,000.00	\$10,000.00	59
NHTSA 402TR 23 01B	Salaries	\$50,000.00	\$50,000.00	133
	TOTAL 402 FUNDS	\$4,497,700.76	\$2,303,718.48	
NHTSA F1906 23 00	Audit Fees	\$2,800.00	\$-	130
NHTSA F1906 23 01	Intuitive Public Access of Traffic Stop Data Survey	\$100,000.00	\$-	104
NHTSA F1906 23 02	Data Analysis	\$200,000.00	\$-	100
NHTSA F1906 23 03	Consultant Reports/Maintenance	\$250,000.00	\$-	100
NHTSA F1906 23 04	CCPRA Regional Community Traffic Stop Analysis	\$250,000.00	\$-	99
NHTSA F1906 23 05	Law Enforcement Training	\$150,000.00	\$-	115
NHTSA 1906 23 06B	Community training summit	\$250,000.00	\$-	105
	Total 1906 Funds	\$1,202,800.00	\$-	
NHTSA M2HVE 23 01B	Municipalities/RISP Seat Belt Law Enforcement Patrols & Training	\$325,000.00	\$-	118
NHTSA M2HVE 23 02B	Municipalities/RISP Child Passenger Safety (CPS) & Training	\$174,000.00	\$-	113
NHTSA M2PE 23 03B	RI Hospital Child Passenger Safety in Rhode Island	\$133,538.15	\$-	51
	Total 405 B LOW FUNDS	\$632,538.15	\$-	
NHTSA M3DA 23 00	Audit Fees	\$2,700.00	\$-	130
NHTSA M3DA 23 01	Crash MMUCC Revisions Project	\$300,000.00	\$-	101
NHTSA M3DA 23 02	RI DOT OHS- Crash Form Training	\$75,000.00	\$-	102
NHTSA M3DA 23 03	DOH EMS Maint. Contract Fee	\$93,000.00	\$-	105
NHTSA M3DA 23 04	MIRE Data Enhancements	\$535,840.90	\$-	106
NHTSA M3DA 23 05B	TRCC Support	\$200,000.00	\$-	105
	Total 405 C MID FUNDS	\$1,206,540.90	\$-	

Award Number	Award Full Name	Budget Amount	Share to Local	Page #
NHTSA M6X 23 00	Audit Fees	\$5,000.00	\$-	130
NHTSA FDLCS 23 01	RIAG TSRP	\$262,548.00	\$-	67
NHTSA FDLBAC 23 01	Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile Providence	\$60,000.00	\$-	114
NHTSA FDLBAC 23 02	STATE DOH Forensic Toxicologist (TSRFT) and Preliminary Breath Testing	\$350,000.00	\$-	61
NHTSA FDLDATR 23 01	Judicial Training	\$100,000.00	\$-	62
NHTSA FDLDATR 23 02	Aging Road User Highway Safety Program	\$10,000.00	\$-	108
NHTSA FDLDATR 23 03	CCAP High School Education Program	\$69,000.00	\$-	85
NHTSA FDLDATR 23 04	Community Conversation Andreozzi Foundation	\$60,000.00	\$-	60
NHTSA FDLHVE 23 01	Municipalities Impaired Driving Law Enforcement Patrols & Training	\$400,000.00	\$-	116
NHTSA FDLPEM 23 01	Sports Marketing Advocacy, Awareness, Education LEARFIELD	\$75,000.00	\$-	125
NHTSA FDL*EM 23 03	EMS Crash Safety Equipment	\$100,000.00	\$-	107
	Total 405 D Low FUNDS	\$1,491,548.00	\$-	
NHTSA FESDDLE 23 01	RIMPA LEHSTC Distracted Driving	\$100,000.00	\$-	66
NHTSA FESX 23 00	Audit Fees	\$2,300.00	\$-	130
NHTSA M8SA 23 01	Aging Road User Highway Safety Project	\$5,000.00	\$-	108
NHTSA M8PE 23 01	ThinkFast Distracted Driver Employee Education	\$100,000.00	\$-	109
NHTSA M8PE 23 02	Creative Media Distracted Driving	\$400,000.00	\$-	126
NHTSA M8PE 23 03	Paid Media Distracted Driving	\$400,000.00	\$-	126
NHTSA M8PE 23 04	Distracted Driving Injury Prevention EMPLOYER program	\$27,345.00	\$-	109
NHTSA M8PE 23 05	Creative Media Traffic Services (LE recruitment TS)	\$300,000.00	\$-	127
NHTSA M8PE 23 06	Paid Media Traffic Services (LE recruitment TS)	\$300,000.00	\$-	127
NHTSA M8DDLE 23 01	Municipal Distracted Driving Law Enf and training	\$300,000.00	\$-	116
NHTSA M8TR 23 01	RMS Statewide (flex)	\$1,000,000.00	\$-	102
NHTSA M8*EM 23 01	EMS Crash Safety Equipment (flex)	\$150,000.00	\$-	107
	Total 405 E FUNDS	\$3,084,645.00	\$-	
NHTSA M9X 23 01	RIMPA Motorcycle Public Ed and Outreach Campaign	\$35,355.37	\$-	66
NHTSA M9X 23 02	Motorcycle Public Ed and Outreach Campaign	\$36,000.00	\$-	77
NHTSA M9X 23 03	CREATIVE MEDIA Motorcycle Public Ed and Outreach Campaign	\$57,476.91	\$-	127
NHTSA M9X 23 04B	PAID MEDIA Motorcycle Public Ed and Outreach Campaign	\$82,957.57	\$-	128
NHTSA M9X 23 05SB	PAID MEDIA Motorcycle Public Ed and Outreach Campaign	\$5,443.14	\$-	128
	Total 405 F FUNDS	\$217,232.99	\$-	

Award Number	Award Full Name	Budget Amount	Share to Local	Page #
NHTSA FHTR 23 01	RIMPA Ped/Bike	\$21,000.00	\$21,000.00	66
NHTSA FHSA 23 02	WRWC Youth Bike/Ped Safety Woonasquatucket River	\$89,890.95	\$35,000.00	97
	Total 405 H FUNDS	\$110,890.95	\$56,000.00	
	GRAND TOTAL	\$18,118,850.28	\$5,104,638.48	

Table 5.2 Cost Summary by Department

DEPARTMENT	ALCOHOL/DRE NHTSA FDLHVE (405D)	CIOT/CPS/CPST SUPPLIES NHTSA M2HVE	SPEED	DISTRACTED DRIVING	PEDESTRIAN/ BICYCLE	OTHER	TOTAL
Barrington	\$5,050.32	\$7,725.48	\$6,312.90	\$3,156.45	\$3,156.45		\$25,401.60
Bristol	\$8,932.00	\$5,852.00	\$7,084.00	\$11,704.00	\$1,848.00		\$35,420.00
Burrillville	\$16,959.80	\$14,545.60	\$45,661.00	\$13,046.00			\$90,212.40
Central Falls	\$16,324.00	\$26,410.20	\$31,482.00	\$11,660.00	\$11,660.00	\$3,264.80	\$100,801.00
Charlestown	\$3,630.00	\$1,894.00	\$6,050.00	\$1,815.00	\$-		\$13,389.00
Coventry	\$6,520.80	\$16,717.80	\$8,527.20	\$2,508.00	\$2,508.00		\$36,781.80
Cranston	\$33,000.00	\$27,245.00	\$45,100.00	\$22,000.00	\$22,000.00		\$149,345.00
Cumberland	\$4,935.04	\$16,632.38	\$9,870.08	\$5,922.05	\$2,467.52		\$39,827.07
East Greenwich	\$1,724.80	\$2,462.60	\$1,971.20	\$1,971.20			\$8,129.80
East Providence	\$6,393.02	\$4,294.26	\$2,663.76	\$2,663.76	\$1,065.50		\$17,080.31
Foster	\$5,684.45	\$2,368.52	\$5,684.45	\$2,368.52			\$16,105.94
Glocester	\$1,264.80	\$3,267.40	\$2,160.70	\$2,160.70	\$-		\$8,853.60
Hopkinton	\$1,848.00	\$2,640.00	\$3,432.00	\$1,584.00	\$-		\$9,504.00
Jamestown	\$15,726.09	\$8,965.97	\$9,577.52	\$9,577.52	\$-		\$43,847.10
Johnston	\$963.60	\$6,504.30	\$2,890.80	\$2,890.80	\$-		\$13,249.50
Lincoln	\$8,804.40	\$10,271.80	\$8,804.40	\$2,871.00	\$2,871.00		\$33,622.60
Little Compton	\$2,621.52	\$3,113.44	\$2,621.52	\$2,621.52	\$-		\$10,978.00
Middletown	\$3,861.57	\$6,395.88	\$5,346.79	\$2,079.31	\$-		\$17,683.55
Narragansett	\$10,450.50	\$5,697.22	\$8,250.22	\$2,200.89	\$-		\$26,598.83
New Shoreham	\$-	\$-	\$-	\$-	\$-		\$-
Newport	\$2,584.89	\$2,584.89	\$2,584.89	\$2,584.89	\$2,584.89		\$12,924.45
North Kingstown	\$18,150.00	\$1,980.00	\$6,600.00	\$1,980.00	\$-		\$28,710.00
North Providence	\$9,636.00	\$13,651.00	\$9,636.00	\$9,636.00	\$-		\$42,559.00
North Smithfield	\$4,998.44	\$5,261.52	\$13,153.80	\$4,209.22	\$-		\$27,622.98
Pawtucket	\$5,688.10	\$11,376.20	\$46,414.90	\$5,688.10	\$1,365.14		\$70,532.44

DEPARTMENT	ALCOHOL/DRE NHTSA FDLHVE (405D)	CIOT/CPS/CPST SUPPLIES NHTSA M2HVE	SPEED	DISTRACTED DRIVING	PEDESTRIAN/ BICYCLE	OTHER	TOTAL
Portsmouth	\$19,024.50	\$13,036.66	\$19,024.50	\$7,609.80	\$7,609.80		\$66,305.26
Providence	\$58,300.00	\$38,500.00	\$27,500.00	\$27,500.00	\$19,800.00		\$171,600.00
Richmond	\$5,000.00	\$2,000.00	\$2,000.00	\$2,000.00	\$-		\$11,000.00
Scituate	\$2,131.67	\$3,789.63	\$7,579.27	\$7,579.27			\$21,079.83
Smithfield	\$6,403.10	\$7,363.56	\$8,003.88	\$2,561.24	\$-		\$24,331.78
South Kingstown	\$30,800.00	\$17,080.00	\$19,800.00	\$5,280.00	\$5,280.00		\$78,240.00
Tiverton	\$7,700.00	\$7,375.00	\$3,300.00	\$3,960.00	\$2,200.00		\$24,535.00
Warren	\$2,851.20	\$3,034.04	\$2,613.60	\$2,138.40	\$1,188.00		\$11,825.24
Warwick	\$74,415.00	\$65,690.00	\$74,415.00	\$29,040.00	\$29,040.00	\$7,810.00	\$280,410.00
West Greenwich	\$2,833.25	\$1,180.52	\$4,722.08	\$708.31	\$-		\$9,444.16
West Warwick	\$8,728.72	\$5,442.84	\$8,728.72	\$2,493.92	\$2,493.92		\$27,888.12
Westerly	\$9,086.00	\$14,407.80	\$4,413.20	\$3,634.40	\$3,634.40		\$35,175.80
Woonsocket	\$9,828.54	\$8,867.06	\$13,888.16	\$2,243.47	\$2,136.64		\$36,963.87
URI	\$1,003.20	\$5,656.80	\$5,016.00	\$3,762.00	\$1,254.00		\$16,692.00
RISP		\$14,500.05	\$100,000.05	\$25,000.05		\$10,000.50	\$149,500.65
RISP TSU	\$1,505,800.00						\$1,505,800.00
Overall Totals	\$1,939,657.32	\$415,781.42	\$592,884.59	\$254,409.79	\$126,163.26	\$21,075.30	\$3,349,971.68
State Totals	\$1,506,803.20	\$20,156.85	\$105,016.05	\$28,762.05	\$1,254.00	\$10,000.50	\$1,671,992.65
Municipal Totals	\$432,854.12	\$395,624.57	\$487,868.54	\$225,647.74	\$124,909.26	\$11,074.80	\$1,677,979.03

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Certifications and Assurances

Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2022 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)

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

State: Rhode Island

Fiscal Year: 2023

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

GENERAL REQUIREMENTS

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

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

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A Unique Entity identifier;
- 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

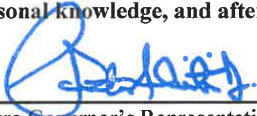
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban 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;
 - 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.



5/31/22

Signature Governor's Representative for Highway Safety

Date

Peter Alviti, Jr., PE

Printed name of Governor's Representative for Highway Safety

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Section 405 Grant Program

For FFY 2023, Rhode Island is applying for the following 405 incentive grants programs:

- › Occupant Protection (23 U.S.C. 405(b)) (23 CFR 1300.21)
- › State Traffic Safety Information System Improvements (23 U.S.C. 405(c)) (23CFR 1200.22)
- › Impaired Driving Countermeasures (23 U.S.C. 405(d)) (23CFR 1300.23)
- › Distracted Driving (23 U.S.C. 405(e)) (23CFR 1300.24)
- › Motorcyclist Safety (23 U.S.C. 405(f)) (23 CFR 1200.25)

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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