

# State of Rhode Island Highway Safety Performance Plan

Federal Fiscal Year 2011

prepared for:

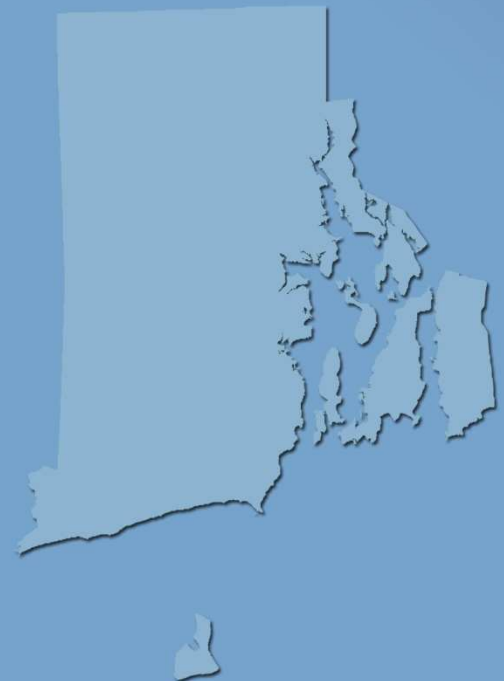
U.S. Department of Transportation  
National Highway Traffic Safety Administration

developed and presented by:

Rhode Island Department of Transportation  
Office on Highway Safety  
Two Capitol Hill, Suite 106  
Providence, RI 02903-1111

Donald L. Carcieri, Governor  
Michael P. Lewis, Director  
Department of Transportation

August 2010





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# State of Rhode Island

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# Acronym Guide

American Automobile Association, Southern New England (AAASNE) -

Blood Alcohol Concentration (BAC) -

Child Passenger Safety (CPS) -

Click It or Ticket (CIOT) -

Commercial Drivers License (CDL) -

Community College of Rhode Island (CCRI) -

Connecting for Children and Families, Inc. (CCF) -

Corrective Action Plan (CAP) -

Cranston Child Opportunity Zone (COZ) -

Crash Data Management System (CDMS) -

Crash Outcome Data Evaluation System (CODES) -

Critical Analysis Reporting Environment (CARE) -

Driving Under the Influence (DUI) -

Driving While Intoxicated (DWI) -

Drug Recognition Expert (DRE) -

Enforcing the Underage Drinking Laws (EUDL) -

Fatality Analysis Reporting System (FARS) -

Federal Fiscal Year (FFY) -

Federal Highway Administration (FHWA) -

Federal Motor Carrier Safety Administration (FMCSA) -

Graduated Drivers License (GDL) -

## Acronym Guide (continued)

High Visibility Enforcement (HVE) -

Highway Safety Grant application (HS-1) -

Highway Safety Performance Plan (HSPP) -

Information Management Corporation (IMC) -

Institute for Labor Studies and Research (ILSR) -

Law Enforcement Highway Safety Training Coordinator (LEHSTC) -

Law Enforcement Liaison (LEL) -

Memorandum of Understanding (MOU) -

Mothers Against Drunk Driving (MADD) -

National Highway Traffic Safety Administration (NHTSA) -

National Occupant Protection Use Survey (NOPUS) -

Office on Highway Safety (OHS) -

Performance Enhancement Plan (PEP) -

Public Relations Society of America (PRSA) -

Request for Proposals (RFP) -

Rhode Island Department of Corrections (DOC) -

Rhode Island Department of Mental Health, Retardation, and Hospitals (MHRH) -

Rhode Island Department of Transportation (RIDOT) -

Rhode Island Division of Motor Vehicles (DMV) -

Rhode Island Interscholastic League (RIIL) -

Rhode Island State Police (RISP) -

Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users -  
(SAFETEA-LU) -

## **Acronym Guide (continued)**

Standardized Field Sobriety Testing (SFST) -

Strategic Highway Safety Plan (SHSP) -

Students Against Destructive Decisions (SADD) -

Traffic Occupant Protection Strategies (TOPS) -

Traffic Records Coordinating Committee (TRCC) -

Traffic Safety Resource Prosecutor (TSRP) -

University of Rhode Island (URI) -

Variable Message Sign (VMS) -

Vehicle Miles Traveled (VMT) -



# 1.0 Introduction to the Rhode Island Highway Safety Planning Process

## ■ 1.1 Executive Summary

This Rhode Island Highway Safety Performance Plan (HSPP) for Federal Fiscal Year (FFY) 2011 serves as the State of Rhode Island's application to the National Highway Traffic Safety Administration (NHTSA) for Federal funds available under Section 402 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Rhode Island Department of Transportation (RIDOT) Office on Highway Safety's (OHS) goals, performance measures, and strategies related to the program areas are described in this plan.

To identify the issues to be addressed in the FFY 2011 highway safety program, OHS relied primarily on 2004 to 2008 trend data. Whenever possible, 2009 data points are included, however all 2009 data provided in this report is preliminary and subject to change.

It is important to understand how Rhode Island differs from the nation when assessing safety needs and potential programming. The state population and annual number of fatalities in Rhode Island are relatively low compared to the nation. As such, one fatality can significantly impact a percentage. Interpretation of increases and decreases in percentages, particularly from one year to the next, must be carefully examined. Whenever possible, raw numbers, percentages, and rates as well as fatality and serious injury (defined for the purposes of this plan as "incapacitating injuries") data are presented. Based on this analysis, the following problem areas will be addressed through the HSPP:

- **Impaired Driving** - Alcohol impaired driving continues to comprise a large share of the State's crash fatalities and serious injuries. Alcohol-related fatalities as a percentage of total fatalities in Rhode Island have exceeded that of the nation for the past five years. In 2008, 45 percent of all fatalities in Rhode Island were alcohol-related, compared to 32 percent nationally. Based on NHTSA imputed numbers, from 2003 through 2008, nearly 84 percent of Rhode Island's alcohol-related fatalities (defined as fatalities involving at least one driver, pedestrian, or bicyclist with blood alcohol concentration (BAC) of .01 or above) involved a driver or motorcycle operator with BAC greater than the legal limit of .08 percent.

- **Occupant Protection** – Rhode Island has made significant progress in the percent of observed safety belt use over the past three years despite not having a primary law. The safety belt use rate increased from 72 percent in 2008 to 75 percent in 2009, and 78 percent in 2010. The national average for safety belt use was 84 percent in 2009. Although nonrestraint use in passenger vehicle occupant fatalities decreased dramatically from 2004 to 2008, with 47 in 2004 and 29 in 2008, there was a notable increase from 2008 to 2009 (29 to 33 unrestrained fatalities). There has been an increase in the number of safety belt citations issued during grant-funded enforcement activities during each of the four years from 2006 to 2009.



- **Speed** – Rhode Island achieved a substantial decrease in speed-related fatalities from 2004 to 2008. There were 20 speed-related fatalities in 2007 and 2008, less than one-half as many as the 45 speed-related fatalities in 2004. However, preliminary data indicates an increase to 28 speed-related fatalities in 2009. Speed-related fatalities make up approximately one-third of all traffic fatalities in Rhode Island; preliminary 2009 data shows speed-related fatalities comprised 34 percent of all fatalities in 2009.
- **Young Drivers** – Consistent with national trends, young drivers are over-represented in fatal crashes in Rhode Island. In 2008, young drivers age 16 to 20 years represented 4.5 percent of Rhode Island’s licensed driver population, yet comprised 14 percent of drivers involved in fatal crashes. This over-representation indicates the need for targeted education and enforcement for this population.
- **Motorcycles** – Motorcycle fatalities in the United States have risen for the past ten years. From 2004 through 2008, motorcyclist fatalities in Rhode Island have fluctuated between a low of 7 in 2008 to a high of 16 in 2006. Unhelmeted motorcycle fatalities have seen a sharp decrease over the past three years, with 11 unhelmeted motorcycle fatalities in 2006, 9 unhelmeted motorcycle fatalities in 2007, and only 2 unhelmeted motorcycle fatalities in 2008. A total of 19 motorcycle fatalities were recorded in 2009, of which 12 were unhelmeted.
- **Other Road Users** – Other transportation modes consist of everything except personal automobiles and motorcycles and are generally classified as motorized (school buses) and nonmotorized (pedestrian and bicycle) modes. Although crashes in Rhode Island are dominated by personal automobiles, other modes of transportation require consideration. For example, while pedestrian and bicycle fatalities and serious injuries have decreased over each of the last three years, pedestrian fatalities still comprised 19 percent of all fatalities in 2009. Bicyclist fatalities have been at one or zero in each of the last five years. School bus crashes are a very rare occurrence in Rhode Island, resulting in no school bus-related fatalities in the past five years.



- **Traffic Records** - The traffic records system includes data elements necessary for problem identification, problem analysis, and countermeasure evaluation in all areas of traffic safety in the State. OHS participated in a NHTSA Traffic Records Assessment in March 2010. To date, the Traffic Records Coordinating Committee (TRCC) has been operating under the recommendations of the previous Traffic Records Assessment and has been working on the multi-year Highway Safety Data and Traffic Records System Improvement Plan. At this time, a revised plan is being developed. OHS safety stakeholders have continued to improve the exchange of information but need improvement in the areas of a timely, accurate, complete, uniform, and integrated system.
- **Racial Profiling** - The act of racial profiling affects both law enforcement and the community at large by undermining the civil rights of everyone; this creates mistrust with the majority of law enforcement personnel who are enforcing the law in an equitable manner. The State of Rhode Island has received racial profiling monies (Section 1906) as an assurance state for two years under the SAFETEA-LU legislation. RIDOT OHS is utilizing these funds to continue developing a multifaceted program to assess the level and/or locations where racial profiling may exist and to implement programs to address and improve community/police relations.
- **Planning and Administration** - The RIDOT Office on Highway Safety will serve as the primary agency responsible for insuring that highway safety concerns for Rhode Island are identified and addressed through the development and implementation of appropriate countermeasures.

## ■ 1.2 Mission Statement

The 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 of the State, the mission of the OHS consists of two goals: -

1. - To reduce the number of fatalities and serious injuries on Rhode Island's roadways; and -
2. - To 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 also conducts data analysis to monitor crash trends in the State and to ensure that state and Federal resources target the areas of greatest need. The



(Left to right) James Barden, Despina Metakos Harris, Janis Loiselle, Sharon Bazor, Kathy Smith, and Dan DiBiasio of OHS

OHS also is an active participant in the implementation of the State’s Strategic Highway Safety Plan (SHSP), providing expertise related to driver behavioral issues, education, and enforcement-related countermeasures. The OHS will work closely within RIDOT to ensure coordination between the HSPP and the SHSP, ideally resulting in one comprehensive and strategic highway safety program for the State.

The OHS establishes and implements a comprehensive program to accomplish its goals effectively. The *Highway Safety Performance Plan for Federal Fiscal Year 2011* outlines 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. Section 3.0 presents the priority focus areas, including proposed strategies and programming to meet the Office’s safety goals.

### ■ 1.3 Timeline and Process

The 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	Staff conducts grant oversight and monitoring visits. Activities planned for “May is Motorcycle Awareness” month. Prepare Section 405 (OP) grant application. Plan summer safety campaigns to include outreach to minority communities.
April-May	Staff conducts data collection and grant oversight and monitoring. Activities planned and implemented to support the “May is Motorcycle Awareness Month” campaign. Staff also develops the kickoff event and all activities to support the national “Click It or Ticket (CIOT)” campaign in May.  Staff conducts strategic planning/listening sessions with key stakeholders to review recent crash trends and emerging issues and to create project proposals within each program area. The division also generates its own project proposals.

**Table 1.1 Rhode Island Office on Highway Safety Annual Safety Planning Calendar (continued)**

<b>Month</b>	<b>Activities</b>
June-July	<p>A draft of the Performance Plan is prepared for review and approval by OHS staff. A presubmission meeting is held with officials from NHTSA's Regional Office, and updates are requested for any Federal, state, and local data.</p> <p>Staff conducts summer safety campaigns (June through August).</p> <p>Staff prepares Sections 410 (AL), 408 (TR), 1906 (Racial Profiling), and 2011 (Motorcycle) grant applications, if eligible.</p> <p>Staff develops the kickoff event and all activities to support the national "Over the Limit, Under Arrest" campaign, conducted in late August through Labor Day.</p>
August	<p>The final Performance Plan is submitted to NHTSA and the Federal Highway Administration (FHWA). Meetings are held with potential grantees.</p> <p>Summer safety campaigns are concluded.</p>
September	<p>Request for Proposals (RFP) and applications for Grant Funding (HS-1) are issued or received based on availability of Federal funding. FFY 2011 grants and contracts are finalized.</p>
October	<p>Work is begun on the FFY 2010 Annual Report.</p>
November-December	<p>The FFY 2010 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.</p>

### **Strategic Partners**

During this planning cycle OHS conducted a safety stakeholder listening session to gather input on safety problems and effective countermeasures being implemented by other agencies. Opportunities to enhance partnerships and collaboration also were identified. The list of invited stakeholders is provided below.

- American Automobile Association, Southern New England (AAASNE);
- Community College of Rhode Island (CCRI);
- Connecting for Children and Families, Inc. – Woonsocket Safe Communities (CCF);
- Cranston Child Opportunity Zone (COZ);
- Institute for Labor Studies and Research (ILSR);
- Mothers Against Drunk Driving (MADD);
- Progreso Latino, Inc.;
- Rhode Island Department of Administration, Division of Motor Vehicles (DMV);

- Rhode Island Department of Health – Prevention & Control;
- Rhode Island Department of Behavioral Healthcare, Developmental Disabilities and Hospitals (BHDDH);
- Rhode Island Hospital Injury Prevention Center;
- Rhode Island Hospitality & Tourism Association – RI Hospitality Association Education Foundation;
- Rhode Island Motorcycle Association;
- Rhode Island Municipal Police Academy;
- Rhode Island Office of the Attorney General;
- Rhode Island Police Chiefs Association (RIPCA);
- Rhode Island State Police (RISP); and
- Urban League of Rhode Island.

In addition to these stakeholders, the OHS works with numerous other agencies and organizations throughout the year. These partners are noted below and in Section 3.0.

- 38 local police departments;
- Enforcing the Underage Drinking Laws (EUDL) Advisory Committee;
- Federal Highway Administration (FHWA);
- Federal Motor Carrier Safety Administration (FMCSA);
- Judiciary of Rhode Island;
- Motorcycle retail and repair representatives;
- National Highway Traffic Safety Administration (NHTSA);
- Rhode Island Association of Independent Insurers;
- Rhode Island Department of Corrections (DOC);
- Rhode Island Interscholastic League (RIIL);
- Rhode Island Safe Kids Coalition;
- Rhode Island Traffic Tribunal;
- Statewide Substance Abuse Task Forces;
- Students Against Destructive Decisions (SADD); and
- University of Rhode Island (URI).

### **Grant Funding Process**

Currently, there are two methods for awarding a grantee funding for projects that support OHS efforts to reduce the number of fatalities and serious injuries on Rhode Island’s roadways: either through a Highway Safety Grant application (HS-1) or response to a RFP.

The first option is for a potential grantee to submit an HS-1 to OHS for review. Each applicant is required to provide a Problem Identification statement (Problem I.D.); project description; potential outcomes; and a description of how the goals and outcomes will be measured. Grantees also must provide a detailed budget, including the source of all funding and any matching funds that may be required.

Applications are reviewed for approval/rejection by the OHS Administrator and the appropriate Program Manager. OHS has managers for the following programs: Impaired Driving; Occupant Protection; Young Drivers; Motorcycles; Speed; Other Road Users; and Traffic Records. The Minority Outreach Program Manager position is currently vacant.

When the Problem I.D./budget has been approved, the next step is to determine if the goods or services can be provided by any other entity. If these services cannot be provided by others (excluding state agencies), then a grant can be issued after a Grants and Assurances document has been signed by the grantee. If the goods or services can be provided by others, OHS must submit a RFP to RIDOT Contracts and Specifications and the Department of Administration Division



of Purchases that must be advertised to potential service providers to ensure a quality product is being provided at a competitive price. This process takes approximately three to six months.

All grantees are required to provide quarterly reports to their Program Manager, including invoices, timesheets, and any other documentation necessary for monitoring, reporting, and oversight of program areas. Field visits may be required for evaluation of the effectiveness of the program and to ensure that the appropriate state and Federal procedures/guidelines are being followed.

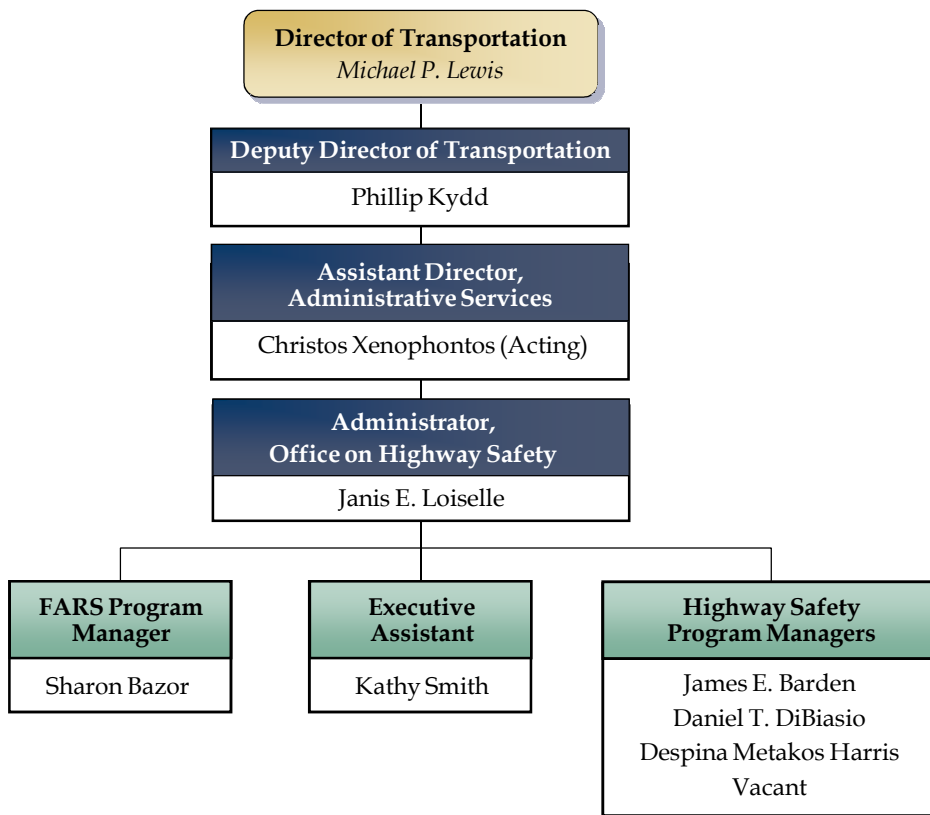
The OHS grant partners are an essential component of the success of any program as they implement the programs that address the highlighted issues of concern included within the Highway Safety Performance Plan.

## ■ 1.4 Organization

OHS experienced multiple staff changes during FFY 2008 and FFY 2009. The Fatality Analysis Reporting System (FARS) Analyst position vacated in July 2007, and temporarily consolidated as a collateral responsibility with an existing position in February of 2008, has recently been filled by Sharon Bazor. The Minority Outreach Program Coordinator position, vacant since April 2008, remains vacant. In FFY 2009, the Municipal Police Academy contracted a position for a Law Enforcement Highway Safety Training Coordinator (LEHSTC) and that addition has been particularly beneficial to OHS outreach

and coordination with law enforcement agencies, both for enforcement and training programs. Figure 1.1 illustrates the current OHS organizational structure.

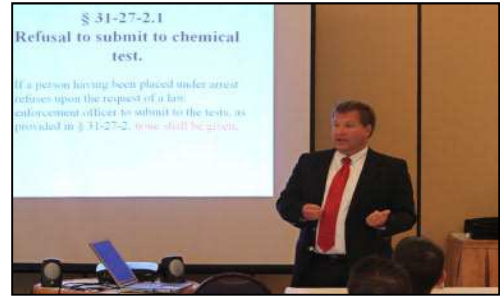
**Figure 1.1 Rhode Island Department of Transportation Office on Highway Safety Organization**



In addition to operational and administrative tasks, each OHS Program Manager is responsible for developing, implementing, and/or overseeing specific programs. The program areas addressed by OHS are assigned to the Program Managers based on their individual safety expertise, as noted below.

- **James Barden** - Occupant Protection, Impaired Driving, Operation BLUE RIPTIDE.
- **Daniel DiBiasio** - Traffic Records, Young Drivers.
- **Despina Metakos Harris** - Speed, Motorcycles, Pedestrians, Bicycles, Other Roadway Users.
- **Vacant** - Minority Outreach, Racial Profiling.

In 2010, OHS funded two-thirds of the salary of a Traffic Safety Resource Prosecutor (TSRP), Jay Sullivan, within the Attorney General's Office. The TSRP implements training programs for prosecutors and law enforcement to improve prosecution rates in driving under the influence (DUI) cases and assists OHS in evaluating the impact of Rhode Island's new chemical test refusal law on impaired driving arrest rates.



Jay Sullivan, TSRP, discusses law allowing police to take blood sample from suspected impaired driver.

As noted previously, OHS is funding the LEHSTC, Col. Richard Sullivan (Ret.), through the Municipal Police Academy. Col. Sullivan works with the law enforcement agencies for all enforcement campaigns and essential training programs. He has coauthored and now also assists in the instruction for the Professional Traffic Stop Training.





## 2.0 Highway Safety Performance Plan

### ■ 2.1 Highway Safety Problem Identification Process<sup>1</sup>

The OHS emphasizes activities that use available resources most effectively to save lives, reduce injuries, and improve highway safety. Specific goals, strategies, and performance measures 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 that have expertise in areas relevant to highway safety; and
- Analyzing trends in serious injury and fatality rates and comparing them to regional and national trends.

Sources of highway safety data and research used by the OHS include the following:

- Crash Outcome Data Evaluation System (CODES);
- Fatality Analysis Reporting System (FARS);
- National Highway Traffic Safety Administration (NHTSA);
- National Occupant Protection Use Survey (NOPUS);
- RIDOT Office on Highway Safety (OHS);
- Rhode Island Division of Motor Vehicles (DMV);
- Rhode Island Department of Health;
- Rhode Island Police Chiefs Association;
- Rhode Island State Police;
- Rhode Island Statewide Planning Program;
- RIDOT's Crash Data Management System (CDMS);
- Rhode Island Attorney General's Office; and
- Rhode Island Courts.

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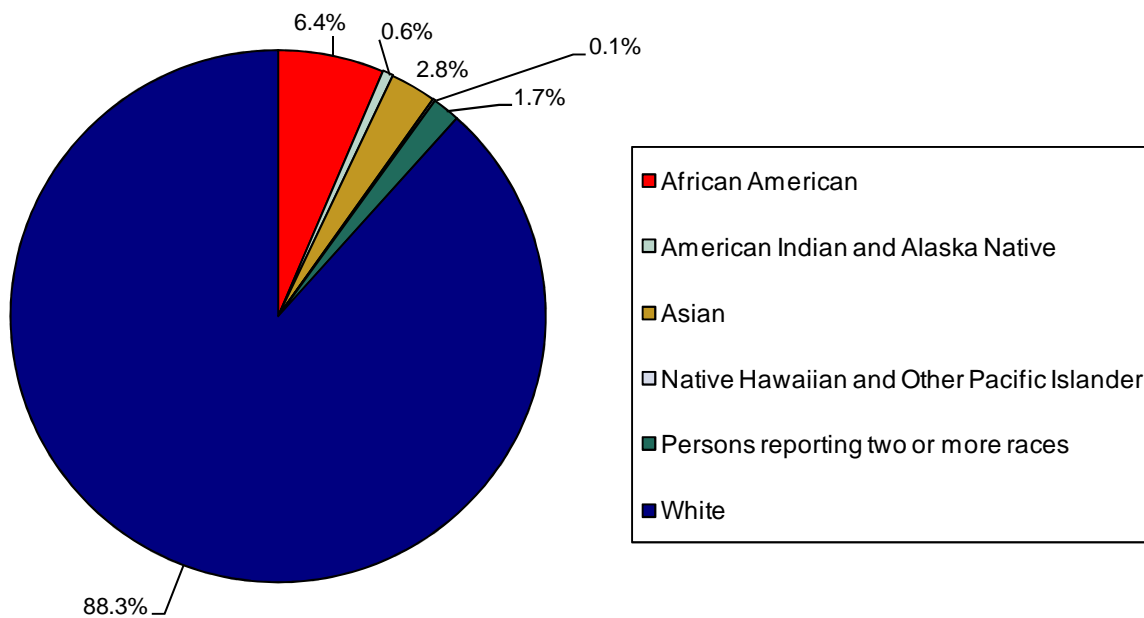
<sup>1</sup>Note: All 2009 data are preliminary. Unless otherwise noted, the primary data source used in this report is provided by the RIDOT Crash Data Management System.

## Demographic Trends

Rhode Island is the smallest state in the nation (1,045 square miles, bisected by Narragansett Bay), with 8 cities and 31 towns. The State contains 6,403 total miles of certified public roadway, including 72 miles of Interstate Highway (51 urban miles and 21 rural miles).

Nearly one-quarter of all Rhode Island inhabitants are under 18 years of age; 6 percent are under the age of five. About 90 percent of the population resides in urban areas, the largest of which is Providence, the state capital. Rhode Island has one of the fastest growing Hispanic and Southeast Asian communities in the nation. Since 1980, the Hispanic population of Rhode Island has more than doubled and this ethnicity makes up 12 percent of Rhode Island's population. As shown in Figure 2.1, African Americans, Asian Americans, and Native Americans now comprise nearly 10 percent of the State's population.

**Figure 2.1 Rhode Island Population Estimate**  
2009



Source: U.S. Census Bureau.

Because crashes are measured in relation to population, licensed drivers, and vehicle miles traveled (VMT), the tables below provide a brief overview of these characteristics. The U.S. Census Bureau estimated the population of Rhode Island to be 1,053,209 in 2009. Table 2.1 shows the 2009 population totals by county and town. As shown in Table 2.2 and Figure 2.2, in 2009, there were 1,122,255 registered motor vehicles (including 33,406 motorcycles and mopeds) and 711,969 licensed drivers (with 74,110 endorsed motorcycle operators). Table 2.3 shows the breakdown of licensed drivers by age group and gender. In this plan, data are generally presented for a five-year period to show current trends. When assessing safety needs and potential programming, it is important to understand how Rhode Island percentages differ from national percentages. The state population and annual number of fatalities in Rhode Island are relatively low compared to the nation and one fatality can significantly impact a percentage. Interpretation of increases and decreases in percentages, particularly from one year to the next, must be carefully examined. Therefore, raw numbers, percentages, and rates are provided in this plan, and both fatality and serious injury (defined as “incapacitating injuries”) data are presented when available.

**Table 2.1 Population of Rhode Island by County and Town**  
2009

County and Town	7/1/09 Population Estimates
<b>Bristol County</b>	<b>49,542</b>
Barrington	16,339
Bristol	22,306
Warren	10,897
<b>Kent County</b>	<b>168,752</b>
Coventry	34,935
East Greenwich	13,337
Warwick	84,760
West Greenwich	6,392
West Warwick	29,328
<b>Newport County</b>	<b>80,300</b>
Jamestown	5,473
Little Compton	3,526
Middletown	16,037
Newport	23,467
Portsmouth	16,892
Tiverton	14,905

**Table 2.1 Population of Rhode Island by County and Town (continued)**  
2009

<b>County and Town</b>	<b>7/1/09 Population Estimates</b>
<b>Providence County</b>	<b>627,690</b>
Burrillville town	16,576
Central Falls city	18,716
Cranston city	80,126
Cumberland town	34,370
East Providence city	48,570
Foster town	4,539
Glocester town	10,552
Johnston town	28,613
Lincoln town	22,049
North Providence town	32,742
North Smithfield town	11,545
Pawtucket city	71,953
Providence city	171,909
Scituate town	10,853
Smithfield town	21,205
Woonsocket city	43,372
<b>Washington County</b>	<b>126,925</b>
Charlestown town	8,081
Exeter town	6,309
Hopkinton town	8,013
Narragansett town	16,492
New Shoreham town	1,035
North Kingstown town	26,654
Richmond town	7,646
South Kingstown town	29,195
Westerly town	23,500
<b>Total State Population</b>	<b>1,053,209</b>

Source: U.S. Census Bureau.

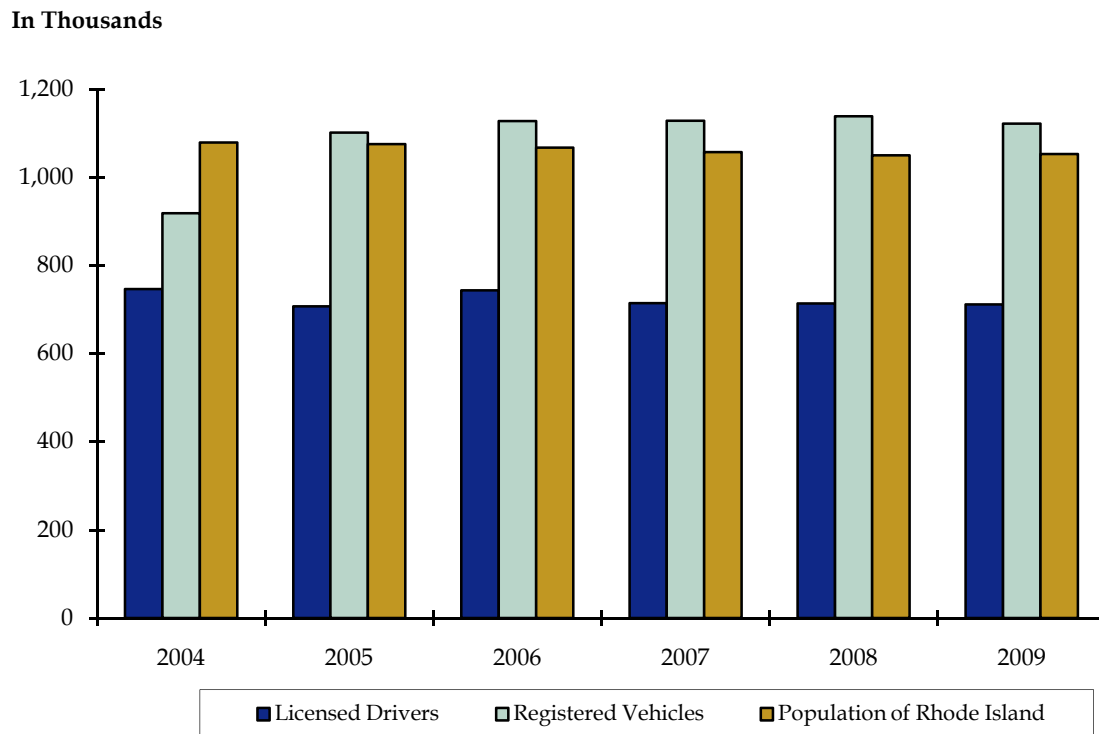
**Table 2.2 Rhode Island Drivers, Vehicles, and Population**  
2004 to 2009

	2004	2005	2006	2007	2008	2009	Change (2004- 2009)
Licensed Drivers	746,465	707,617	743,793	715,080	714,001	711,969	-4.6%
Endorsed Motorcycle Operators	-	-	70,282	71,641	72,858	74,110	5.4% <sup>a</sup>
Registered Vehicles	918,865	1,102,207	1,128,142	1,129,250	1,139,120	1,122,255	22.1%
Registered Motorcycles (including Mopeds)	24,244	28,137	27,868	29,144	33,169	33,406	37.8%
<b>Total Population of Rhode Island</b>	<b>1,079,916</b>	<b>1,076,189</b>	<b>1,067,610</b>	<b>1,057,832</b>	<b>1,050,788</b>	<b>1,053,209</b>	<b>-2.5%</b>
<b>VMT (in millions)</b>	<b>8,473</b>	<b>8,300</b>	<b>8,301</b>	<b>8,636</b>	<b>8,187</b>	<b>U/A</b>	<b>-3.4%<sup>b</sup></b>

<sup>a</sup> Change from 2006 to 2009. -

<sup>b</sup> Change from 2004 to 2008. -

**Figure 2.2 Rhode Island Drivers, Vehicles, and Population**  
2004 to 2009 (In Thousands)



**Table 2.3 Number of Rhode Island Drivers by Age and Gender in 2008**

<b>Age Group</b>	<b>Male</b>	<b>Female</b>	<b>Total</b>	<b>Percent of Licensed Drivers</b>
16-20	16,254	16,066	32,320	4.5%
21-24	23,831	23,909	47,740	6.7%
25-29	30,513	31,696	62,209	8.7%
30-34	27,965	30,253	58,218	8.2%
35-39	29,116	31,866	60,982	8.5%
40-44	31,399	35,933	67,332	9.4%
45-49	34,144	39,484	73,628	10.3%
50-54	33,525	38,984	72,509	10.2%
55-59	29,672	33,857	63,529	8.9%
60-64	25,741	28,453	54,194	7.6%
65-69	18,148	20,695	38,843	5.4%
70-74	12,487	14,435	26,922	3.8%
75-79	10,213	11,891	22,104	3.1%
80-84	8,534	10,490	19,024	2.7%
85+	6,686	7,761	14,447	2.0%
<b>Total</b>	<b>338,228</b>	<b>375,773</b>	<b>714,001</b>	<b>100%</b>

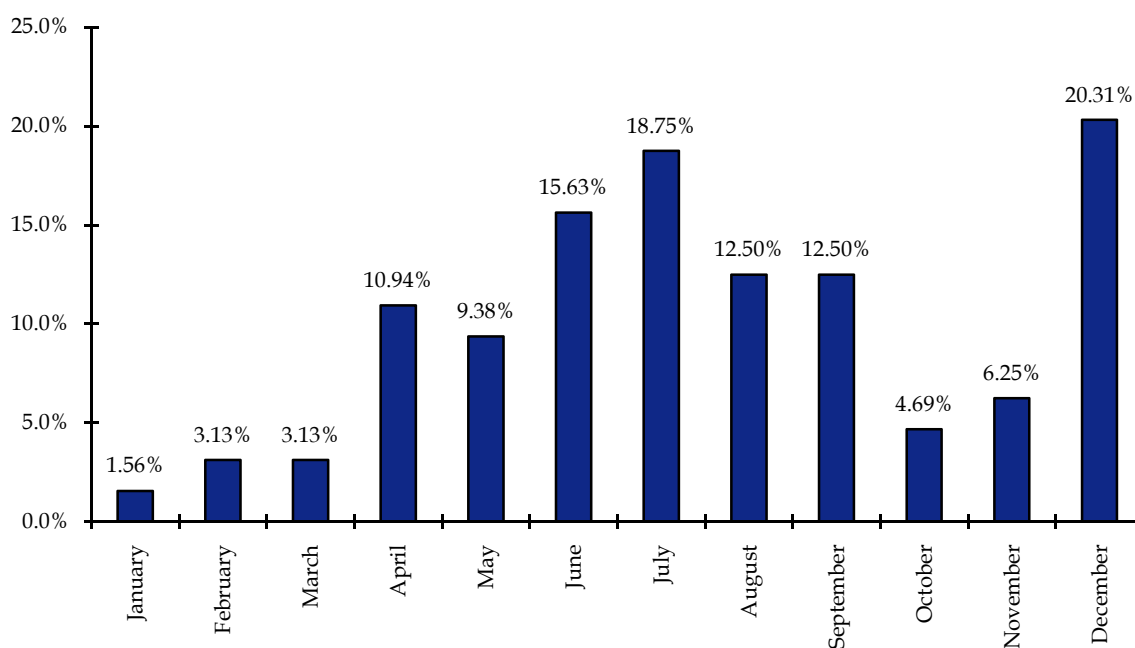
Source: Rhode Island Division of Motor Vehicles.

### Performance Trends and Goals

Despite not having a primary safety belt law for all occupants, Rhode Island continued making progress with its safety belt use rate. The observed safety belt use increased from 72 percent in 2008, to 75 percent in 2009 and 78 percent in 2010. Alcohol involvement in traffic fatalities also improved. There were 29 alcohol-related (BAC  $\geq$  0.01) fatalities and 25 alcohol-impaired (BAC  $\geq$  0.08) in 2008; preliminary 2009 data (State reported, not imputed) indicates 21 alcohol-related fatalities and 18 alcohol-impaired fatalities. The percentage of all fatalities that were alcohol-related also decreased, from 35 percent in 2008 to 26 percent in 2009. Unfortunately, the number of fatalities and incapacitating injuries increased by 5.8 percent from 2008 to 2009; most notably, there was an increase of 18 fatalities during this time (65 fatalities in 2008; 83 fatalities in 2009). However it is important to note that during the previous 10 years (1999-2008) the average number of fatalities in Rhode Island was 82 annually, possibly indicating that the 65 total fatalities in 2008 was an aberration rather than the norm. The total number of crashes increased during this time as well, from 39,081 in 2008 to 41,788 in 2009, an increase of nearly 7 percent.

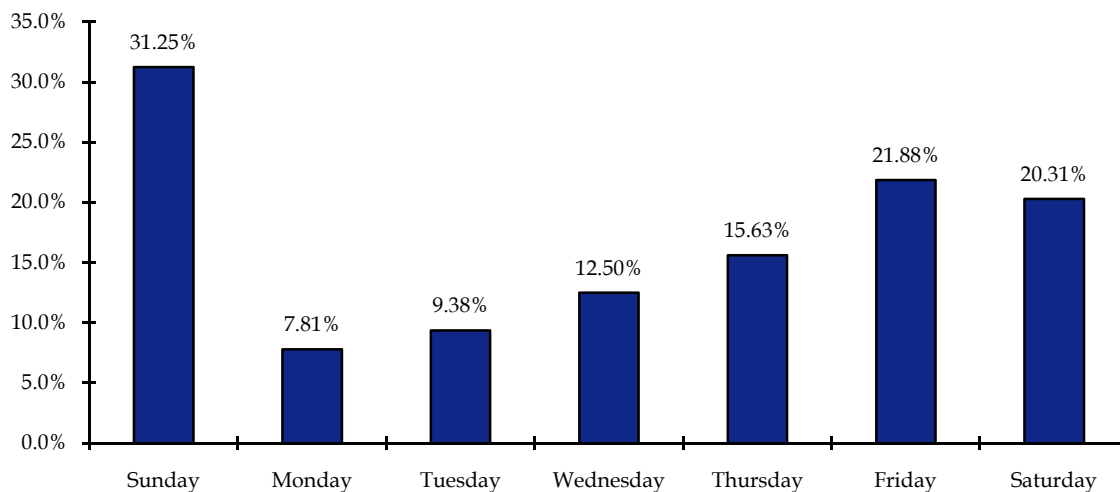
As shown in Figures 2.3 and 2.4, in 2008 the greatest percentage of crashes occurred in the month of October and on Sundays. Preliminary data show that in 2009 the greatest percentage of crashes occurred in the month of December and on Sundays. In 2008, fatal crashes occurred most frequently between the hours of 10:00 p.m. and 4:00 a.m., as shown in Figure 2.5. Preliminary 2009 data show a similar trend, with fatal crashes most frequently occurring between the hours of 10:00 p.m. and 1:00 a.m. Table 2.4 and Figures 2.6 through 2.36 provide additional details on Rhode Island’s highway safety trends.

**Figure 2.3 Percent of Rhode Island Fatal Crashes by Month-of-Year 2009**



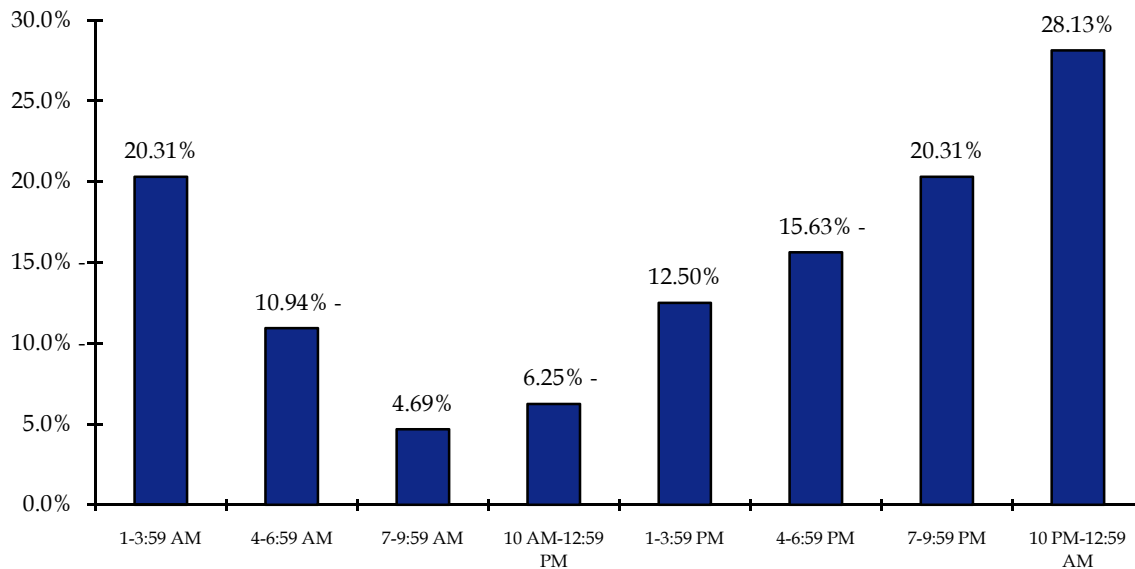
Note: 2009 data are preliminary.

**Figure 2.4 Percent of Rhode Island Fatal Crashes by Day-of-Week 2009**



Note: 2009 data are preliminary.

**Figure 2.5 Percent of Rhode Island Fatal Crashes by Time-of-Day 2009**



Note: 2009 data are preliminary.

Key Rhode Island crash data and trends are provided in Table 2.4.



**Table 2.4 Traffic Safety Trends in Rhode Island**  
1999 to 2010

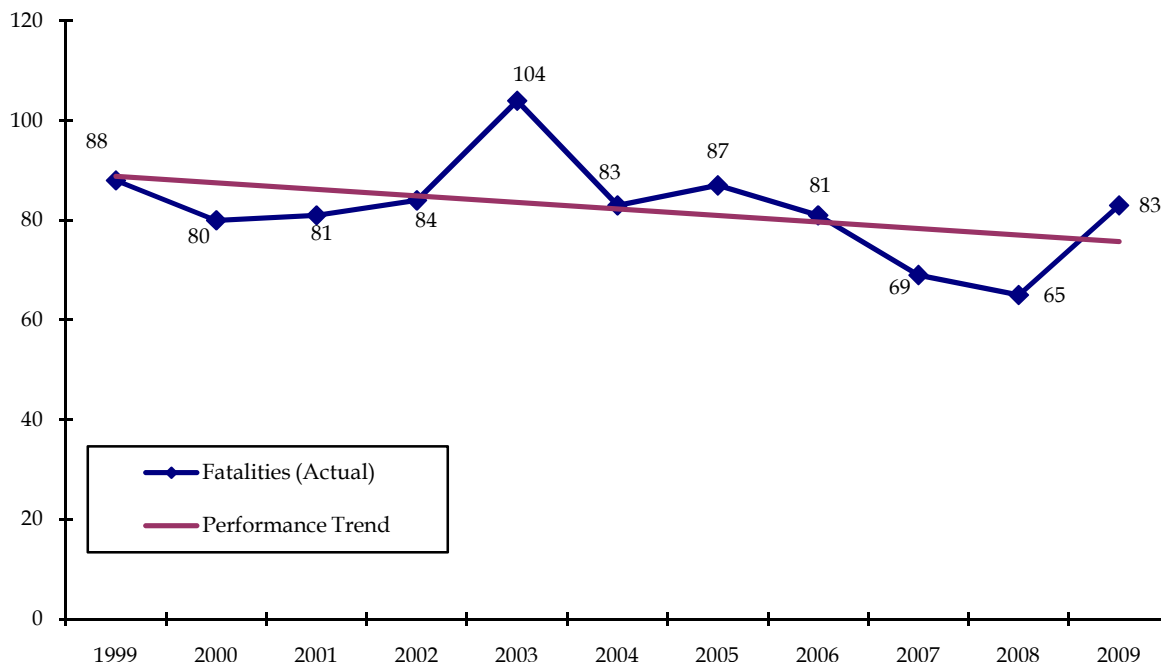
Crash Data/Trends <sup>a</sup>	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009 <sup>b</sup>	2010 <sup>b</sup>
Fatalities (Actual)	88	80	81	84	104	83	87	81	69	65	83	
Fatality Rate/(100 Million VMT)	1.06	0.96	1.01	1.03	1.24	0.98	1.05	0.98	0.80	0.79	1.01	
Number of Serious Injuries <sup>c</sup>	1,166	1,682	1,850	1,845	1,887	1,600	1,329	1,313	764	416	426	
Number of Fatalities Involving Driver or Motorcycle Operator w/ $\geq .08$ BAC	27	34	35	35	50	38	34	30	22	25	18 <sup>e</sup>	
Number of Unrestrained Passenger Vehicle Occupant Fatalities	40	45	47	47	47	47	37	35	19	29	33	
Number of Speeding-Related Fatalities	-	-	-	46	55	45	40	42	20	20	28	
Number of Motorcycle Fatalities	12	12	6	9	13	10	14	16	14 <sup>d</sup>	7	19	
Number of Unhelmeted Motorcyclist Fatalities	10	10	5	7	6	7	6	11	9	2	12	
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	-	-	-	20	25	17	20	14	16	9	11	
Number of Pedestrian Fatalities	14	6	10	9	14	7	14	15	13	11	16	
Percent Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants	-	-	-	71%	74%	76%	75%	74%	79%	72%	75%	78%
Number of Safety belt Citations Issued During Grant-Funded Enforcement Activities	-	-	-	-	-	-	-	2,024	2,226	2,336	2,553	1,696
Number of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	-	-	-	-	-	-	2,227	2,519	U/A	U/A	253	
Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	-	-	-	-	-	-	-	-	-	-	4,630	

Source: - RIDOT, July 2010; Rhode Island DMV, August 2010; FARS, June 2009; 2002 to 2009 Rhode Island Observed Restraint Use Surveys.

- Notes: - (a) Some numbers reported in this FFY 2011 Highway Safety Performance Plan may differ slightly from the same numbers reported in previous reports due to changes in data availability and data quality improvements. Some crash data are new to this report and trend data may not be available with consistent reporting procedures and/or methodology.
- (b) 2009/2010 data are preliminary at the time of reporting. 2008 VMT was used to calculate metrics since VMT for 2009 is not available. U/A indicates data not available at this time.
- (c) 2007 was a transition year for crash data in Rhode Island. "Serious Injuries" were defined differently prior to 2007, which, in part, explains the discrepancy between serious injuries reported from 2006 to 2007/2008.
- (d) Includes one ATV fatality in 2007.
- (e) State reported, not imputed.

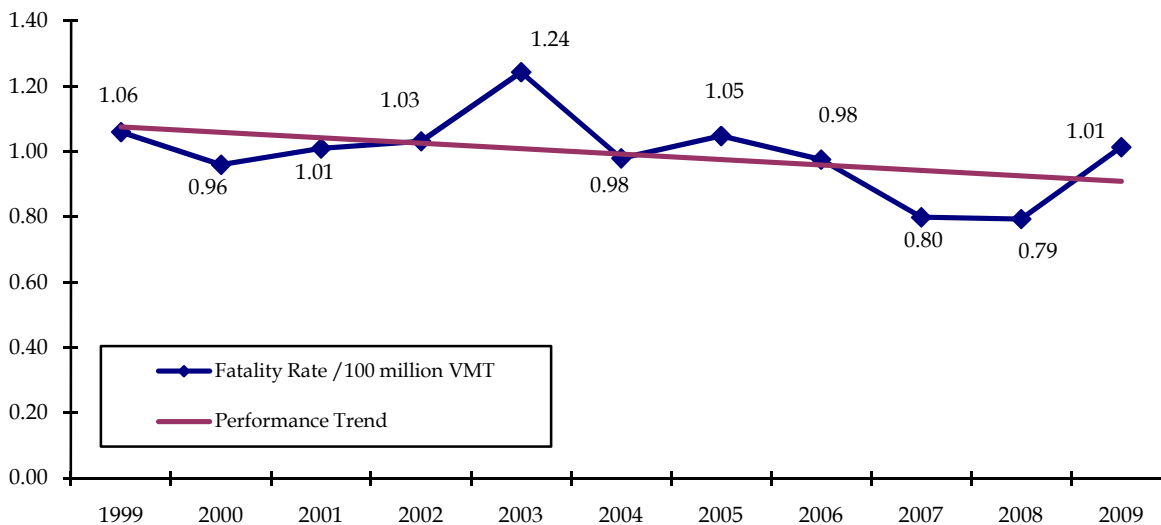
Figures 2.6 through 2.16 illustrate select data shown in the table above in greater detail and include data points and an associated trend line.

**Figure 2.6 Fatalities**  
*Actual*



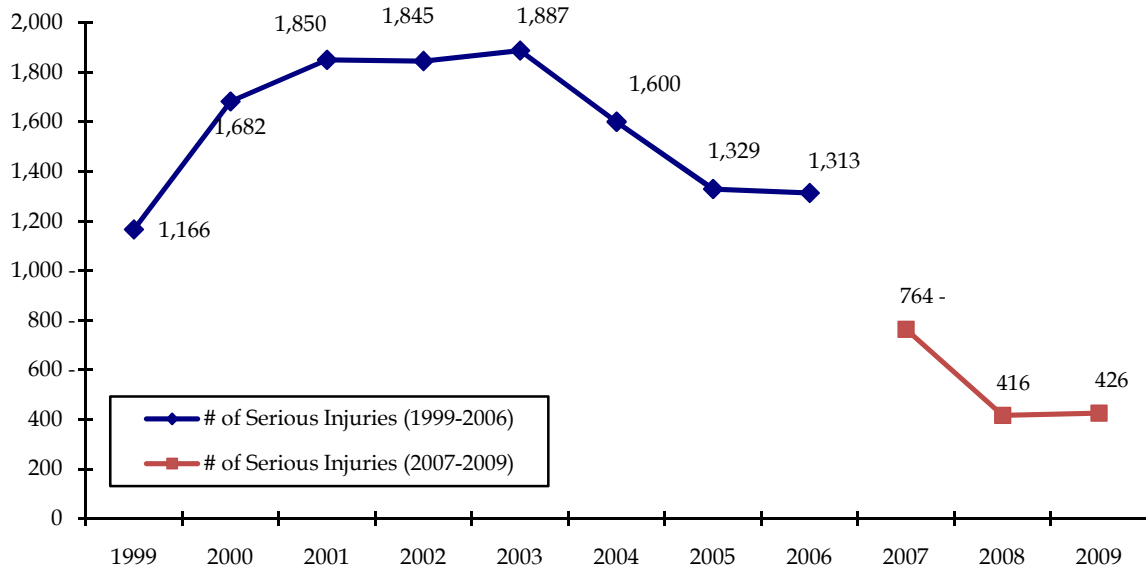
Note: 2009 data are preliminary.

**Figure 2.7 Fatality Rate**  
*Per 100 Million VMT*



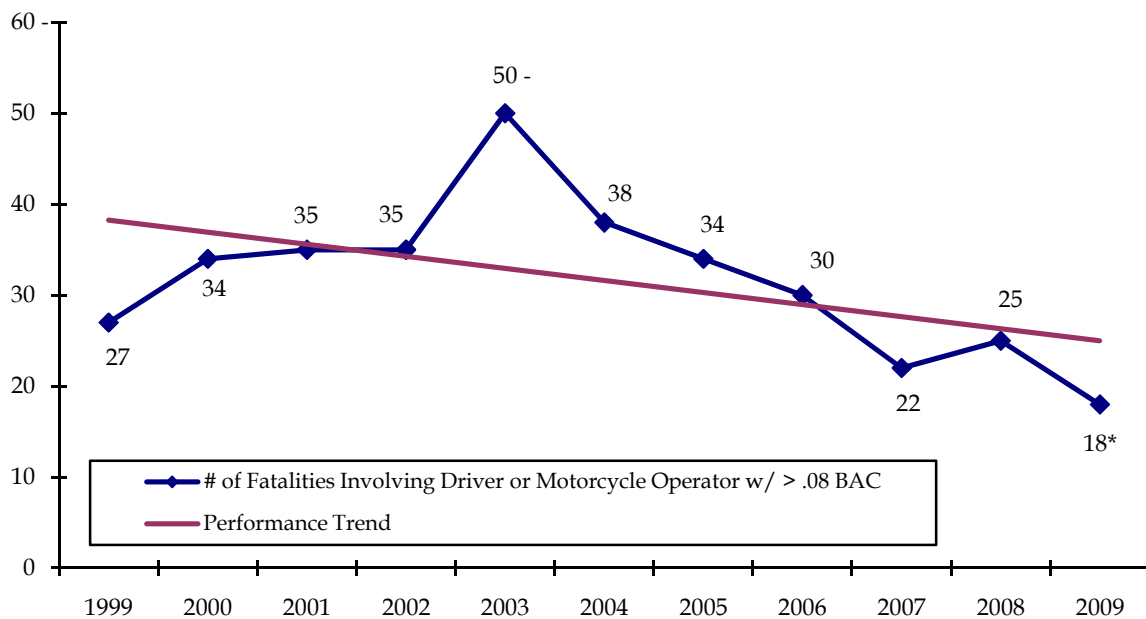
Note: 2009 data are preliminary.

**Figure 2.8 Serious Injuries**  
*Actual*



Note: - 2009 data are preliminary. 2007 was a transition year for crash data in Rhode Island. “Serious Injuries” were defined differently prior to 2007, which, in part, explains the discrepancy between serious injuries reported from 2006 to 2007/2008/2009.

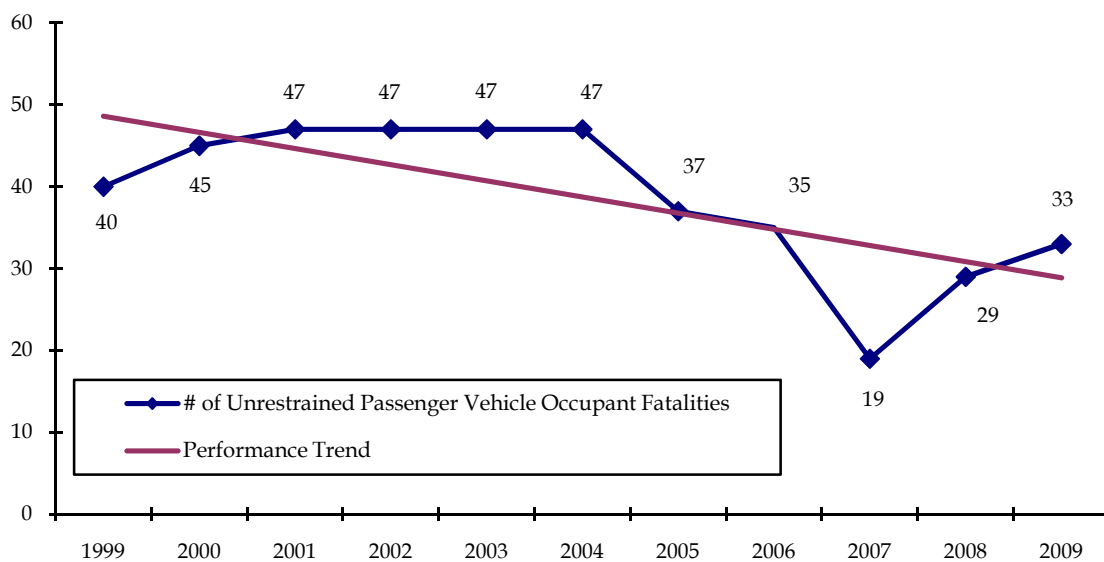
**Figure 2.9 Fatalities Involving Driver or Motorcycle Operator w/  $\geq$  .08 BAC**  
*Actual*



Note: 2009 data are preliminary. -

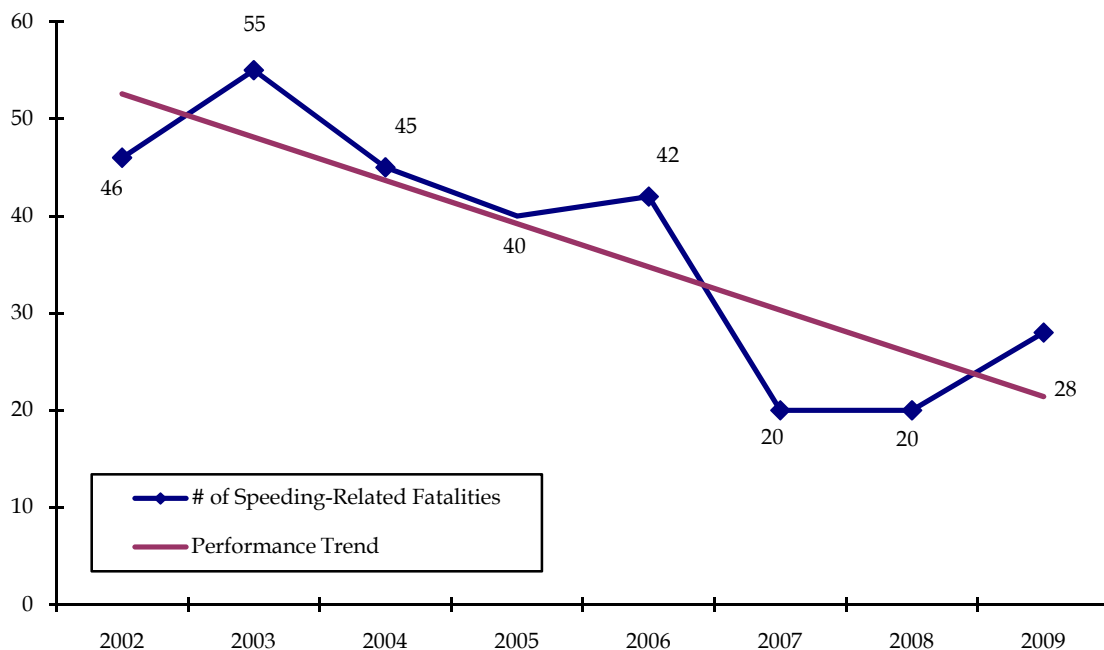
\*Reflects State reported data, not NHTSA imputed. -

**Figure 2.10 Unrestrained Passenger Vehicle Occupant Fatalities**  
*Actual*



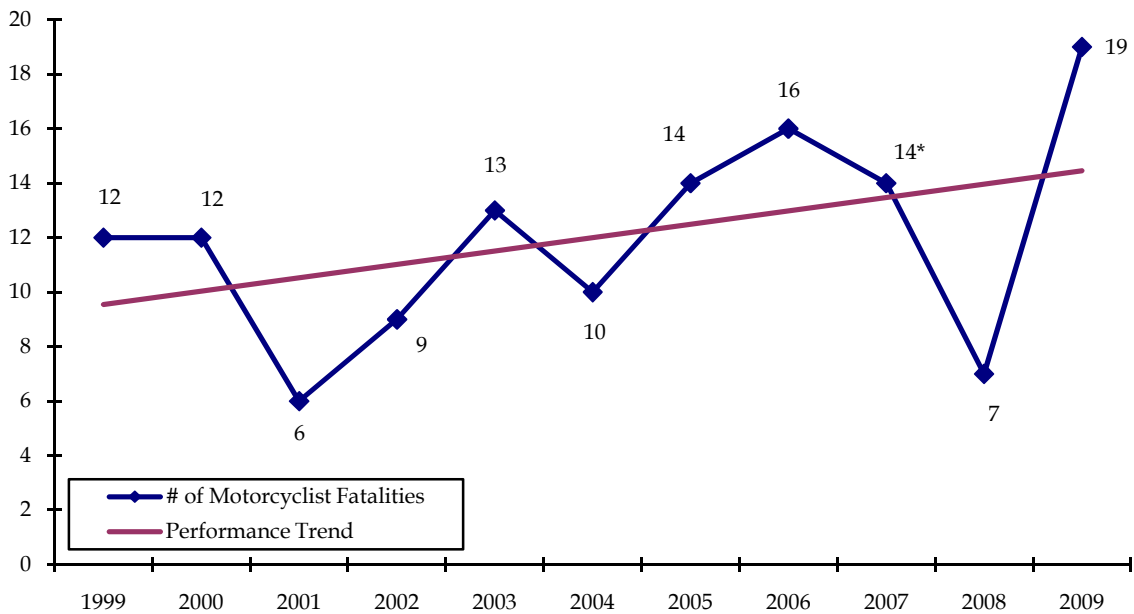
Note: 2009 data are preliminary.

**Figure 2.11 Speeding-Related Fatalities**  
*Actual*



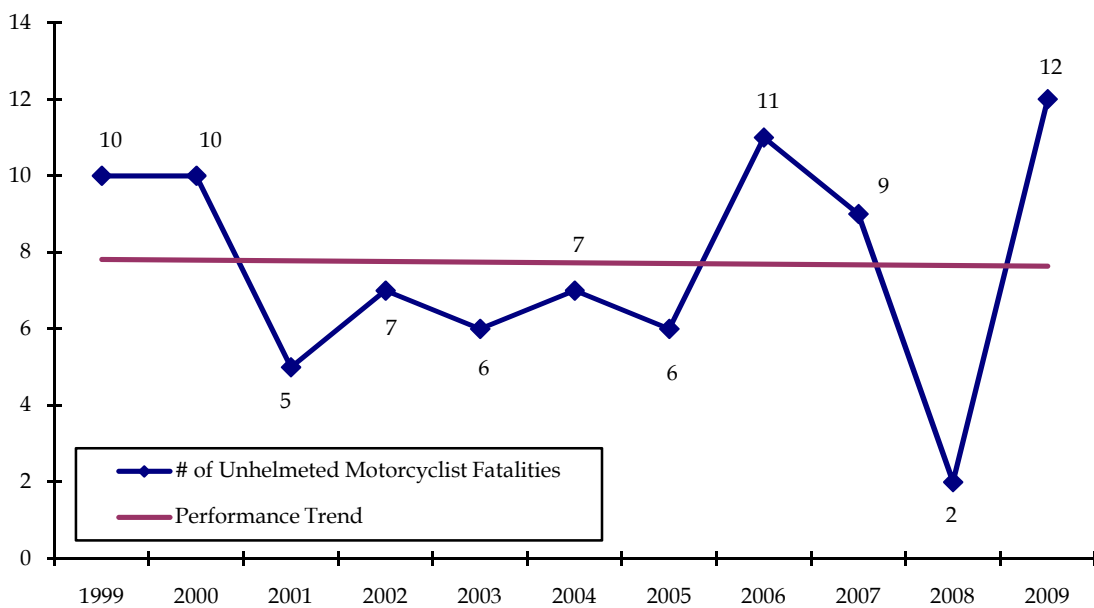
Note: 2009 data are preliminary.

**Figure 2.12 Number of Motorcyclist Fatalities**  
*Actual*



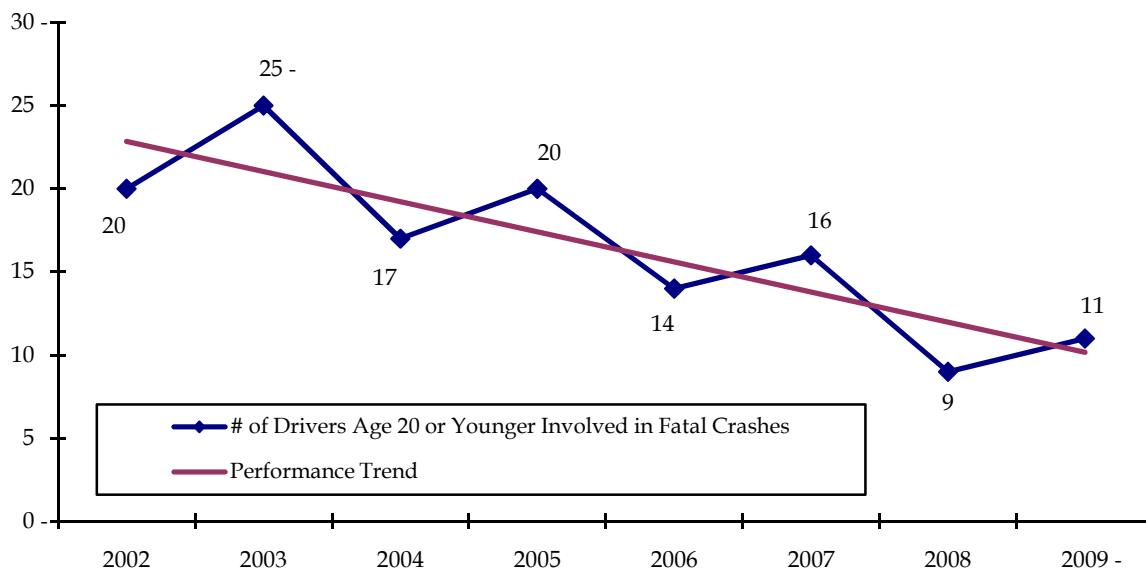
Note: 2009 data are preliminary. -  
\*2007 data includes one ATV fatality. -

**Figure 2.13 Unhelmeted Motorcycle Fatalities**  
*Actual*



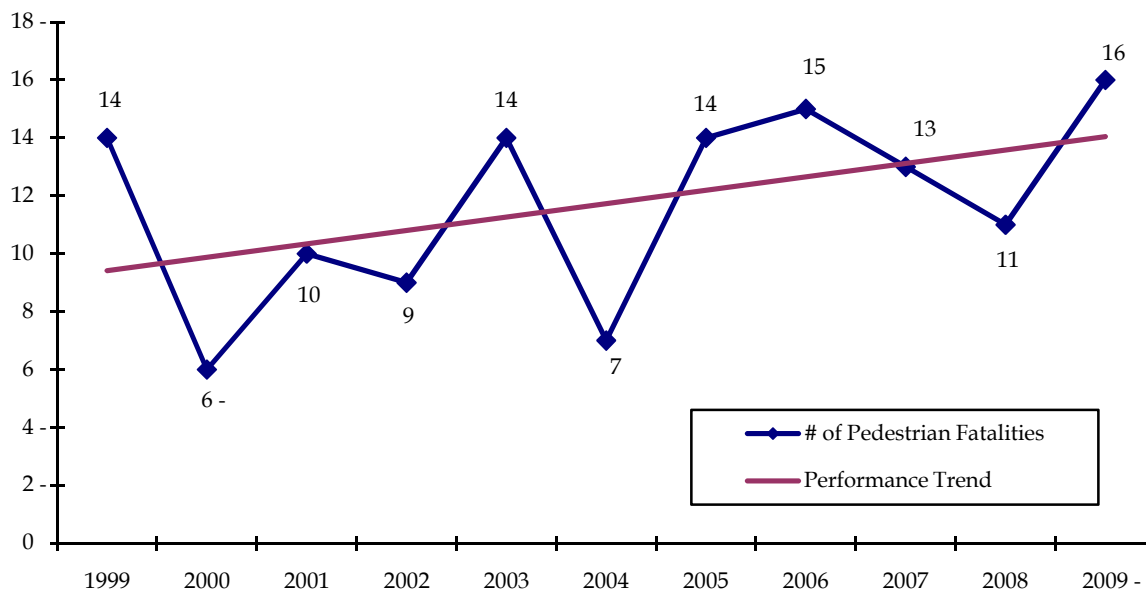
Note: 2009 data are preliminary.

**Figure 2.14 Drivers Age 20 or Younger Involved in Fatal Crashes**  
*Actual*



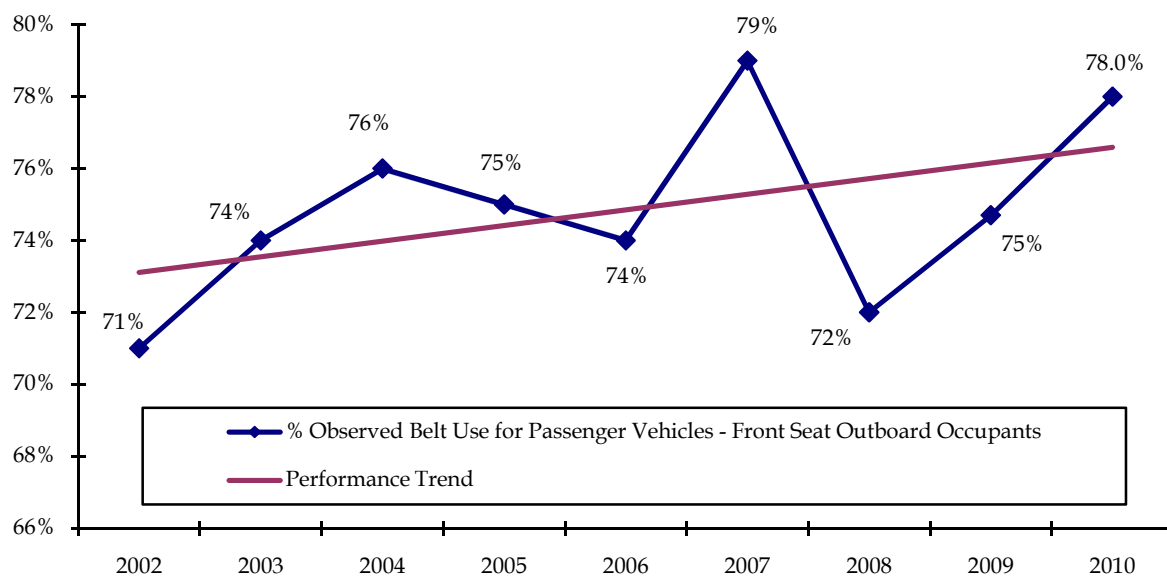
Note: 2009 data are preliminary.

**Figure 2.15 Pedestrian Fatalities**  
*Actual*



Note: 2009 data are preliminary.

**Figure 2.16 Percent Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants**



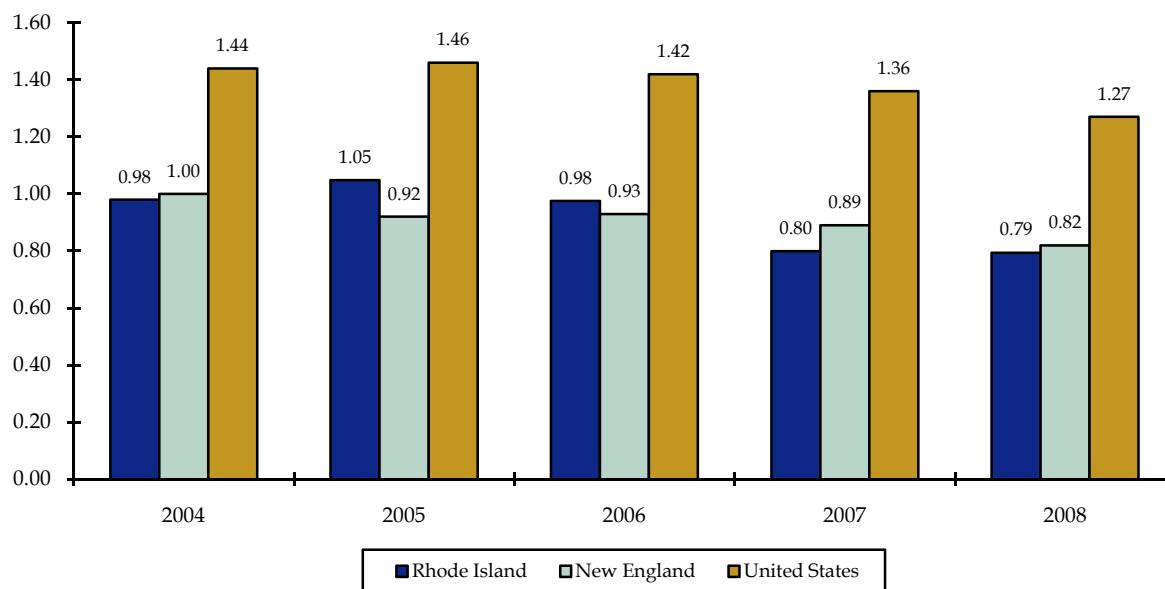
Note: 2010 safety belt use rate is awaiting NHTSA certification.

## Rhode Island Comparison to New England and United States

As shown in Figure 2.17, Rhode Island has consistently had a lower fatality rate (per 100 million VMT) than the national average. Rhode Island's fatality rate also has been lower than the New England region fatality rate at various times throughout the period from 2004 to 2008. As reported by NHTSA (Table 2.5), Rhode Island exceeds the New England region for percentage of unrestrained passenger vehicle occupant fatalities, and alcohol-impaired and speed-related fatalities; however, Rhode Island has a lower percentage of fatalities involving motorcycles. Preusser Research Group, Inc.'s *Analysis of Fatal Crash Data Rhode Island 2004 to 2008*<sup>2</sup> report includes additional information regarding state, regional, and national comparisons.

<sup>2</sup>Preusser Research Group, Inc. (2010). *Analysis of Fatal Crash Data Rhode Island 2004 to 2008: A Summary of Motor Vehicle Fatal Crash and Fatality Data from the Fatality Analysis Reporting System (FARS)*.

**Figure 2.17 Rhode Island, New England, and United States Fatality Rate Per 100 Million VMT**



Source: Preusser Research Group, Inc., *Analysis of Fatal Crash Data Rhode Island 2004-2008*.

**Table 2.5 Rhode Island and New England Crash Conditions as Percent of Total Fatalities in 2008**

	Unbelted Passenger Vehicle Occupant Fatalities	Alcohol-Impaired <sup>a</sup>	Speed-Related	Motorcycle
Rhode Island	45%	38%	31%	11%
New England	34%	32%	30%	15%

<sup>a</sup> NHTSA imputed numbers (versus state reported).

Source: Preusser Research Group, Inc., *Analysis of Fatal Crash Data Rhode Island 2004 to 2008*.

Table 2.6 provides additional detail on recent highway safety trends in Rhode Island.



**Table 2.6 Additional Traffic Safety Trends in Rhode Island  
2003 to 2010**

Crash Data/Trends <sup>a</sup>	Progress Report Data 2003 to 2010							
	2003	2004	2005	2006	2007	2008	2009 <sup>b</sup>	2010 <sup>b</sup>
Fatalities - actual	104	83	87	81	69	65	83	
Fatal crashes - actual	96	78	80	72	64	63	76	
Fatality Rate/(100 Million VMT)	1.24	0.98	1.05	0.98	0.80	0.79	1.01	
Fatality rate/100,000 population	9.67	7.69	8.08	7.59	6.52	6.19	7.88	
Number of Serious Injuries <sup>c</sup>	1,887	1,600	1,329	1,313	764	416	426	
Fatality and serious injury rate/100 million VMT	23.80	19.86	17.06	16.79	9.65	5.88	6.22	
Fatal and serious injury rate/100,000 population	185.08	155.85	131.58	130.57	78.75	45.78	48.34	
Month of most fatal crashes	Mar	Jun	Jul	Aug	Mar/Oct	Oct	Dec	
Day of most fatal crashes	Sun	Sat	Sat	Sun	Fri	Sun	Sun	
Time of most fatal crashes	10 pm- 1 am	10 pm- 4 am	7-10 pm	1-4 am/ 1-4 pm	10 pm- 12:59 am	10 pm- 3:59 am	10 pm- 12:59 am	
Alcohol-Impaired fatalities (Involving Driver or Motorcycle Operator w/ $\geq$ .08 BAC)	50	38	34	30	22	25	18 <sup>§</sup>	
Number of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	-	-	2,227	2,519	U/A	U/A	253	
Alcohol-related fatalities (BAC greater than or equal to 0.01)	55	40	44	38	29	29	21	
Proportion of alcohol-related fatalities	0.53	0.48	0.51	0.47	0.42	0.45	0.25	
Alcohol-related fatality rate/100 million VMT	0.66	0.47	0.53	0.46	0.34	0.35	0.26	
Alcohol-related fatality rate/100,000 population	5.11	3.70	4.09	3.56	2.74	2.76	1.99	
Speeding-related fatalities - actual	55	45	40	42	20	20	28	
Proportion of speed-related fatalities	0.53	0.54	0.46	0.52	0.29	0.31	0.34	
Speed fatality rate/100 million VMT	0.66	0.53	0.48	0.51	0.23	0.24	0.34	

**Table 2.6 Additional Traffic Safety Trends in Rhode Island (continued)**  
2003 to 2010

Crash Data/Trends <sup>a</sup>	Progress Report Data 2003 to 2010							
	2003	2004	2005	2006	2007	2008	2009 <sup>b</sup>	2010 <sup>b</sup>
Speed fatality rate/100,000 population	5.11	4.17	3.72	3.93	1.89	1.90	2.66	
Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	-	-	-	-	-	-	4,630	
Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	74%	76%	75%	74%	79%	72%	75%	78%
Number of Safety belt Citations Issued During Grant-Funded Enforcement Activities	-	-	-	2,024	2,226	2,336	2,553	1,696
Unrestrained Passenger Vehicle Occupant Fatalities – actual	47	47	37	35	19	29	33	
Nonmotorist fatalities – actual	15	7	15	16	14	14	16	
Nonmotorist fatality rate/100 million VMT	0.18	0.08	0.18	0.19	0.16	0.17	0.20	
Nonmotorist fatality rate/100,000 population	1.39	0.65	1.39	1.50	1.32	1.33	1.52	
Nonmotorist serious injuries – actual	147	156	145	143	98	46	62	
Nonmotorist fatality and serious injury rate/100 million VMT	1.94	1.92	1.93	1.92	1.30	0.73	0.95	
Nonmotorist fatal and serious injury rate/100,000 population	15.06	15.09	14.87	14.89	10.59	5.71	7.41	
Pedestrian fatalities – actual	14	7	14	15	13	11	16	
Pedestrian fatality rate/100 million VMT	0.17	0.08	0.17	0.18	0.15	0.13	0.20	
Pedestrian fatality rate/100,000 population	1.30	0.65	1.30	1.41	1.23	1.05	1.52	
Pedestrian serious injuries – actual	103	114	103	107	71	30	51	
Pedestrian fatality and serious injury rate/100 million VMT	1.40	1.43	1.41	1.47	0.97	0.50	0.82	

**Table 2.6 Additional Traffic Safety Trends in Rhode Island (continued)**  
2003 to 2010

Crash Data/Trends <sup>a</sup>	Progress Report Data 2003 to 2010							
	2003	2004	2005	2006	2007	2008	2009 <sup>b</sup>	2010 <sup>b</sup>
Pedestrian fatal and serious injury rate/ 100,000 population	10.88	11.20	10.87	11.43	7.94	3.90	6.36	
Bicyclist fatalities - actual	1	0	1	1	1	1	0	
Bicyclist fatality rate/100 million VMT	0.01	0.00	0.01	0.01	0.01	0.01	0.00	
Bicyclist fatality rate/100,000 population	0.09	0.00	0.09	0.09	0.09	0.10	0.00	
Bicyclist serious injuries - actual	44	42	42	36	27	16	11	
Bicyclist fatality and serious injury rate/100 million VMT	0.54	0.50	0.52	0.45	0.32	0.21	0.13	
Bicyclist fatal and serious injury rate/ 100,000 population	4.18	3.89	4.00	3.47	2.65	1.62	1.04	
Motorcycle fatalities - actual	13	10	14	16	14 <sup>d</sup>	7	19	
Motorcycle fatality rate/100 million VMT	0.16	0.12	0.17	0.19	0.16	0.09	0.23	
Motorcycle fatality rate/100,000 population	1.21	0.93	1.30	1.50	1.32	0.67	1.80	
Motorcycle serious injuries - actual	134	138	133	107	87	63	N/A	
Motorcycle fatality and serious injury rate/ 100 million VMT	1.76	1.75	1.77	1.48	1.17	0.86	N/A	
Motorcycle fatal and serious injury rate/ 100,000 population	13.67	13.70	13.66	11.52	9.55	6.66	N/A	
Unhelmeted Motorcyclist fatalities - actual	6	7	6	11	9	2	12	
Young drivers Involved in fatal crashes - actual <sup>e</sup>	25	17	20	14	16	9	11	
Young drivers in fatal crashes/100 million VMT	0.30	0.20	0.24	0.17	0.19	0.11	0.13	
Young drivers in fatal crashes/100,00 population	2.32	1.57	1.86	1.31	1.51	0.86	1.04	

**Table 2.6 Additional Traffic Safety Trends in Rhode Island (continued)**  
2003 to 2010

Crash Data/Trends <sup>a</sup>	Progress Report Data 2003 to 2010							
	2003	2004	2005	2006	2007	2008	2009 <sup>b</sup>	2010 <sup>b</sup>
Young drivers in serious injury crashes – actual	380	416	320	300	186	37	42	
Young drivers in serious injury crashes/100 million VMT	4.54	4.91	3.86	3.61	2.15	0.45	0.51	
Young drivers in fatal and serious injury crashes/100 million VMT	4.84	5.11	4.10	3.78	2.34	0.56	0.65	
Young drivers in fatal and serious injury crashes/100,000 population	37.65	40.10	31.59	29.41	19.10	4.38	5.03	
Older drivers involved in fatal crashes – actual <sup>f</sup>	21	14	9	12	5	12	15	
Older drivers in fatal crashes/100 million VMT	0.25	0.17	0.11	0.14	0.06	0.15	0.18	
Older drivers in serious injury crashes – actual	184	157	156	122	105	31	25	
Older drivers in fatal and serious injury crashes/100 million VMT	2.45	2.02	1.99	1.61	1.27	0.53	0.49	
Older drivers in fatal and serious injury crashes/100,000 population	19.06	15.83	15.33	12.55	10.40	4.09	3.80	

Source: RIDOT, July 2010; Rhode Island DMV, August 2010; FARS, June 2009; 2003 to 2010 Rhode Island Observed Restraint Use Surveys.

<sup>a</sup> Some numbers reported in this FFY 2011 Highway Safety Performance Plan may differ slightly from the same numbers reported in previous reports due to changes in data availability and data quality improvements. Some crash data are new to this report and trend data may not be available with consistent reporting procedures and/or methodology.

<sup>b</sup> 2009/2010 data are preliminary at the time of reporting. 2008 VMT was used to calculate metrics since VMT for 2009 is not available. U/A indicates data not available at this time.

<sup>c</sup> 2007 was a transition year for accident data in Rhode Island. “Serious Injuries” were defined differently prior to 2007, which, in part, explains the discrepancy between serious injuries reported from 2006 to 2007/2008.

<sup>d</sup> Includes one ATV fatality in 2007.

<sup>e</sup> Young drivers are defined as those age 16 to 20.

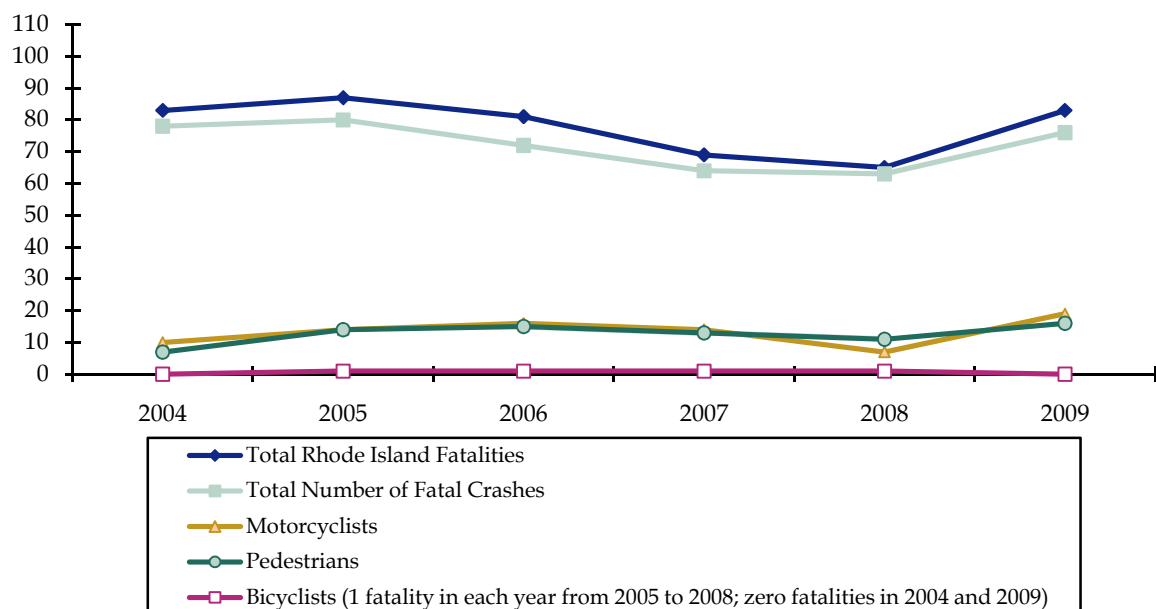
<sup>f</sup> Older drivers are defined as those age 65+.

<sup>g</sup> State reported, not imputed.

## ■ 2.2 Rhode Island Highway Safety Problem Areas

Rhode Island traffic deaths are unacceptable, unaffordable, and avoidable. Traffic crashes affect all users of the transportation system, as shown in Figure 2.18. After reviewing these statistics and those documented above (and described in more detail in Section 3.0), the Rhode Island FFY 2011 HSPP will focus on multiple highway safety problems, including *impaired driving, occupant protection, speed, motorcycles, young drivers, other road users, including pedestrians, and racial profiling*. Also, the OHS will continue to concentrate on improving the State's *traffic records* through crash data collection and reporting as part of their Section 408 grant process. The HSPP also addresses the agency's *planning and administration* functions.

**Figure 2.18 Rhode Island Traffic Deaths**  
2004 to 2009



Note: 2009 data are preliminary. 2007 data for motorcycle fatalities include one ATV fatality.

### Additional Challenges to Highway Safety

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

- Rhode Island does not have a primary safety belt law for all occupants. The OHS is aware that primary law states routinely have higher usage rates than secondary law states; and when secondary states strengthen their laws to primary enforcement, they often see an increase in usage rates by as much as 10 to 15 percent. Changes in the adult safety belt law have been consistently proposed but unsuccessful to date.

- Rhode Island does not have a universal helmet law for all motorcyclists.
- Sobriety checkpoints are banned by judicial ruling in Rhode Island.
- There is no requirement for behind-the-wheel training for novice drivers; only classroom instruction is required.

Rhode Island, however, has achieved several highway safety legislative and policy-related milestones in recent years:

- In 2009, the State revised the Child Passenger Safety Law to include children up to the age of eight unless the child is at least 57 inches tall or 80 pounds. The previous provisions covered children up to age seven, 54 inches tall, or 80 pounds.
- In October, 2009, Rhode Island banned sending or receiving text messages while driving.



## ■ 2.3 Rhode Island Highway Safety Goals

Table 2.7 identifies the program areas that will be emphasized in Rhode Island’s Highway Safety Program, with related goals and performance measures, in FFY 2011. Preliminary 2009 data from RIDOT’s Crash Data Management System (CDMS) were used to establish these goals. Therefore, the goal statements may change once 2009 data are finalized. In cases where 2009 data varied greatly from previous years, an average of several years of data was used to establish a baseline.

**Table 2.7 Goals and Performance Measures**

Program Area	Goals	Performance Measures
<b>Overall OHS Program Area Goals</b>	<ul style="list-style-type: none"> <li>To decrease traffic fatalities and serious injuries by 1.5 percent, from a five year average of 4,633 in 2005-09) to 4563 in 2011. -</li> </ul>	<ul style="list-style-type: none"> <li>Number of traffic fatalities. -</li> </ul>
	<ul style="list-style-type: none"> <li>To maintain the low number of serious injuries in 2009 of 426 in 2011.</li> </ul>	<ul style="list-style-type: none"> <li>Number of serious injuries.</li> </ul>
	<ul style="list-style-type: none"> <li>To reduce the fatality rate of 1.01 per 100 million VMT in 2009 to 1.00 per 100 million VMT in 2011.</li> </ul>	<ul style="list-style-type: none"> <li>Fatality rate per 100 million VMT.</li> </ul>
<b>Impaired Driving</b>	<ul style="list-style-type: none"> <li>To decrease alcohol-impaired driving fatalities (those involving a legally intoxicated driver or motorcycle operator with a BAC of .08 or greater) by eight percent, from 25 in 2008 (NHTSA imputed data) to 23 in 2011.</li> </ul>	<ul style="list-style-type: none"> <li>Number of fatalities involving a driver or motorcycle operator with a BAC of .08 or greater.</li> </ul>
	<ul style="list-style-type: none"> <li>To collect and report data on the number of impaired driving arrests made during grant-funded enforcement activities in FFY 2011.</li> </ul>	<ul style="list-style-type: none"> <li>Number of impaired driving arrests made during grant-funded enforcement activities.</li> </ul>
	<ul style="list-style-type: none"> <li>To decrease by 14.3 percent the number of crash fatalities with a known BAC of .01 or higher, from a three year average (2006-2008) of 35 to 30 in 2011.</li> </ul>	<ul style="list-style-type: none"> <li>Number of crash fatalities with a known BAC of .01 or higher.</li> </ul>
	<ul style="list-style-type: none"> <li>To decrease by 11.8 percent the number of drivers involved in fatal crashes with a known BAC of .01 or higher, from 17 in 2007 to 15 in 2011.</li> </ul>	<ul style="list-style-type: none"> <li>Number of drivers involved in fatal crashes with a known BAC of .01 or higher.</li> </ul>
	<ul style="list-style-type: none"> <li>To increase the percent of survey participants responding “Very Likely” or “Somewhat Likely” in regard to their perceived likelihood of being stopped after drinking to excess and driving from 51.4 percent.</li> </ul>	<ul style="list-style-type: none"> <li>Percent of survey participants responding “Very Likely” or “Somewhat Likely” in regards to their perceived likelihood of being stopped after drinking to excess and driving.</li> </ul>
	<ul style="list-style-type: none"> <li>To increase the recognition of the slogan used by OHS to support high visibility impaired driving enforcement. (In 2009, 58.9 percent recognition of YD&amp;DYL slogan).</li> </ul>	<ul style="list-style-type: none"> <li>Percent of survey respondents reporting slogan recognition.</li> </ul>

**Table 2.7 Goals and Performance Measures (continued)**

Program Area	Goals	Performance Measures
<b>Occupant Protection</b>	<ul style="list-style-type: none"> <li>To increase by 2 percentage points the statewide observed safety belt use of front seat outboard occupants in passenger vehicles, from 78 percent in 2010 to 80 percent in 2011.</li> </ul>	<ul style="list-style-type: none"> <li>Percent of front seat outboard vehicle occupants who are observed to be using safety belts.</li> </ul>
	<ul style="list-style-type: none"> <li>To decrease the number of unrestrained passenger vehicle occupant fatalities, in all seat positions, by 6.9 percent, from 29 in 2008 to 27 in 2011.</li> </ul>	<ul style="list-style-type: none"> <li>Number of unrestrained passenger vehicle occupant fatalities (all seating positions).</li> </ul>
	<ul style="list-style-type: none"> <li>To increase the number of safety belt citations issued during grant-funded enforcement activities, from 2,553 in 2009.</li> </ul>	<ul style="list-style-type: none"> <li>Number of safety belt citations issued during grant-funded enforcement activities.</li> </ul>
	<ul style="list-style-type: none"> <li>To increase safety belt use among pickup truck drivers, as measured by observational study, from 60.7 percent in 2010.</li> </ul>	<ul style="list-style-type: none"> <li>Percent of pickup truck drivers observed to be using safety belts.</li> </ul>
	<ul style="list-style-type: none"> <li>To increase awareness of the “Click It or Ticket” slogan, as measured by a telephone survey, from 88.8 percent in 2010.</li> </ul>	<ul style="list-style-type: none"> <li>Percent of telephone survey participants aware of the “Click It or Ticket” slogan.</li> </ul>
	<ul style="list-style-type: none"> <li>To increase perception that persons will be ticketed for not wearing safety belts always or most of the time, as measured by a telephone survey, from 31.8 percent in 2010.</li> </ul>	<ul style="list-style-type: none"> <li>Percent of telephone survey participants with perception that persons are likely to be ticketed for not wearing safety belts.</li> </ul>
	<ul style="list-style-type: none"> <li>To decrease by two percentage points the percent of passenger vehicle occupant fatalities known not to be wearing a restraint, from 69 percent in 2009 to 60 percent in 2011 (three-year average is 60 percent).</li> </ul>	<ul style="list-style-type: none"> <li>Percent of passenger vehicle occupant fatalities known to be not wearing a restraint.</li> </ul>



**Table 2.7 Goals and Performance Measures (continued)**

Program Area	Goals	Performance Measures
<b>Speed</b>	<ul style="list-style-type: none"> <li>To decrease by three percent the number of speeding-related fatalities from the five-year average (2005-2009) of 30 to 27 in 2011.</li> </ul>	<ul style="list-style-type: none"> <li>Number of speeding-related fatalities.</li> </ul>
	<ul style="list-style-type: none"> <li>To increase the number of speeding citations issued during grant-funded enforcement activities from 4,630 in 2009 to 5,000 in 2011. (FFY 2009 was be the first year this data was collected.)</li> </ul>	<ul style="list-style-type: none"> <li>Number of speeding citations issued during grant-funded enforcement activities.</li> </ul>
	<ul style="list-style-type: none"> <li>To increase the number of speeding citations written and tracked monthly for all overtime speed patrols.</li> </ul>	<ul style="list-style-type: none"> <li>Number of speeding citations written and tracked monthly of all overtime speed patrols.</li> </ul>
<b>Young Drivers</b>	<ul style="list-style-type: none"> <li>To maintain the number of young drivers age 16 to 20 involved in fatal crashes at or below the three-year average (2007-2009) of 12 young drivers.</li> </ul>	<ul style="list-style-type: none"> <li>Number of young drivers age 16 to 20 involved in fatal crashes.</li> </ul>
	<ul style="list-style-type: none"> <li>To decrease the number of young driver (age 16 to 20) fatalities from six in 2009.</li> </ul>	<ul style="list-style-type: none"> <li>Number of young driver (age 16 to 20) fatalities.</li> </ul>
	<ul style="list-style-type: none"> <li>To monitor the number of DUI charges filed for drivers under 18 years of age (26 in 2006) to determine the effectiveness of the grant program.</li> </ul>	<ul style="list-style-type: none"> <li>Number of DUI charges filed for drivers under 18 years of age.</li> </ul>
	<ul style="list-style-type: none"> <li>To implement a minimum of four contacts with parents/care givers to provide information on the role of alcohol and /or primary safety belt use for young drivers.</li> </ul>	<ul style="list-style-type: none"> <li>Number of contacts with parents/care givers to provide information on the role of alcohol and /or primary safety belt use for young drivers.</li> </ul>
	<ul style="list-style-type: none"> <li>To distribute GDL informational packets to new young drivers.</li> </ul>	<ul style="list-style-type: none"> <li>Number of GDL informational packets distributed to new young drivers.</li> </ul>

**Table 2.7 Goals and Performance Measures (continued)**

Program Area	Goals	Performance Measures
<b>Motorcycles</b>	<ul style="list-style-type: none"> <li>To maintain the number of motorcycle fatalities at the three year average (2005-2009) of 13 in 2011.</li> </ul>	<ul style="list-style-type: none"> <li>Number of motorcycle fatalities.</li> </ul>
	<ul style="list-style-type: none"> <li>To decrease the number of unhelmeted motorcycle fatalities by 28 percent from a five year average (2004-2008) of seven to five in 2011.</li> </ul>	<ul style="list-style-type: none"> <li>Number of unhelmeted motorcycle fatalities.</li> </ul>
	<ul style="list-style-type: none"> <li>To decrease by two percentage points motorcycle operator crash fatalities with a known BAC of .01 or higher, from the five-year average (2004 to 2008) of 47 percent to 45 percent in 2011.</li> </ul>	<ul style="list-style-type: none"> <li>Percent of all motorcycle operator crash fatalities with a known BAC of .01 or higher.</li> </ul>
	<ul style="list-style-type: none"> <li>To decrease by five percentage points motorcycle operator fatalities who were legally intoxicated, from the five year NHTSA imputed average of 50 percent (2004-2008) to 45 percent in 2011.</li> </ul>	<ul style="list-style-type: none"> <li>Percent of motorcycle operator fatalities who were legally intoxicated.</li> </ul>
<b>Other Road Users</b>	<ul style="list-style-type: none"> <li>To maintain the number of crash fatalities among pedestrians at or below the five-year average (2005-2009) of 14 in 2011.</li> </ul>	<ul style="list-style-type: none"> <li>Number of pedestrian fatalities.</li> </ul>
	<ul style="list-style-type: none"> <li>To maintain zero crash fatalities among school bus occupants in 2011.</li> </ul>	<ul style="list-style-type: none"> <li>Number of crash fatalities among school bus occupants.</li> </ul>
	<ul style="list-style-type: none"> <li>To maintain zero crash fatalities among bicyclists in 2011.</li> </ul>	<ul style="list-style-type: none"> <li>Number of bicyclist fatalities.</li> </ul>
	<ul style="list-style-type: none"> <li>To decrease by ten percent the number of pedestrian fatalities with a BAC of .08 or greater, from the five-year NHTSA imputed average (2004-2008) of four to three in 2011.</li> </ul>	<ul style="list-style-type: none"> <li>Number of pedestrian fatalities with a known BAC or .08 or greater.</li> </ul>
<b>Traffic Records</b>	<ul style="list-style-type: none"> <li>To increase the timeliness of E-citation data from police and state and Municipal Courts being posted into the system, from monthly in 2010 to daily in 2011.</li> </ul>	<ul style="list-style-type: none"> <li>Number of days to post E-citation data from police and state and Municipal Courts into the system.</li> </ul>
	<ul style="list-style-type: none"> <li>To increase by 19 the number of law enforcement agencies backfilling data into citations, from eight in 2010 to 25 in 2011.</li> </ul>	<ul style="list-style-type: none"> <li>Number of law enforcement agencies backfilling data into citations.</li> </ul>

**Table 2.7 Goals and Performance Measures (continued)**

Program Area	Goals	Performance Measures
<b>Racial Profiling</b>	<ul style="list-style-type: none"> <li>To implement a process to determine if racial profiling is occurring and to identify appropriate program recommendations, if necessary.</li> <li>To produce at least one quarterly comprehensive report that includes passenger and driver ethnicity information and summarizes the traffic stop information from all police departments.</li> </ul>	<ul style="list-style-type: none"> <li>Number of computers and printers installed in law enforcement vehicles to collect traffic stop information.</li> <li>Module changed to include ethnicity of passengers on the traffic stop form and provide mechanism to transmit information from all police departments to the designated data collection entity.</li> <li>Development of an independent software program that allows all police departments to transmit required information regardless of their software service provider.</li> <li>Contract implemented to collect, analyze, and distribute traffic stop data and to make programmatic recommendations.</li> </ul>
<b>Planning and Administration</b>	<ul style="list-style-type: none"> <li>To administer a fiscally responsible, effective highway safety program that is data driven, includes stakeholders, and addresses the State's specific safety characteristics.</li> </ul>	<ul style="list-style-type: none"> <li>Stakeholders' meeting is conducted to receive input for development of the FFY 2012 Highway Safety Performance Plan.</li> <li>FFY 2010 Annual Report is delivered by December 31, 2010.</li> <li>Federal Fiscal Year 2012 Highway Safety Performance Plan is delivered by September 1, 2011.</li> <li>Prepare for and participate in a NHTSA Program Management Review in September 2011.</li> </ul>



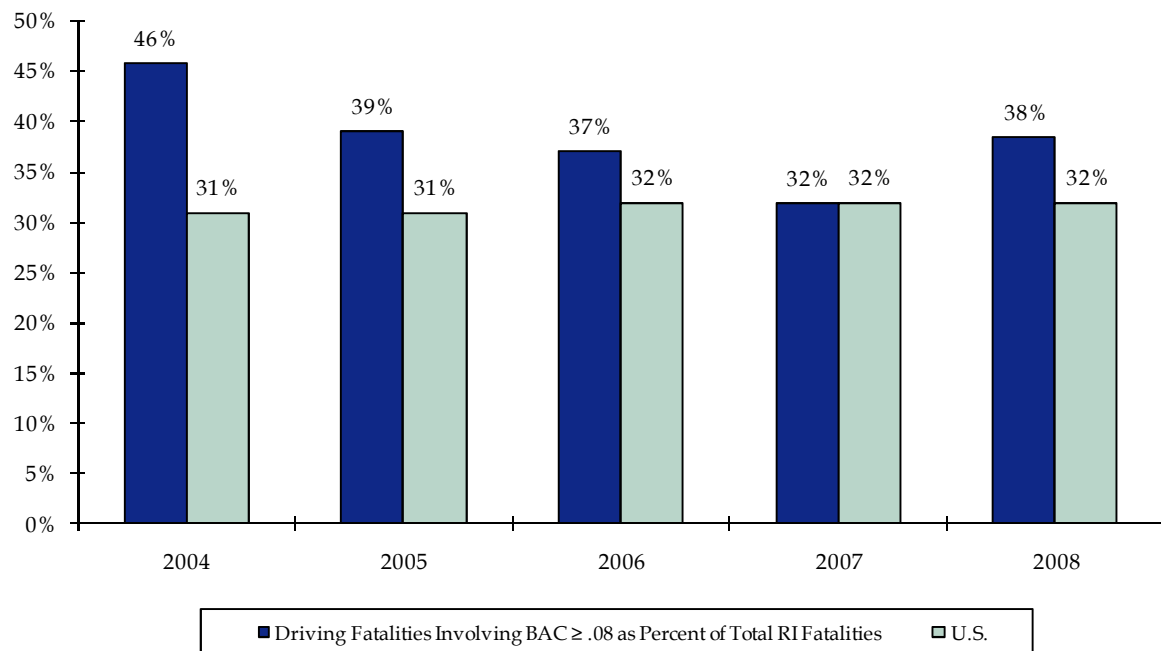
## 3.0 Highway Safety Plan: Program Areas for FFY 2011

### ■ 3.1 Impaired Driving

#### Problem Identification and Analysis

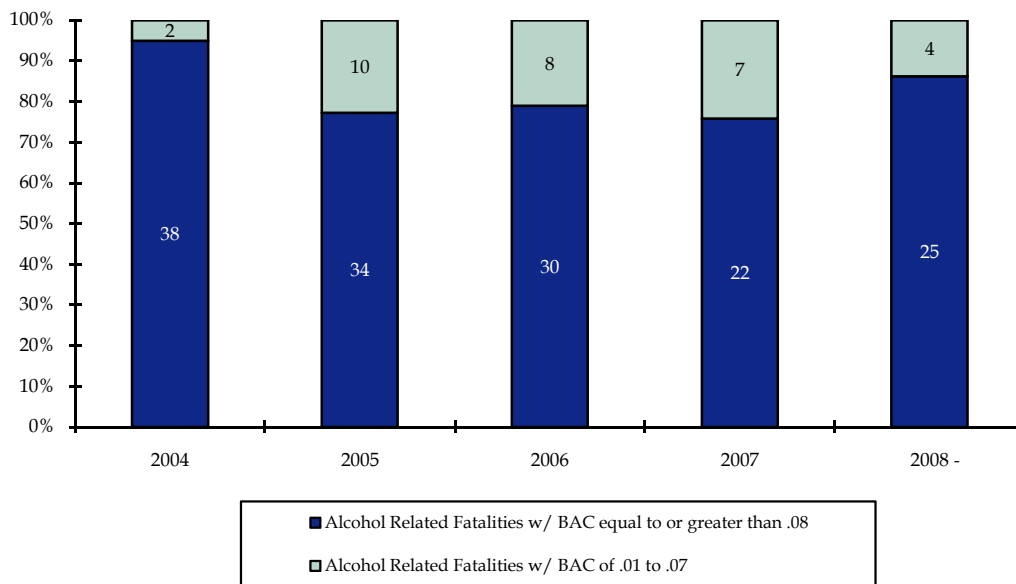
Alcohol impaired driving continues to be a significant contributing factor in Rhode Island's crash fatalities and serious injuries. As shown in Figure 3.1, alcohol impairment in fatal crashes in Rhode Island exceeds that of the nation. Based on NHTSA imputed data from 2004 through 2008, 83 percent of Rhode Island's alcohol-related fatalities involved a driver or motorcycle operator with a BAC greater than or equal to the legal limit of .08, as shown in Figure 3.2. However, preliminary 2009 data (State reported, not imputed) shows 18 alcohol impaired fatalities representing 22 percent of all driving fatalities in 2009.

**Figure 3.1 Driving Fatalities Involving BAC  $\geq$  .08<sup>3</sup>**  
*Rhode Island Compared to the U.S.*



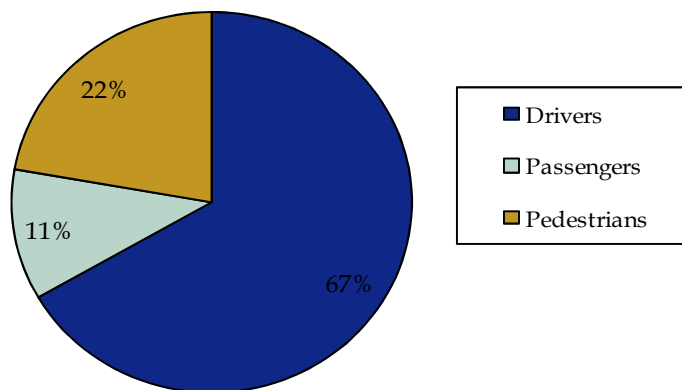
<sup>3</sup> Figure 3.1 reflects NHTSA imputed data for 2004 to 2008.

**Figure 3.2 Alcohol-Related Fatalities (BAC ≥ .01)<sup>4</sup>**



As shown in Figure 3.3, impaired driving does not target one specific road user, but affects all users.

**Figure 3.3 Persons Killed in Alcohol-Related Crashes Involving BAC ≥ .08<sup>5</sup> 2008**



Source: FARS.

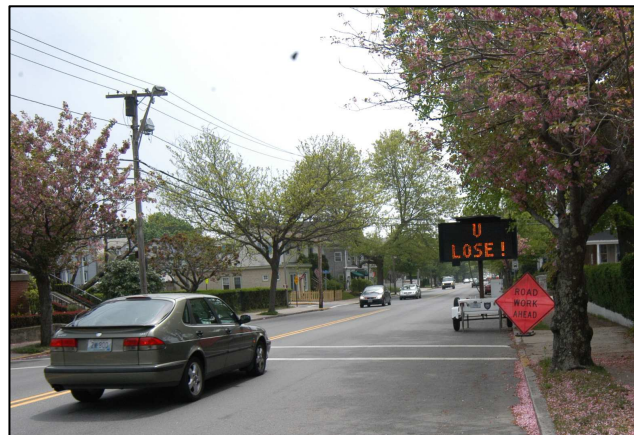
<sup>4</sup> Figure 3.2 reflects NHTSA imputed data for 2004 to 2008.

<sup>5</sup> Figure 3.3 reflects NHTSA imputed data for 2008.

Based on NHTSA imputed data, from 2004 to 2008, the highest percentage of alcohol-related crashes in Rhode Island occurred in March, August, and July; with 61 percent occurring on Fridays, Saturdays, and Sundays; with 64 percent occurring between the hours of 9:00 p.m. and 3:00 a.m.

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

- In July 2003, Rhode Island enacted a law making it a crime for anyone to operate a motor vehicle with a BAC of .08 or above. For young drivers, a BAC level of .02 results in license suspension until the age of 21.
- The Rhode Island Supreme Court has ruled that sobriety checkpoints are unconstitutional.
- A police officer may (or may not) indicate suspicion of alcohol involvement in a crash report.
- BAC testing is often performed only on persons who are killed in a crash and not on surviving drivers.
- Prior to June 28, 2006, refusing a chemical test carried a lower penalty than a DUI, and resulting in increasing citations for chemical test refusals. The significant number of refusals severely limited the availability of BAC data and hindered proper problem identification. On June 28, 2006, Governor Carcieri signed legislation doubling the license suspension for a first offense refusal; criminalizing second and subsequent offenses; increasing fines, imprisonment, and license suspensions; and requiring community service. The intent of the law was to make the choice of chemical test refusal less attractive and increase BAC data.



Of the 81 drivers and motorcycle operators involved in fatal crashes in 2008, 53 were male (65 percent); 25 were female; and 3 were unknown or “blank”. Table 3.1 provides the BAC test results for these drivers.

**Table 3.1 BAC Test Results and Gender for Drivers or Motorcycle Operators Involved in Fatal Crashes**  
2008

	Male	Female	Unknown	Blank	Total
Blank	7	1	0	1	9
None Given	17	17	2	0	36
AC Test Performed, Results Unknown	2	0	0	0	2
Unknown if tested	1	0	0	0	1
Tested/BAC 0.00	11	5	0	0	16
BAC 0.01-0.07	2	1	0	0	3
BAC 0.08-0.09	0	0	0	0	0
BAC 0.10-0.14	1	1	0	0	2
BAC 0.15-0.19	4	0	0	0	4
BAC 0.20+	8	0	0	0	8
<b>Total</b>	<b>53</b>	<b>25</b>	<b>2</b>	<b>1</b>	<b>81</b>
<b>Total BAC 0.01+</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>Total BAC 0.08+</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>

Source: FARS.

### Goals

- To decrease alcohol-impaired driving fatalities (those involving a legally intoxicated driver or motorcycle operator with a BAC of .08 or greater) by eight percent, from 25 in 2008 (NHTSA imputed data) to 23 in 2011.
- To collect and report data on the number of impaired driving arrests made during grant-funded enforcement activities in FFY 2011.
- To decrease by 14.3 percent the number of crash fatalities with a known BAC of .01 or higher, from a three year average (2006-2008) of 35 to 30 in 2011.
- To decrease by 11.8 percent the number of drivers involved in fatal crashes with a known BAC of .01 or higher, from 17 in 2007 to 15 in 2011.
- To increase the percent of survey participants responding “Very Likely” or “Somewhat Likely” in regard to their perceived likelihood of being stopped after drinking to excess and driving from 51.4 percent.
- To increase the recognition of the slogan used by OHS to support high visibility impaired driving enforcement. (In 2009, 58.9 percent recognition of YD&DYL slogan).



## *Performance Measures*

- Number of fatalities involving a driver or motorcycle operator with a BAC of .08 or greater.
- Number of impaired driving arrests made during grant-funded enforcement activities.
- Number of crash fatalities with a known BAC of .01 or higher.
- Number of drivers involved in fatal crashes with a known BAC of .01 or higher.
- Percent of survey participants responding “Very Likely” or “Somewhat Likely” in regards to their perceived likelihood of being stopped after drinking to excess and driving.
- Percent of survey respondents reporting slogan recognition.

## *Strategic Partners*

OHS will expand working relationships with those involved in the arrest, prosecution, and adjudication of impaired drivers. A well-trained police force can identify and arrest impaired drivers before they injure themselves or others. OHS began utilizing the Rhode Island Municipal Police Academy to expand the number of Standardized Field Sobriety Testing (SFST) and Drug Recognition Expert (DRE) trained local law enforcement personnel in FFY 2009 and a greater number of trainings occurred in FFY 2010; OHS will maintain or exceed that level of training in FFY 2011.



St. Patrick's Day Press Event

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

## *Strategies*

1. - Increase average frequency of Operation Blue RIPTIDE patrols.
2. - Include impaired driving information on RIDOT web site.
3. - Expand impaired driving resources for state and local law enforcement agencies:
  - Conduct High Visibility Enforcement (HVE) mobilizations and monthly sustained DUI enforcement programs combined with a Variable Message Sign (VMS) program (which was delineated in Non-Checkpoint State meeting in Texas and

- endorsed by NHTSA Region 1.). Launched in FFY 2009, local police departments and the Rhode Island State Police (RISP) use VMS, with appropriate messaging, for all OHS-funded patrols. Participating agencies also are encouraged to apply for the International Association of Chiefs of Police “Law Enforcement Challenge” Award Program.
- Offer DRE and SFST refresher training courses via LEHSTC, the latter in coordination with those offered by the RI Department of Health/Forensic Sciences, Breath Analysis Unit.
  - Continue LEHSTC coordination of Operation Blue RIPTIDE and continue LEHSTC outreach to police chiefs and implementation of traffic safety training initiatives.
  - Promote more timely analysis of specimens by the RI Department of Health/Forensic Sciences, Breath Analysis Unit to increase the DUI conviction rate.
4. Expand media messages, including participation in national HVE mobilizations:
    - Conduct HVE Media Campaign.
    - Implement coordinated paid and earned media plan with summer program messaging.
    - Promote public awareness of regional saturation patrols under Operation Blue RIPTIDE.
    - Promote the State Police DUI Hot line (\*77). -
    - Develop culturally appropriate messages and expand minority outreach efforts. -
  5. - Integrate youth programs to prevent underage drinking.
  6. - Continue to fund the MADD Rhode Island Team Spirit Leadership Training, which employs peer-to-peer and environmental underage drinking-and-driving prevention models.
  7. - Improve collection and analysis of impaired driving data on highway safety in Rhode Island:
    - Increase the quantity of BAC data in the FARS and CDMS files. -
    - Improve the quality and coordination of alcohol-related databases. -
    - Continue to work with the TSRP to evaluate the impact of Rhode Island’s breath-test refusal law on refusal rates.
  8. - Fund 66 percent of the salary of a TSRP within the Attorney General’s Office.
  9. - Fund 100 percent of the salary of a Traffic Safety Resource Forensic Toxicologist within the Department of Health.
  10. Educate higher education leaders about the benefits of the “Age 21” drinking age and the alcohol policies of Rhode Island institutes of higher learning.
  11. Include program management and oversight for all activities within this priority area.

## ***Programs and Projects***

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### **Project Title - Drug Recognition Expert (DRE) Training and Statewide Program**

**Project Description** - OHS will continue to reinvigorate the DRE training and program implementation through the Municipal Police Academy's Law Enforcement Highway Safety Training Coordinator.

**Project Staff** - Jim Barden

**Project Budget/Source** - \$33,244 of Section 402AL

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### **Project Title - Permanent Statewide Safe Mourning Site**

**Project Description** - Temporary memorials have been established at the site of fatal crashes around the state. Vigils are held and mementoes are placed, many times without careful consideration of location or obstruction of traffic. Often, by their very nature, these sites are in dangerous locations and place those mourning the victim in dangerous, unsafe conditions, as well. (Rhode Island suffered the fatality of a mourning student at a fatality site several years ago, thus compounding the tragedy.) This initiative would establish a safe location that would be available 24 hours a day/7 days a week to be used as a gathering place for mourners after any type of crash fatality. A Wall of Names will be considered.

**Project Staff** - OHS administrator and all program managers.

**Project Budget/Source** - \$20,000 of Sections 402AL, \$20,000 of Section 402OP and \$80,000 of Section 164AL

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### **Project Title - "You Drink & Drive. You Lose" Impaired Driving (YD&DYL) Law Enforcement Patrols**

**Project Description** - Implementation of YD&DYL overtime enforcement patrols by local city/town/state police departments. Potential for 38 participating communities, the State Police, and the University of Rhode Island Police. All participants are funded to participate in the two YD&DYL annual mobilizations scheduled for December 16, 2010-January 2, 2011 and August 19-September 5, 2011. Patrols are conducted on Thursday, Friday, and/or Saturday evenings. Participating officers must be fully trained in the use of SFST or DRE detection techniques. This also includes RISP C.A.R.E. patrols and RISP accident reconstruction software.

**Project Staff** - Jim Barden

**Project Budget/Source** - \$200,000 of Section 410, \$263,500 Section 164AL, \$2,375 of Section 402AL, \$15,000 of 402AI

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### **Project Title - Intoxilyzers for State and Local Law Enforcement**

**Project Description** - To ensure that all law enforcement have appropriate equipment to support their DUI arrests, OHS will reimburse the purchase of twenty new Intoxilyzers to municipal police departments needing replacement of these machines (Barrington Police, Bristol Police, Coventry Police, Cumberland Police, Johnston Police, Middletown Police, Newport Police, North Kingstown Police, North Smithfield Police, Pawtucket Police,

Portsmouth Police, Providence Police, South Kingstown Police, Warren Police, Warwick Police, and five additional departments to be determined in conjunction with the RI Department of Health, Forensic Sciences, Breath Analysis Unit). OHS will maintain the inventory for this equipment in accordance with Federal and state requirements.

**Project Staff** - Jim Barden

**Project Budget/Source** - \$114,000 of Section 164AL

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**Project Title - Impaired Driving Paid and Earned Media**

**Project Description** - OHS will develop and implement a statewide paid and earned media campaign for the YD&DYL campaigns to coincide with enforcement mobilizations scheduled for December 2010 and August/September 2011 in addition to supporting monthly sustained enforcement. The target audience is 21- to 34-year-old males. Media materials are produced in both English and Spanish and the venues are chosen based on market data for each audience.

**Project Staff** - Jim Barden and Despina Metakos Harris

**Project Budget/Source** - \$60,000 of Section 402PM, \$250,000 of Section 410, \$80,000 of Section 164PM

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**Project Title - Zero Fatalities Project**

**Project Description** - The TSRP worked with the Department of Corrections, MADD and the school departments to develop this innovative project. High school students take a school bus to the prison and participate in listening sessions with prisoners convicted of DUI resulting in death. The prisoners discuss the actions leading up to the incident and the impact it has had on their lives and on those around them. MADD provides families of victims who explain about the impact these fatalities have had on their lives as well. A full year of programming is expected; the project will reach out to every high school.

**Project Staff** - Jim Barden, Dan DiBiasio, and the TSRP

**Project Budget/Source** - \$15,000 of Section 164AL

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**Project Title - Alcohol Survey**

**Project Description** - This telephone survey will be conducted following the August/September national impaired driving campaign to determine the behavioral and social impact of the earned and paid media efforts that were conducted prior to and during the mobilization period.

**Project Staff** - Jim Barden

**Project Budget/Source** - \$25,674 of Section 164AL

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**Project Title - Court Monitoring**

**Project Description** - OHS will continue working with MADD and the Attorney General's Office to implement a pilot DUI court monitoring project.

**Project Staff** - Janis Loiselle and Jim Barden

**Project Budget/Source** - \$60,000 of Section 164AL

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**Project Title - MADD Team Spirit**

**Project Description** - MADD Team Spirit is based on the Team Spirit Leadership Training developed and piloted by NHTSA over 13 years ago. MADD RI has added an environmental approach to the original peer-to-peer model. The program includes the education component, and also addresses the desire of the students to change the law and the norms surrounding drunk driving and underage drinking by offering opportunities to be involved with these processes. The mechanics of the program are youth led and youth driven. The 30 teens, with a program coordinator, plan, develop, implement, and evaluate the program each year.

**Project Staff** - Jim Barden

**Project Budget/Source** - \$50,000 of Section 164AL

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**Project Title - Standardized Field Sobriety Test (SFST) Refresher Training**

**Project Description** - OHS will conduct SFST Refresher Training courses through the Municipal Police Academy's Law Enforcement Highway Safety Training Coordinator.

**Project Staff** - Jim Barden

**Project Budget/Source** - \$30,000 of Section 164AL

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**Project Title - Traffic Safety Resource Prosecutor (TSRP)**

**Project Description** - OHS will pay two-thirds of the salary of John E. Sullivan III, Esq. - from the Attorney General's staff, to serve as the Traffic Safety Resource Prosecutor. -

**Project Staff** - Jim Barden -

**Project Budget/Source** - \$105,000 of Section 164AL -

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**Project Title - Resource Center**

**Project Description** - OHS will maintain appropriate resource and promotional materials for use by local and state programs for all age levels addressing, among other issues: child passenger safety, "Click It or Ticket," YD&DYL, "Obey the Sign or Pay the Fine," graduated drivers licensing (GDL), and underage alcohol use.

**Project Staff** - Administrator and all program managers

**Project Budget/Source** - \$20,000 of Section 164AL

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**Project Title - Law Enforcement Highway Safety Training Coordinator (LEHSTC)**

**Project Description** - The Rhode Island Municipal Police Academy will continue to employ a full-time contract employee with OHS funds to serve as the LEHSTC. The LEHSTC will promote law enforcement participation in Operation Blue RIPTIDE, conduct outreach to police chiefs, and provide traffic safety training. **Project Staff** - Administrator and all program managers

**Project Budget/Source** - \$20,264 of Section 402PT, \$7,048 of Section 402AL, \$30,744 of 405, \$30,743 of 1906, and \$30,744 of 164AL

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**Project Title - Creative Media**

**Project Description** - OHS will enter into a contract with a public relations firm for creative media to create and produce the ads for each of the major campaigns.

**Project Staff** - Jim Barden

**Project Budget/Source** - \$200,000 of Section 402PM

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**Project Title - Traffic Safety Resource Forensic Toxicologist (TSRFT)**

**Project Description** - OHS will reimburse the salary of a Full-Time Equivalent (FTE), to serve as the Traffic Safety Resource Forensic Toxicologist at the Rhode Island Department of Health, Forensics Laboratory.

**Project Staff** - Jim Barden

**Project Budget/Source** - \$72,500 of Section 402AL

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**Project Title - B.A.T. (Breath Alcohol Testing) Mobile**

**Project Description** - OHS will fund the purchase of a mobile breath alcohol testing facility to assist in improving the efficiency of multi-jurisdictional DUI saturation patrols and to enhance general deterrence of impaired driving.

**Project Staff** - Jim Barden

**Project Budget/Source** - \$352,418, of Section 410AL, 197,582 of Section 410AL

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**Project Title - SFST Assessment**

**Project Description** - OHS will request that NHTSA provide a multidisciplinary team to conduct an assessment of all aspects of the State's SFST program.

**Project Staff** - Jim Barden

**Project Budget/Source** - \$40,000 of Section 402AL

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**Project Title - Incentive Rewards Program ("Chief's Challenge")**

**Project Description** - OHS will fund the purchase of NHTSA approved highway safety equipment to reward State and local law enforcement agencies for their participation in the OHS overtime enforcement program as well as for outstanding achievements as part of a competition among the departments.

**Project Staff** - Jim Barden

**Project Budget/Source** - \$20,000 of 402AL

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**Project Title - College-Level Alcohol Program**

**Project Description** - This program would compile the alcohol policies of all Rhode Island institutions of higher learning to develop a base matrix of these policies, and convene a meeting of the Presidents of all Rhode Island colleges/universities to review the matrix and highlight best practices.

**Project Staff** - Janis Loiselle, Jim Barden, and Dan DiBiasio

**Project Budget/Source** - \$50,000 of Section 410

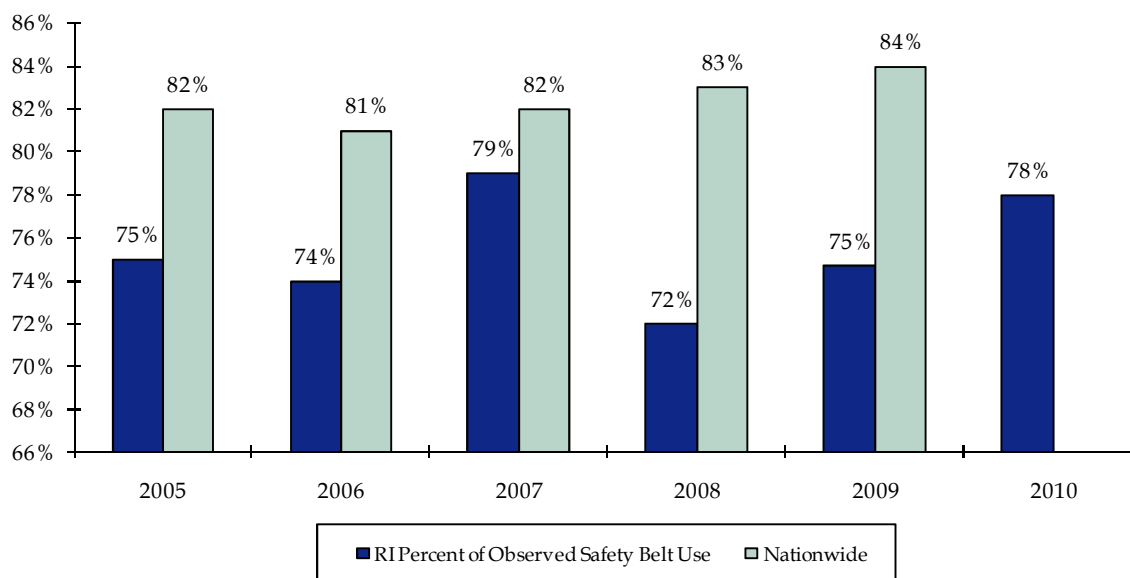
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## ■ 3.2 Occupant Protection

### Problem Identification and Analysis

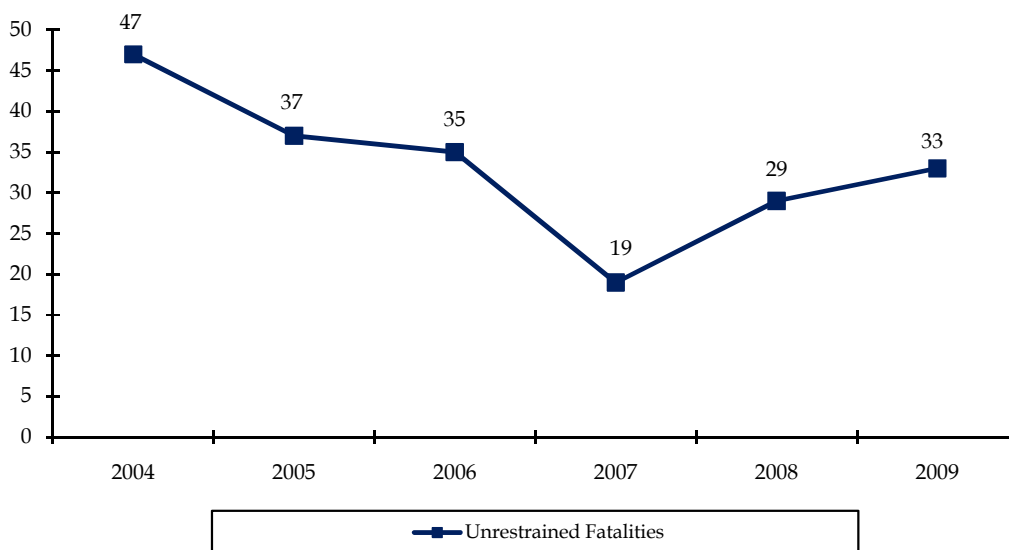
As shown in Figure 3.4, the percent of observed safety belt use in Rhode Island increased from 72 percent in 2008 to 75 percent in 2009 and 78 percent in 2010 despite not having a primary law. While this was a significant increase, the State continues to fall below the nation for restraint use through 2009. As shown in Figure 3.5, unrestrained fatalities decreased each year from 2004 to 2008, from 47 in 2004 to 19 in 2007, then increased to 29 fatalities in 2008. Preliminary data indicate 33 unrestrained fatalities occurred in 2009. Details regarding restraint system use and nonuse for Rhode Island fatal crash victims are provided in Table 3.2.

**Figure 3.4 Observed Safety Belt Use Rate**  
*Rhode Island and Nationwide*



Note: The 2010 observed safety belt use rate is awaiting NHTSA certification.

**Figure 3.5 Restraint Nonuse for Rhode Island Motor Vehicle Fatalities**



Note: 2009 data are preliminary.

**Table 3.2 Motor Vehicle Fatalities by Restraint System Use and Nonuse 2008**

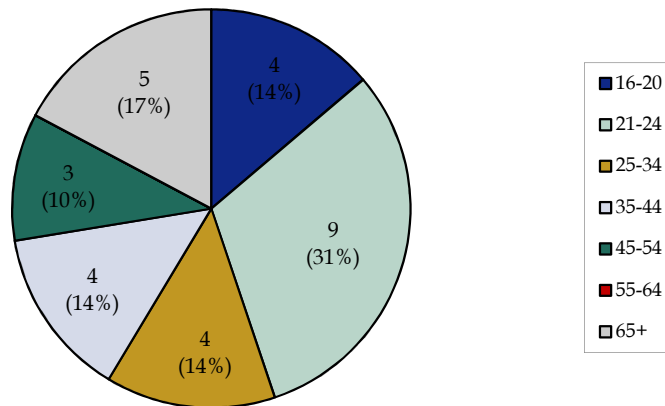
	Driver	Passenger	Total
None Used/Not Applicable	26	3	<b>29</b>
Lap and Shoulder Belt	9	2	<b>11</b>
Unknown	2	2	<b>4</b>
<b>Total</b>	<b>37</b>	<b>7</b>	<b>44</b>

Source: FARS.

Figure 3.6 illustrates unrestrained fatalities by age group in 2008 and indicates 16 to 24 year olds are overrepresented in the number of restraint nonuse fatalities.



**Figure 3.6 Number of Restraint Nonuse Fatalities by Age Group  
2008**



### Goals

- To increase by 2 percentage points the statewide observed safety belt use of front seat outboard occupants in passenger vehicles, from 78 percent in 2010 to 80 percent in 2011.
- To decrease the number of unrestrained passenger vehicle occupant fatalities, in all seat positions, by 6.9 percent, from 29 in 2008 to 27 in 2011.
- To increase the number of safety belt citations issued during grant-funded enforcement activities, from 2,553 in 2009.
- To increase safety belt use among pickup truck drivers, as measured by observational study, from 60.7 percent in 2010.
- To increase awareness of the “Click It or Ticket” slogan, as measured by a telephone survey, from 88.8 percent in 2010.
- To increase perception that persons will be ticketed for not wearing safety belts always or most of the time, as measured by a telephone survey, from 31.8 percent in 2010.
- To decrease by two percentage points the percent of passenger vehicle occupant fatalities known not to be wearing a restraint, from 69 percent in 2009 to 67 percent in 2011 (three-year average is 67 percent).

## ***Performance Measures***

- Percent of front seat outboard vehicle-occupants who are observed to be using safety belts. -
- Number of unrestrained passenger vehicle-occupant fatalities (all seat positions). -
- Number of safety belt citations issued during grant-funded enforcement activities. -
- Percent of pickup truck drivers observed to be using safety belts. -
- Percent of telephone survey participants aware of the “Click It or Ticket” slogan.
- Percent of telephone survey participants with perception that persons are likely to be ticketed for not wearing safety belts.
- Percent of passenger vehicle occupant fatalities known to be not wearing a restraint.



“Saved by the belt” award recipients

## ***Strategic Partners***

The OHS works primarily with 38 local law enforcement agencies and the Rhode Island State Police as partners for national traffic safety initiatives to increase safety belt use. In FFY 2011, OHS will expand this network to include:

- A school-based network to promote safety belt use, with a focus on teens; and
- A community-based network to promote safety belt use by establishing connections with local organizations, senior centers, and religious leaders.

## ***Strategies***

1. - Increase awareness among drivers that Rhode Island law requires all drivers and passengers to wear safety belts, and increase the perception of Rhode Island drivers that an adult who is not wearing a safety belt will be cited by police:
  - Conduct a “Click It or Ticket” (CIOT) media campaign;
  - Conduct a CIOT enforcement campaign (three weeks from 11/22/10-11/28/10 and from 5/23/11 to 6/05/11);
  - Expand the number of agencies conducting nighttime safety belt enforcement.
  - Seek to re-engage the RI Interscholastic League to cosponsor the Fourth Annual *Teens on the Rhode* Television/Radio Commercial Contest (a partnership with RISP, AAA, and media partners); and
  - Maintain an aggressive sports-marketing campaign.

2. - In media and education programs, address at-risk communities (males, pickup truck drivers, counties with a high percentage of unbelted fatalities, and low belt-use rate counties):

- Conduct a CIOT media campaign, - including a special component for pickup - truck drivers and passengers; -
- Continue to aggressively deploy the RISP - Rollover Simulator to demonstrate the - value of safety belt use; -
- Initiate community-based outreach to at-risk populations; and -
- Develop culturally appropriate messages - to expand minority outreach efforts. -



“Saved by the Belt” award recipient Lindsay J. Grandidge with representatives of the OHS, Rhode Island Hospital, and Rhode Island law enforcement.

3. - Encourage the use of appropriate child passenger safety (CPS) restraint systems among children under eight years of age:
- Work with state and local law enforcement to conduct CPS clinics throughout the State; and
  - Increase public awareness of the booster seat law that requires use of child restraints up to age eight.
4. - Continue to support Professional Traffic Stop and Traffic Occupant Protection Strategies (TOPS) training for police officers.
5. - Provide decision-makers within the legislature and minority communities information on the value of a primary safety belt law. OHS will prepare and distribute to legislators a multi-media information kit that provides details about the life-saving benefits of seat belts.
6. - Collect and analyze Rhode Island occupant protection data:
- Conduct the annual observation and telephone surveys of occupant protection use.
7. - Continue to work with NHTSA on the Performance Enhancement Plan (PEP) to implement recommendations of the Occupant Protection Special Management Review.
8. - Conduct program management and oversight for all activities within this priority area.

## ***Programs and Projects***

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### **Project Title - “Click It or Ticket” (CIOT) Law Enforcement Patrols**

**Project Description** - OHS will fund implementation of the CIOT overtime enforcement patrols by local city/town/State police departments, with the potential for 38 participating communities and the State police. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 23-June 5, 2010 and for a State mobilization from November 22-28, 2010.

**Project Staff** - Jim Barden

**Project Budget/Source** - \$168,000 of Section 402OP and \$25,674 of Section 405

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### **Project Title - Child Passenger Safety (CPS)**

**Project Description** - This project provides funds for law enforcement personnel to conduct safety belt checks and/or CPS clinics. Funding is included to enable each law enforcement agency with a certified national Child Passenger Safety Technician (CPST) to send at least one CPST to the Bi-Regional NHTSA CPS Conference in Lake Placid, NY in May, 2011.

**Project Staff** - Jim Barden

**Project Budget/Source** - \$155,000 of Section 402OP

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### **Project Title - CIOT Observational Surveys**

**Project Description** - OHS will conduct the annual “Mini-Pre” paid and earned media and enforcement observational safety belt use survey in May and the full observational safety belt survey following the enforcement period, according to NHTSA regulations.

**Project Staff** - Jim Barden

**Project Budget/Source** - \$27,345 of Section 402OP

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### **Project Title - Occupant Protection Paid and Earned Media**

**Project Description** - OHS will develop and implement a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2010 and May 2011. The target audience will be 16- to 34-year-old males. Media materials will be produced in both English and Spanish and the venues will be chosen based on market data for each audience.

**Project Staff** - Jim Barden

**Project Budget/Source** - \$289,400 of Section 402PM and \$2,482 of Section 405PM

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### **Project Title - CIOT Statewide Phone Surveys**

**Project Description** - A “Pre” and a “Post” telephone survey will be conducted to assess the public awareness and effectiveness of the CIOT media and enforcement campaign conducted in conjunction with the national mobilization in May/June 2011.

**Project Staff** - Jim Barden

**Project Budget/Source** - \$25,674 of Section 405

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**Project Title - Woonsocket Safe Communities Partnership (WSCP)**

**Project Description** - WSCP will foster cooperation between Woonsocket families and community education, social service, health care and public safety organizations; conduct CPS clinics and individual seat checks; fit and distribute bicycle helmets; and provide education/outreach on child restraint use, bicycle, and pedestrian safety.

**Project Staff** - Jim Barden

**Project Budget/Source** - \$30,000 of Section 402SA

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**Project Title - Law Enforcement Highway Safety Training Coordinator (LEHSTC)**

**Project Description** - OHS will fund the Rhode Island Municipal Police Academy to employ a full-time contract employee to serve as the LEHSTC. The LEHSTC will promote law enforcement participation in Operation Blue RIPTIDE, conduct outreach to police chiefs, and provide traffic safety training.

**Project Staff** - Administrator and all program managers

**Project Budget/Source** - \$20,264 of Section 402PT, \$7,048 of Section 402AL, \$30,744 of 405, \$30,743 of 1906, and \$30,744 of 164AL

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**Project Title - Rollover Simulator Demonstrations - RISP**

**Project Description** -, OHS will work with RISP to promote and conduct Rollover Simulator demonstrations in as many locations as possible (with a warranted size audience.) Two persons are required for each demonstration and OHS Program Managers have all been trained for these demonstrations. Wherever possible, one RISP officer and a program manager will attend the event. If a program manager is not available, OHS will fund two RISP officers for the event.

**Project Staff** - All program managers

**Project Budget/Source** - \$21,000 of Section 405

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**Project Title - Resource Center**

**Project Description** - OHS will maintain appropriate resource and promotional materials - for use by local and state programs for all age levels addressing, among other issues: CPS, - CIOT, YD&DYL, Obey the Sign or Pay the Fine, and underage alcohol use. -

**Project Staff** - Administrator and all program managers -

**Project Budget/Source** - \$10,000 of Section 402OP -

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**Project Title - Creative Media**

**Project Description** - OHS will enter into a contract with a public relations firm for creative media to create and produce the ads for major occupant restraint campaigns.

**Project Staff** - Jim Barden

**Project Budget/Source** - \$157,100 of Section 402PM

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**Project Title - Booster Seats for Low-Income, Needy Families**

**Project Description** - OHS will conduct a Statewide needs analysis for booster seats for children between the ages of four and nine living in families on any form of public assistance and distribute booster seats to their parents/guardians. -

**Project Staff** - Jim Barden. -

**Project Budget/Source** - \$87,000 of Section 2011OP -

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**Project Title - Child Safety Seat Demonstrator Seat**

**Project Description** - OHS will purchase a portable vehicle seat with various seat belt systems and LATCH (Lower Anchors and Tethers for Children) to instruct caregivers to properly restrain children in booster seats and child safety seats. -

**Project Staff** - Jim Barden. -

**Project Budget/Source** - 2,000 of Section 2011OP -

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**Project Title - Child Seat Projects**

**Project Description** - OHS will develop and distribute information to day care centers and pediatricians offices about the need for children who have graduated from child safety seats who are not yet ready for adult seat belts only to be properly restrained in booster seats. Information will also be conveyed via paid media.

**Project Staff** - Jim Barden.

**Project Budget/Source** - \$84,372 of Section 2011OP

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**Project Title - Permanent Statewide Safe Mourning Site**

**Project Description** - Temporary memorials have been established at the site of fatal crashes around the state. Vigils are held and mementoes are placed, many times without careful consideration of location or obstruction of traffic. Often, by their very nature, these sites are in dangerous locations and place those mourning the victim in dangerous, unsafe conditions, as well. (Rhode Island suffered the fatality of a mourning student at a fatality site several years ago, thus compounding the tragedy.) This initiative would establish a safe location that would be available 24 hours a day/7 days a week to be used as a gathering place for mourners after any type of crash fatality. A Wall of Names will be considered.

**Project Staff** - OHS administrator and all program managers.

**Project Budget/Source** - \$20,000 of Sections 402AL, \$20,000 of Section 402OP and \$80,000 of Section 164AL

## ■ 3.3 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.

Prior to 2007, the Rhode Island Standard Crash Report form did not record speed violations. A new crash report form was fully implemented on January 1, 2008 which includes information on speed violations. The new form allows law enforcement the opportunity to more properly document vehicle crashes related to speed and greatly assists in identifying the problems and developing improvements at locations where speed crashes are more prevalent.

Speed was a likely factor in 31 percent of all fatalities in 2008 and preliminary 2009 data indicate this percentage increased to 34 percent. From 2004 to 2008, speeding-related fatal crashes in Rhode Island most frequently occurred in March, April, June, July, and August; on weekend evenings; and between the hours of 9:00 p.m. and 3:00 a.m. Figure 3.8 shows the percentage of speed-related fatalities from 2004 to 2008 which have decreased significantly over the last five years in Rhode Island.

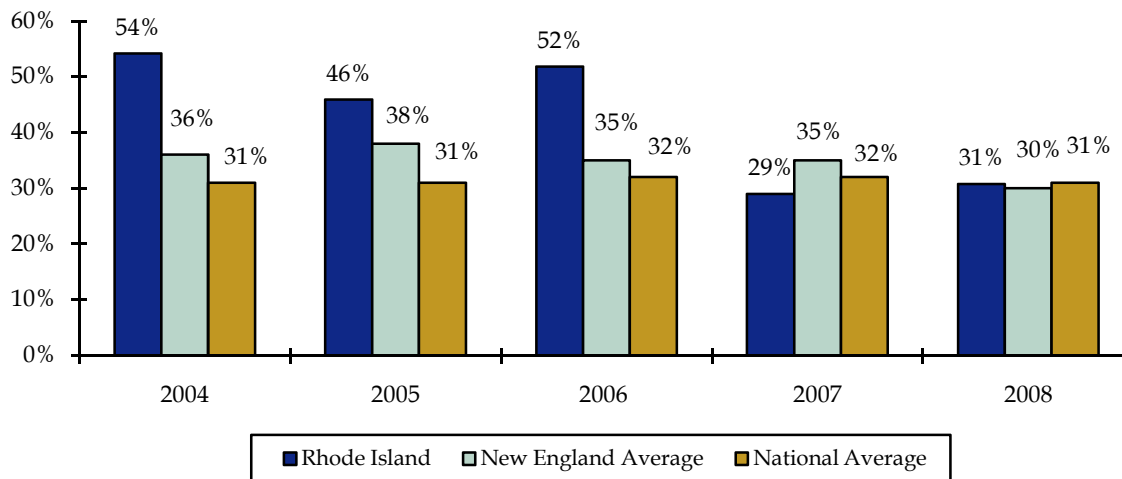
As shown in Table 3.3, in Rhode Island from 2004 to 2008, 49 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the NHTSA Region 1 percentage (30 percent), and both were higher than the nationwide percentage of 11 percent. Eighty-one percent of the speeding-related fatalities in the State occurred on roads with a speed limit under 50 mph. This percentage was higher than in NHTSA Region 1 (70 percent) and the U.S. as a whole (45 percent).

**Table 3.3 Speed-Related Fatalities by Posted Speed Limit**

Posted Speed	Rhode Island					Total 2004-2008		
	2004 (N=45)	2005 (N=40)	2006 (N=42)	2007 (N=20)	2008 (N=20)	RI (N=176)	Region (N=2,095)	U.S. (N=65,297)
30 or less	21	17	22	10	12	49.1%	30.2%	11.4%
35	6	6	8	4	3	16.2%	16.1%	12.1%
40	6	2	2	3	1	8.4%	12.6%	7.1%
45	5	2	2	1	2	7.2%	11.0%	14.4%
50	2	5	3	0	1	6.6%	9.6%	4.1%
55	4	2	4	0	0	6.0%	7.5%	28.3%
60	0	0	0	0	0	0.0%	0.2%	3.6%
65+	1	6	1	2	0	6.0%	10.5%	16.7%
no limit	0	0	0	0	0	0.0%	0.9%	0.3%
Unknown	0	0	0	0	1	0.6%	1.4%	2.0%
Total	45	40	42	20	20	100.0%	100.0%	100.0%

Source: Preusser Research Group, Inc., *Analysis of Fatal Crash Data Rhode Island 2004-2008*.

**Figure 3.8 Percent of Fatalities Resulting from Crashes Involving Speeding<sup>6</sup> Rhode Island, New England, and U.S.**



<sup>6</sup> In Figure 3.8, data for Rhode Island reflects State reported numbers; data for New England and National Average reflects NHTSA imputed numbers.



As reported by NHTSA and shown in Table 3.4, Rhode Island exceeded New England and the nation for drivers involved in fatal crashes with previous speeding convictions during the period from 2004 through 2008. During this same period, 23 percent of the drivers involved in fatal crashes in Rhode Island and who had a prior record of speeding convictions were 21 to 24 years of age. Drivers aged 25 to 34 ranked second (22 percent) in this category. By comparison, 25- to 34-year-old drivers with prior speeding violations before involvement in a fatal crash comprised the largest percentage in the region (24.5 percent) and nationwide (25.8 percent). Drivers in the youngest age group (16 to 20 years of age) accounted for 16 percent of those in fatal crashes with a prior speeding conviction in Rhode Island, compared to 16.7 percent in the region and 13.5 percent in the nation. Irrespective of geography, the drivers within this category were predominantly male.

**Table 3.4 Drivers Involved in Fatal Crashes with Previous Speeding Convictions**  
*by Age Group and Gender (2004 to 2008)*

Age Group	Rhode Island		New England	U.S.	Rhode Island				New England	U.S.
	N	Percent	N=1,511	N=53,982	Females		Males		Percent Male	Percent Male
16-20	16	16.0%	16.7%	13.5%	2	12.5%	14	87.5%	77.8%	78.1%
21-24	23	23.0%	22.4%	18.5%	3	13.0%	20	87.0%	82.3%	80.5%
25-34	22	22.0%	24.5%	25.8%	3	13.6%	19	86.4%	82.4%	79.0%
35-44	17	17.0%	17.7%	18.8%	5	29.4%	12	70.6%	77.2%	79.5%
45-54	10	10.0%	11.8%	13.1%	1	10.0%	9	90.0%	77.0%	81.5%
55-64	9	9.0%	4.6%	6.7%	2	22.2%	7	77.8%	80.0%	82.3%
65+	3	3.0%	2.3%	3.6%	0	0.0%	3	100.0%	88.2%	81.9%
<b>Total</b>	<b>100</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>16</b>	<b>16.0%</b>	<b>84</b>	<b>84.0%</b>	<b>80.1%</b>	<b>79.9%</b>

Source: Preusser Research Group, Inc., *Analysis of Fatal Crash Data Rhode Island 2004-2008*.

Based on these data, the OHS has again selected speeding as a focus area in FFY 2011. Programming will continue to focus on males between the ages of 16 and 34. Operators with prior speeding citations or involvement in reported crashes also will be emphasized. In addition, speeding will be examined in conjunction with alcohol impaired programs.

## ***Goals***

- To decrease by three percent the number of speeding-related fatalities from the five-year average (2005-2009) of 30 to 27 in 2011.
- To increase the number of speeding citations issued during grant-funded enforcement activities in 4,630 in 2009 to 5,000 in 2011. (FFY 2009 was be the first year this data was collected.)
- To increase the number of speeding citations written and tracked monthly of all overtime speed patrols.

## ***Performance Measures***

- Number of speeding-related fatalities.
- Number of speeding citations issued during grant-funded enforcement activities.
- Number of speeding citations written and tracked monthly of all overtime speed patrols.

## ***Strategic Partners***

Expanding or developing working relationships with those involved in the arrest, prosecution, and adjudication of speeding drivers is a priority. A well-trained police force can identify and arrest drivers who speed before they injure themselves or others. The Rhode Island court system is moving towards implementation of electronic ticketing which will expedite the ticketing process and improve the accuracy of data.

## ***Strategies***

1. - Use VMS signs to increase visibility of speed enforcement activities.
1. - Conduct a statewide speeding/aggressive driving campaign targeted to males 16 to 34 years old.
2. - Conduct sustained monthly enforcement for statewide high-publicity speed activities as well as one annual high-visibility “speed wave” enforcement.
3. - Target speed enforcement patrols on non-interstate roadways with speed limits of 35 mph or less.
4. - Continue overtime speed patrols with the State Police and Operation Blue RIPTIDE.
5. - Employ speed-activated roadside displays showing speed limit and actual speed traveled.
6. - Conduct program management and oversight for all activities within this priority area.

## *Programs and Projects*

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### **Project Title - “Obey the Sign or Pay the Fine” Law Enforcement Patrols**

**Project Description** - OHS will fund implementation of the “Obey the Sign or Pay the Fine” overtime speed enforcement patrols by local city/town/State police departments. There is potential for 38 participating communities and the State Police. Patrols are conducted during daylight hours and there is mandatory participation in one annual enforcement period. This also includes RISP C.A.R.E. patrols and travel.

**Project Staff** - Despina Metakos Harris

**Project Budget/Source** - \$228,375 of Section 402PT

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### **Project Title - “Obey the Sign or Pay the Fine” Paid and Earned Media**

**Project Description** - OHS will develop and implement statewide paid and earned media campaigns for the “Obey the Sign or Pay the Fine” law enforcement mobilizations. The target audience will be 16- to 34-year-old males. Media materials will be produced in both English and Spanish and the venues will be chosen based on market data for each audience.

**Project Staff** - Despina Metakos Harris

**Project Budget/Source** - \$390,000 of Section 402PM

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### **Project Title - Law Enforcement Highway Safety Training Coordinator (LEHSTC)**

**Project Description** - OHS will fund the Rhode Island Municipal Police Academy to employ a full-time contract employee to serve as the LEHSTC. The LEHSTC will promote law enforcement participation in Operation Blue RIPTIDE, conduct outreach to police chiefs, and provide traffic safety training.

**Project Staff** - Administrator and all program managers

**Project Budget/Source** - \$19,600 of Section 402PT, \$1,600 of Section 402AL, \$13,281 of 405, \$19,600 of 1906, and \$19,600 of 164AL

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### **Project Title - Creative Media**

#### **Project Description -**

OHS’ contract with a public relations firm for creative media will include creation and production of ads for the “Obey the Sign or Pay the Fine” campaign.

**Project Staff** - Jim Barden, Dan DiBiasio, and Despina Metakos Harris

**Project Budget/Source** - \$200,000 of Section 402PM

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### ■ 3.4 Young Drivers

#### Problem Identification and Analysis

In 2008, young drivers age 16 to 20 years represented 4.5 percent of Rhode Island’s licensed driver population, yet comprised 14 percent of drivers involved in fatal crashes. Young drivers are over-represented in fatalities which indicates the need for targeted education and enforcement for this population, as shown in Tables 3.5 and 3.6. Preliminary 2009 data shows six young drivers died in fatal crashes in 2009.



Young Driver Mock Crash Participants

**Table 3.5 Fatal Crashes and Fatalities Involving Young Drivers (Age 16 to 20) in Rhode Island, New England, and U.S.**

	2004	2005	2006	2007	2008
<i>Rhode Island</i>					
Fatal Crashes -	17	19	13	14	9
Young Drivers Killed -	8	7	5	6	5
<i>New England</i>					
Fatal Crashes -	253	214	207	199	149
Young Drivers Killed -	125	106	118	92	83
<i>The United States</i>					
Fatal Crashes -	7,431	7,004	7,012	6,593	5,505
Young Drivers Killed -	3,538	3,382	3,407	3,124	2,684

Source: Preusser Research Group, Inc., *Analysis of Fatal Crash Data Rhode Island 2004-2008*.

**Table 3.6 Fatalities in Young Driver-Related Crashes: Young Drivers, Passengers of Young Drivers, and Other Road Users**

	2004	2005	2006	2007	2008	RI 2004-08 %	Region 2004-08 %	U.S. 2004-08 %
<b>Victims</b>	(N=20)	(N=24)	(N=15)	(N=17)	(N=9)	(N=85)	(N=1,202)	(N=40,321)
Young Driver	8	7	5	6	5	36.5%	43.6%	40.0%
Passengers	10	7	5	7	0	34.1%	28.0%	25.1%
Other Road Users	2	10	5	4	4	29.4%	28.5%	34.9%

Source: Preusser Research Group, Inc., *Analysis of Fatal Crash Data Rhode Island 2004-2008*.

Over the period 2004-2008, young drivers accounted for 37 percent of fatalities in crashes involving young drivers in Rhode Island. This percentage was lower than the rates for NHTSA Region 1 (44 percent) and the U.S. (40 percent). Passengers of young drivers represented 34 percent of fatalities in Rhode Island compared to 28 percent and 25 percent in the Region and the U.S., respectively. Other road users made up 29 percent of fatalities in Rhode Island, whereas they accounted for 29 percent and 35 percent of fatally injured persons in crashes involving young drivers in the Region and the U.S., respectively.



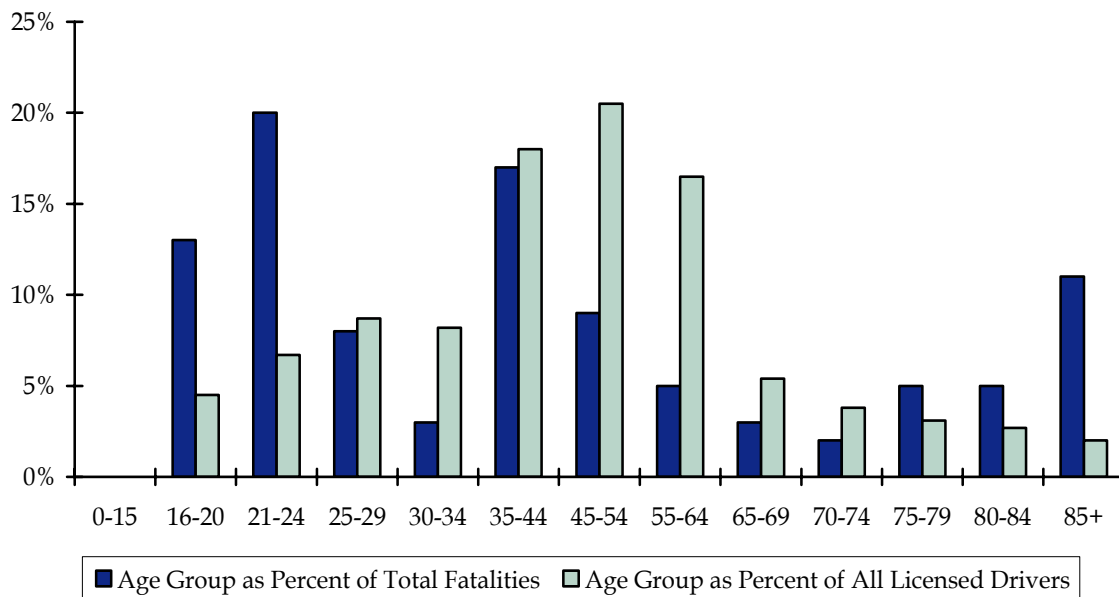
Young Driver Mock Crash

Table 3.7 and Figure 3.9 illustrate the comparison between the age group of young drivers as a percent of fatalities and percent of licensed drivers. Although young drivers made up a relatively small portion of Rhode Island licensed drivers in 2008, young people were much more likely to be killed in crashes. The greatest disparity between the percent of licensed drivers and the percent of those killed in crashes occurred for those aged 16 to 20 years old, 21 to 24 years old, and the 85 years and older age group.

**Table 3.7 Fatalities and Licensed Drivers by Age**  
2008

Age Group	Number of Fatalities per Age Group	Percent of Total Fatalities	Age Group as Percent of All Licensed Drivers
15 years or younger	0	0%	N/A
16-20	8	13%	4.5%
21-24	13	20%	6.7%
25-29	5	8%	8.7%
30-34	2	3%	8.2%
35-44	11	17%	18.0%
45-54	6	9%	20.5%
55-64	3	5%	16.5%
65-69	2	3%	5.4%
70-74	1	2%	3.8%
75-79	3	5%	3.1%
80-84	3	5%	2.7%
85+	7	11%	2.0%

**Figure 3.9 Age Group as Percent of Fatalities and Percent of Licensed Drivers 2008**



**Goals**

- To maintain the number of young drivers age 16 to 20 involved in fatal crashes at or below the three-year average (2007-2009) of 12 young drivers.
- To decrease the number of young driver (age 16 to 20) fatalities (from six in 2009).
- To monitor the number of DUI charges filed for drivers under 18 years of age (26 in 2006) to determine the effectiveness of the grant program.
- To implement a minimum of four contacts with parents/care givers to provide information on the role of alcohol and /or primary safety belt use for young drivers.
- To distribute GDL informational packets to new young drivers.

**Performance Measures**

- Number of young drivers age 16 to 20 involved in fatal crashes.
- Number of young driver (age 16 to 20) fatalities.
- Number of DUI charges filed for drivers under 18 years of age.
- Number of contacts with parents/care givers to provide information on the role of alcohol and /or primary safety belt use for young drivers.
- Number of GDL informational packets distributed to new young drivers.

## ***Strategic Partners***

The Rhode Island Division of Motor Vehicles (RIDMV) is charged with licensing drivers in the State of Rhode Island. Currently, applicants between the ages of 16 and 18 are subject to Graduated Driver Licensing (GDL) requirements. These rules are a key avenue for addressing the needs of young drivers, including training and restrictions on driving activities. Ensuring the uniform and rigorous application of these laws, as well as evaluating their effectiveness and strengthening them, where necessary, is pivotal. Driver training and high school outreach programs also play a critical role for the new driver. Forming partnerships to address training needs and training effectiveness also aid in strengthening the skills of new drivers. Other OHS partners include MADD, AAA, the RI Attorney General's Office, RI Traffic Tribunal Court, the minority community, and law enforcement throughout the State.

## ***Strategies***

1. - Improve and expand educational outreach to high schools (including School Resources Officers), colleges, and community partners:
  - Emphasize young drivers in impaired driving and "Click It or Ticket" media campaigns;
  - Create and distribute an alcohol-related informational brochure for high school and/or college students;
  - Evaluate and coordinate public/private efforts in the area of young driver safety efforts statewide;
  - Develop "Welcome Back to School" college packet for distribution at beginning of fall 2010 to 2011 school years;
  - Work with community and business partners to educate parents/care givers about the role of alcohol in crashes among 16 to 20 year old drivers. Also educate young drivers and their parents/care givers about primary safety belt enforcement for persons under 18 years of age;
  - Develop an informational/educational introduction packet for GDL License applicants and distribute to young drivers/parents as part of the process to obtain a driver license;
  - Expand the educational permit program with AAA Southern New England to be offered statewide to non-members to promote and encourage more parental and teen partnerships in the area of driver education on a state level;
  - Seek support for an amendment to the current Driver's Education law, to require an applicant's parents or guardian to participate in two hours of instruction on the content of the driver education curriculum.
  - Work with the CCRI driver education administrator to identify and implement potential improvements to the drivers' training program;
  - Develop culturally appropriate messages and expand minority outreach efforts;

- Explore potential training to develop an Underage Drinking Rapid Response Team;
  - Work with private/public partners to implement a pilot program utilizing the “Teen Black Box” technology; and
  - Implement young driver /GDL enforcement in and around high schools.
2. - Collect and analyze age-related data on highway safety.
  3. - Conduct program management and oversight for all activities within this priority area.

### ***Programs and Projects***

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#### **Project Title - Intervention Pilot Project (IP<sup>2</sup>)**

**Project Description** - Up to six local communities will be offered the opportunity to develop a young drivers’ alcohol-related program to be implemented through the local school/after school/sports/recreation programs. Response and success will be assessed to determine future continuation of program.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$108,500 of Section 164AL

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#### **Project Title - Occupant Protection and Underage Drinking Paid and Earned Media**

**Project Description** - This project will provide for placement of media associated with young driver programs, including such opportunities as the HOT 106 high school football events.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$15,000 of Section 402PM

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#### **Project Title - Permanent Statewide Safe Mourning Site**

**Project Description** - Temporary memorials have been established at the site of fatal crashes around the state. Vigils are held and mementoes are placed, many times without careful consideration of location or obstruction of traffic. By their very nature, these sites are often in dangerous locations and place those mourning the victim in dangerous, unsafe conditions. This initiative would establish a safe location, available 24 hours a day/7 days a week, to be used as a gathering place for mourners after any type of crash fatality. A Wall of Names will be considered.

**Project Staff** - OHS administrator and all program managers.

**Project Budget/Source** - \$20,000 of Section 402AL, \$20,000 of Section 402OP and \$80,000 of Section 164AL

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**Project Title - Youth in Action (YIA)**

**Project Description** - OHS will fund MADD YIA which helps young people focus on law enforcement, educational, and policy level changes that impact underage drinking. This project provides an opportunity for youth to build a community-based coalition and activities to change community norms regarding underage drinking and impaired driving.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$10,000 of Section 402OP and \$10,000 of Section 164AL

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**Project Title - “Obey the Sign or Pay the Fine” Paid and Earned Media**

**Project Description** - OHS will develop and implement statewide paid and earned media campaigns for the “Obey the Sign or Pay the Fine” law enforcement mobilizations. The target audience will be 16- to 34-year-old males. Media materials will be produced in both English and Spanish and the venues will be chosen based on market data for each audience.

**Project Staff** - Despina Metakos Harris, Jim Barden, and Dan DiBiasio

**Project Budget/Source** - \$190,000 of Section 402PM

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**Project Title - Occupant Protection Paid and Earned Media**

**Project Description** - OHS will develop and implement a statewide paid and earned media campaign for the CIOT campaign scheduled for May 2011. The target audience will be 16- to 34-year-old males. Media materials will be produced in both English and Spanish and the venues will be chosen based on market data for each audience.

**Project Staff** - Jim Barden and Dan DiBiasio

**Project Budget/Source** - \$289,400 of Section 402PM

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**Project Title - Resource Center**

**Project Description** - OHS will maintain appropriate resource and promotional materials for use by local and state programs for all age levels addressing, among other issues: CPS, CIOT, YD&DYL, Obey the Sign or Pay the Fine, GDL, and underage alcohol use. -

**Project Staff** - Administrator and all program managers -

**Project Budget/Source** - \$5,000 of Section 402PS -

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**Project Title - Zero Fatalities Project**

**Project Description** - The TSRP worked with the Department of Corrections, MADD and the school departments to develop this innovative project. High school students take a

school bus to the prison and participate in listening sessions with prisoners convicted of DUI resulting in death. The prisoners discuss the actions leading up to the incident and the impact it has had on their lives and on those around them. MADD provides families of victims who explain about the impact these fatalities have had on their lives as well. A full year of programming is expected; the project will reach out to every high school.

**Project Staff** - Jim Barden, Dan DiBiasio, and the TSRP

**Project Budget/Source** - \$15,000 of Section 164AL

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**Project Title - Cranston Child Opportunity Zone (COZ)**

**Project Description** - The COZ project fosters cooperation between Cranston families and community education, social service, health-care, and public safety organizations; and will conduct CPS clinics and individual seat checks; fit and distribute bicycle helmets; and provide education/outreach on child restraint use, bicycle, and pedestrian safety.

**Project Staff** - Despina Metakos Harris and Dan DiBiasio

**Project Budget/Source** - \$25,000 of Section 402 PS

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**Project Title -School Resource Officer (SRO) Resource Center**

**Project Description** - OHS will coordinate with School Resource Officers in all Rhode Island communities to educate and provide them with a foundation for OHS programs with a young driver and passenger emphasis, including enforcement/education of OHS safety messaging during national campaigns.

OHS will maintain appropriate resource and promotional materials for use by local and state programs for high school age levels addressing, among other issues: CPS, CIOT, YD&DYL, Obey the Sign or Pay the Fine, GDL, and underage alcohol use.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$15,000 of Section 402AL

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**Project Title - Local Intervention Pilot Project (IP<sup>2</sup>)**

**Project Description** - Up to six local communities will be offered the opportunity to develop a young drivers' alcohol-related program to be implemented through the local school/after school/sports/recreation programs. Response and success will be assessed to determine future continuation of program.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$125,000 of Section 164 AL

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**Project Title - Defensive Driving Program for Young Drivers**

**Project Description** - A defensive driving program will be developed to provide the opportunity for young drivers to experience roadway situations through a combination of behind the wheel and classroom experience designed to alter their attitudes and behavior, without providing a false sense of “improved ability,” i.e., that young drivers believe they now have the skills for such situations.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$250,000 of Section 402 DE

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**Project Title - Simulated Impaired Driving Experience (SIDNE)**

**Project Description** - This project will fund the use of the Simulated Impaired Driving Experience or SIDNE® which is a battery-powered vehicle that simulates the effects of impairment from alcohol or other drugs on a motorist’s driving skills. SIDNE operates in two modes. In Normal Mode, the vehicle’s steering, braking, and acceleration respond appropriately. In Impaired Mode, the vehicle reacts with delayed steering, braking, and acceleration, simulating the effects of a vehicle being driven by an impaired driver.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$34,000 of Section 164 AL

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**Project Title - Seat Belt Challenge**

**Project Description** - The Seat Belt Challenge program is successful in educating teens and motivating them to buckle up. High schools throughout Wright County will compete against one another to get the highest percent of students wearing their safety belts. The Challenge is an intensive 4-week challenge period which includes the display of a crashed vehicle, slogan contests, buckling activities, rewards for buckled drivers, speakers, and safety belt messages everywhere from TV monitors to electronic message boards.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$45,000 of Section 405 OP

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## ■ 3.5 Motorcycles

### Problem Identification and Analysis

Motorcycle fatalities in the U.S. have risen each year over the past 10 years. By 2007, the national total for motorcycle fatalities was over 5,000. The rise in motorcycle fatalities may be partly attributed to the steady increase in motorcycle endorsements and registered motorcycles during this time. From 2004 through 2008, motorcyclist fatalities in Rhode Island fluctuated greatly. Regrettably, motorcycle fatalities in Rhode Island increased from 10 in 2004 to 14 in 2005 (40 percent increase), and from 14 in 2005 to 16 in 2006 (14 percent increase). In 2007, Rhode Island saw a slight decline to 14 fatalities and was followed by a substantial decline to seven fatalities in 2008. However motorcycle fatalities more than doubled 2009, with 19 fatalities reported.

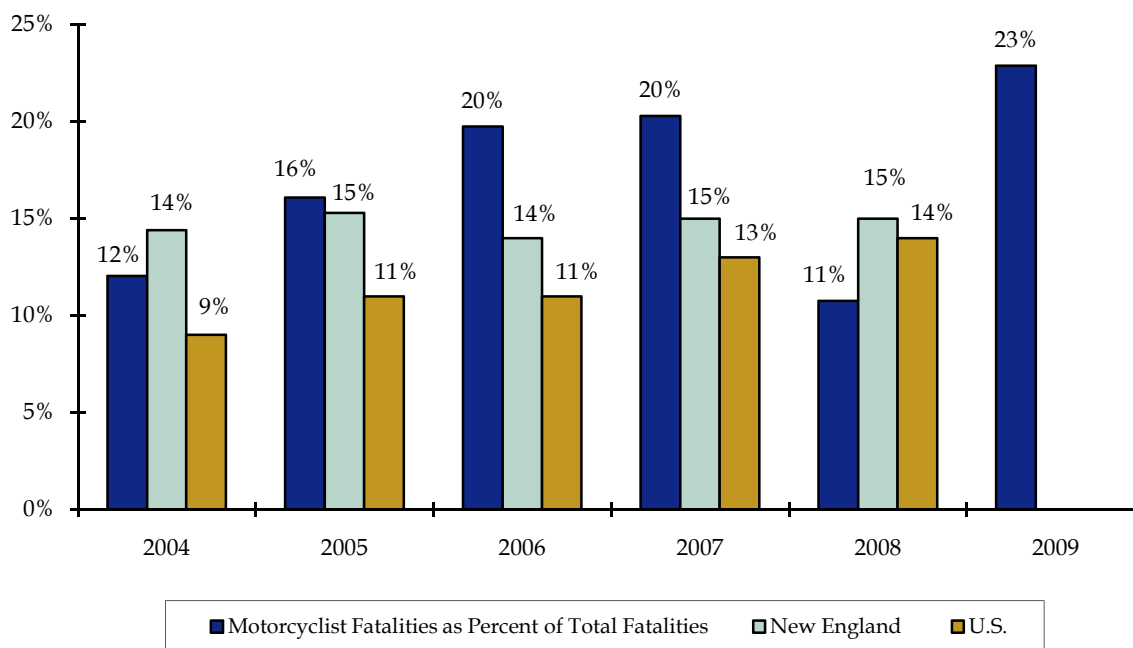
From 2004 to 2008, motorcycle fatal crashes in Rhode Island most frequently occurred (49 percent) in July and August; on Saturdays and Sundays; and between the hours of 3:00 p.m. and 9:00 p.m. As shown in Figure 3.10, Rhode Island motorcycle-related fatalities, as a percent of total fatalities, exceeded the national percentage every year from 2004 to 2007, and were lower for the first time in 2008.



Motorcycle Safety Exhibit

During this same time period (2004 to 2008), helmet nonuse was reported in approximately 57 of all motorcycle-related fatalities. In 2008, two of the seven motorcyclist fatalities (29 percent) were unhelmeted. Preliminary 2009 data indicate 63 percent of the 19 motorcycle fatalities in 2009 were unhelmeted.

**Figure 3.10 Motorcyclist Fatalities as Percent of Total Fatalities**  
*Rhode Island, New England, and U.S.*



Note: 2009 data are preliminary.

Table 3.8 documents the five cities and towns with the greatest number and percent of motorcycle crashes in Rhode Island. This does not mean, however, that the motorcyclists' vehicles were registered in those locations. Of serious concern is the substantial increase in motorcycle crashes after 2006.

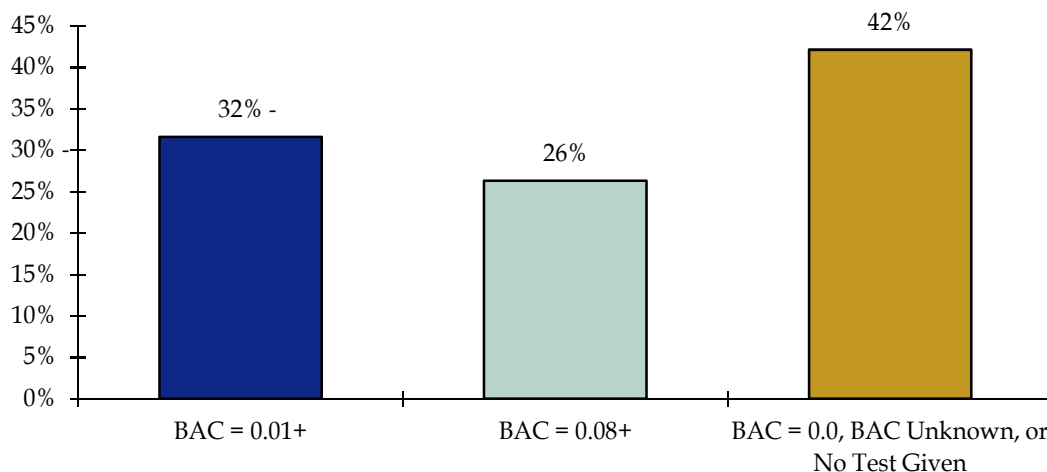
**Table 3.8 Top Five Cities/Towns for Motorcycle Crashes**  
*2003 to 2009*

City/Town	2003	2004	2005	2006	2007	2008	2009	Total	Percent of Total (2003 to 2009)
Providence	15	20	17	18	66	48	54	238	12.1%
Warwick	9	10	14	11	50	48	57	199	10.1%
Pawtucket	9	9	3	5	30	30	31	117	5.9%
Cranston	11	8	4	3	29	34	38	127	6.4%
Coventry	4	8	4	5	20	15	22	78	4.0%

Note: 2009 data are preliminary.

Six of the 19 motorcycle fatalities in 2009 involved alcohol (BAC = 0.01+), as shown in Figure 3.11.

**Figure 3.11 BAC Involved in Motorcycle Fatalities 2009**



Note: 2009 data are preliminary.

**Goals**

- To maintain the number of motorcycle fatalities at the three year average (2005-2009) of 13 in 2011.
- To decrease the number of unhelmeted motorcycle fatalities by 28 percent from a five year average (2004-2008) of 7 to 5 in 2011.
- To decrease by two percentage points all motorcycle operator crash fatalities with a known BAC of .01 or higher, from the five-year average (2004 to -2008) of 47 percent to 45 percent in 2011. -
- To decrease by 5 percentage points motorcycle operator fatalities who were legally intoxicated, from the five year NHTSA imputed average of 50 percent (2004-2008) to 45 percent in 2011.



### ***Performance Measures***

- Number of motorcycle fatalities.
- Number of unhelmeted motorcycle fatalities.
- Percent of all motorcycle operator crash fatalities with a known BAC of .01 or higher.
- Percent of motorcycle operator fatalities who were legally intoxicated.

### ***Strategic Partners***

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

### ***Strategies***

1. - Increase the emphasis on the importance of wearing all the appropriate gear all the time.
2. - Work with CCRI to expand the number of rider training classes offered.
3. - Increase awareness of helmet and safety gear use through the use of the recently completed 60 second TV commercial.
4. - Purchase new equipment to expand the existing MC Rider Education program.
5. - Enhance the safety of the existing ranges through the installation of improved lighting for the night classes (approximately 75 percent of all classes are given at night and the existing ranges could benefit from improved lighting).
6. - Conduct a campaign to entice older motorcycle operators back to the classroom to formalize their training and/or get licensed.
7. - Develop an impaired riding program to educate motorcyclists on the consequences of riding under the influence.
8. - Develop a web site for motorcyclists, to streamline the class registration process.
9. - Develop and disseminate printed safety materials to all students within the MC Rider Education program.
10. Develop a scooter-only class.
11. Develop -an experienced rider “rodeo” to encourage safe riding practices for experienced motorcyclists.

12. Develop and maintain a comprehensive database of students who have completed rider training courses in Rhode Island.

13. Expand and enhance the Motorcycle Awareness Campaign:

- Emphasize the consequences of riding a motorcycle impaired, and correlate motorcyclist fatalities to alcohol;
- Increase automobile drivers' awareness - of the characteristics of motorcycle - operation; and -
- Continue the Motorcycle Safety and - Awareness Campaign preceding the - national "Motorcycle Awareness Month" in May. -



McCoy Stadium Motorcycle Safety Day Event

14. Staff a position to oversee the expansion of - the CCRI training programs. -

15. Continue - to develop a motorcycle - database with the assistance of the Rhode Island DMV: -

- Periodically mail safety and awareness information to all riders with registered motorcycles in the State;
- Continue to work with CCRI to expand the number of rider training classes offered through the CCRI Motorcycle Training Program;
- Work with the Rhode Island Independent Insurers Association and AAA to offer discounted insurance rates to riders that continue their education and take the intermediate and advanced rider training courses offered by CCRI.

16. Conduct program management and oversight for all activities within this priority area.

### ***Programs and Projects***

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**Project Title** - Motorcycle Paid and Earned Media

**Project Description** - OHS will utilize paid and earned media to address visibility issues, safety, and motorcycle awareness for all drivers, particularly during Motorcycle Awareness month. As supported by data, the target audience for motorcycle media is older than for most of other media programs and includes males 35 to 54 years of age.

**Project Staff** - Despina Metakos Harris

**Project Budget/Source** - \$170,000 of Section 2010

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**Project Title** – Motorcycle Resource and Outreach Center

**Project Description** – OHS will maintain appropriate resource and promotional materials for use by local and state programs specifically for the motorcycle community addressing speeding; use of appropriate gear (helmets and visibility); and drinking and riding.

**Project Staff** – Despina Metakos Harris

**Project Budget/Source** – \$15,000 of Section 402MC

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**Project Title** – Riders Helping Riders (RHR) Training Program

**Project Description** – OHS will initiate and host one RHR training program to encourage a partnership with the motorcycle community to assist in identifying impaired operators and to work to keep them off the roadways. The RHR program is an instructional program designed to encourage motorcyclists to intervene to prevent drinking and riding by their motorcyclist peers. The program is based on focus group research which found that riders consider themselves to be united by an interest in riding, and willing to help other riders in need, but that a sense of individualism limits the extent to which riders are willing to intervene in drinking and riding.

RHR is intended to convince motorcyclists that an impaired rider needs their help, and that they are in the best position to provide help. The program provides a “toolkit” of techniques for separating drinking from riding, discouraging impaired riders from riding. An optional role-playing module is included. At the end of class, students are asked to sign a pledge to do their best to help an impaired rider live to ride another day.

RHR was developed with the assistance of instructors from the South Carolina Rider Education Program and pilot tested by instructors of Georgia’s Department of Driver Services, Motorcycle Safety Program.

**Project Staff** – Despina Metakos Harris

**Project Budget/Source** – \$100,000 of Section 410

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**Project Title** – Police Motorcycle Training

**Project Description** – OHS will provide assistance to the RI MOTOR Officer training school for Motorcycle Police Officer safety training classes.

**Project Staff** – Despina Metakos Harris

**Project Budget/Source** – \$25,000 of Section 2010

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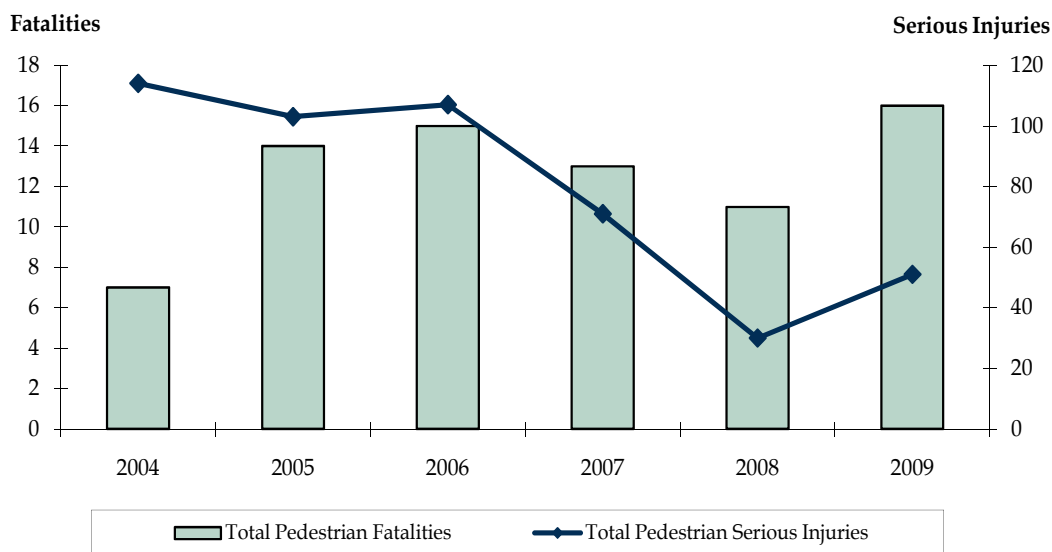
### ■ 3.6 Other Road Users

Other transportation modes consist of everything except personal automobiles and motorcycles and are generally classified as motorized (school buses) and nonmotorized (pedestrian and bicycle) modes. Although crashes in Rhode Island are dominated by personal automobiles, other modes of transportation require consideration. For example, from 2004 to 2008, pedestrian fatalities comprised 16 percent of all fatalities and preliminary data indicate 19 percent of all fatalities were pedestrian-related in 2009. However, bicyclist fatalities have been at one or zero in each of the last five years.

#### *Problem Identification and Analysis – Pedestrians*

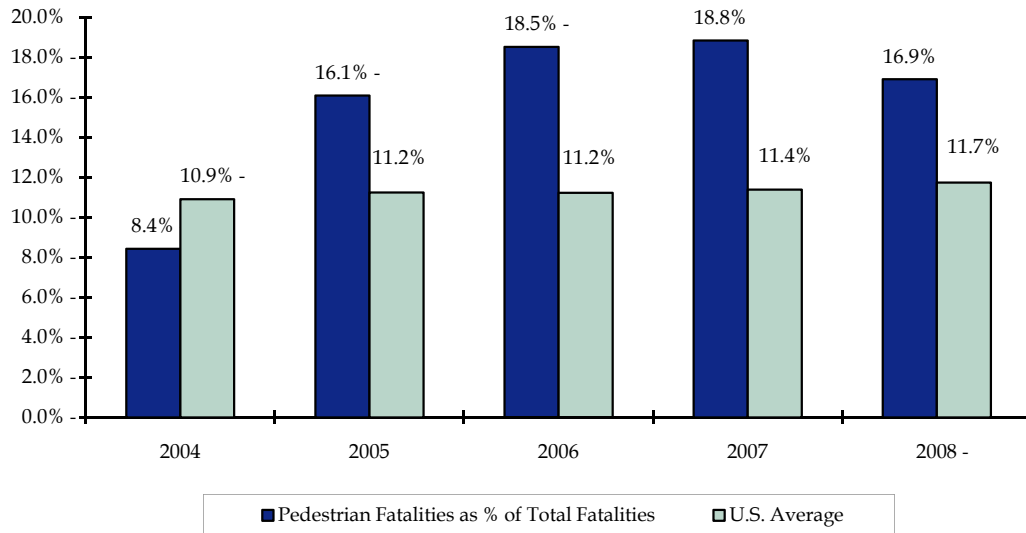
Seventy pedestrians were killed in motor vehicle crashes in Rhode Island from 2005 through 2009. As illustrated in Figure 3.12, total fatalities involving pedestrians have fluctuated greatly during this time, yet there appears to be a downward trend in the number of serious injuries sustained by pedestrians in recent years. As shown in Figure 3.13, Rhode Island far exceeds the national percentage for pedestrian fatalities. From 2004 to 2008, the majority of pedestrian fatal crashes occurred on Saturdays, and between the hours of 6:00 p.m. and 3:00 a.m. The top communities for pedestrian fatalities from 2004 to 2008 are shown in Table 3.9.

**Figure 3.12 Total Fatalities and Serious Injuries Involving Pedestrians**



Note: 2009 data are preliminary.

**Figure 3.13 Pedestrian Fatalities as a Percent of Total Fatalities**  
*Rhode Island Compared to U.S.*



Source: Data for Rhode Island reflects State reported numbers; U.S Average reflects FARS data.

**Table 3.9 Top Five Cities/Towns by Pedestrian Fatalities**  
*2004 to 2008*

City/Town	2004	2005	2006	2007	2008	Total	Percent of Total 2004 to 2008
Providence	2	5	4	5	4	20	32.8%
Cranston	1	1	1	2	1	6	9.8%
Pawtucket	1	1	1	2	0	5	8.2%
Warwick	0	0	1	1	2	4	6.6%
Woonsocket	0	1	0	1	2	4	6.6%

As shown in Table 3.10, during 2004 to 2008, 37 percent of pedestrians killed in Rhode Island age 16 and above had a BAC at or above .08 percent. This percentage was higher than NHTSA Region 1 (25 percent), both of which were below the national average of 40 percent. In Rhode Island’s pedestrian fatalities, alcohol was most prevalent among those 25 to 34 years of age (85.7 percent).

**Table 3.10 Pedestrian Fatalities by Age Group with BAC Test of .08 or Greater**  
2004 to 2008

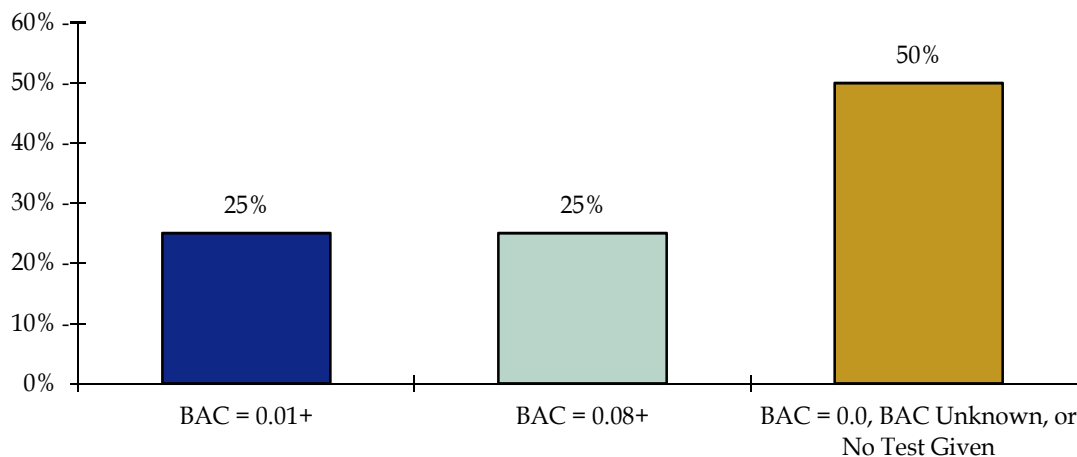
Age Group	Rhode Island 0.08% or greater N=20 of 54 <sup>a</sup>	Region 0.08% or greater N=103 of 421 <sup>a</sup>	U.S. 0.08% or greater N=5,748 of 14,281 <sup>a</sup>
16-20	50.0%	20.7%	30.4%
21-24	33.3%	59.4%	55.6%
25-34	85.7%	42.0%	53.1%
35-44	83.3%	45.5%	52.9%
45-54	30.0%	40.9%	49.8%
55-64	25.0%	13.6%	32.7%
65+	7.1%	0.7%	8.6%
<b>Total</b>	<b>37.0%</b>	<b>24.5%</b>	<b>39.8%</b>

<sup>a</sup> Persons with known BACs.

Source: Preusser Research Group, Inc., *Analysis of Fatal Crash Data Rhode Island 2004-2008*.

Preliminary 2009 data indicate that 4 of the 16 pedestrian fatalities (25 percent) in 2009 involved alcohol (BAC = 0.01+), as shown in Figure 3.14.

**Figure 3.14 BAC involved in Pedestrian Fatalities**  
2009

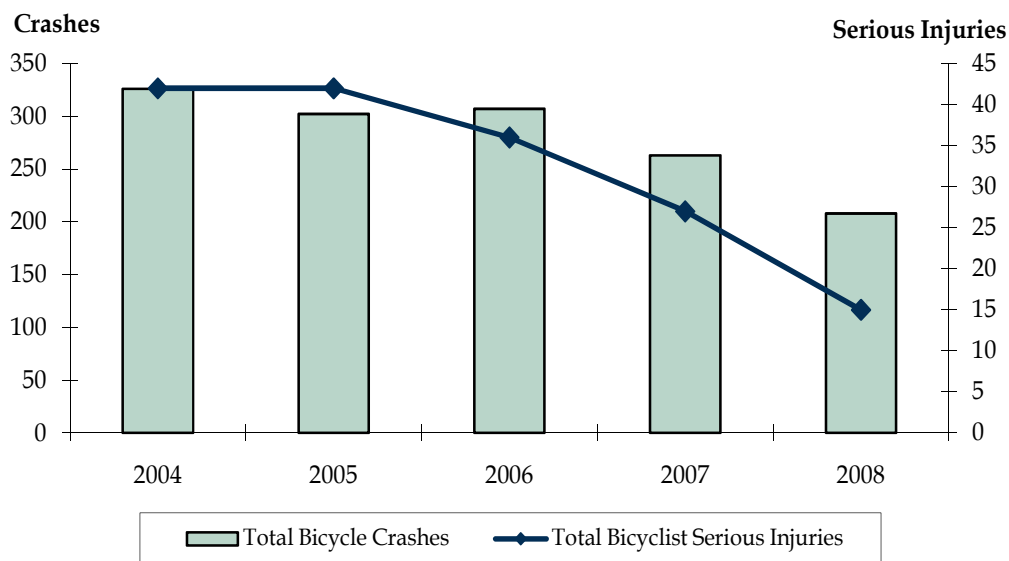


Note: 2009 data are preliminary.

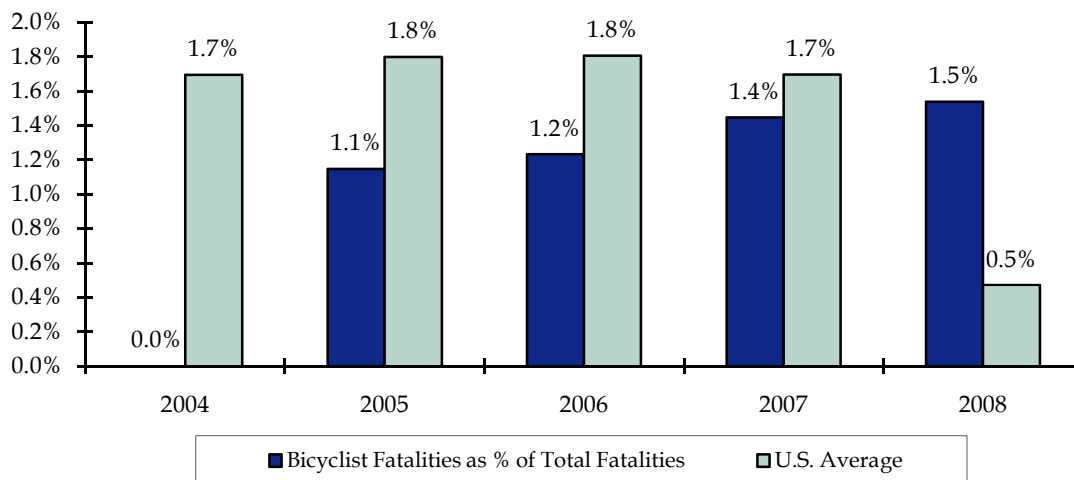
### Problem Identification and Analysis – Bicyclists

The total number of crashes and number of serious injuries sustained involving bicyclists decreased between 2004 and 2008, as shown in Figure 3.15. There was one bicyclist fatality in 2008, and preliminary data indicate zero bicyclist fatalities in 2009. As shown in Figure 3.16, the State remains well below the national average for bicyclist fatalities (one per year except for 2004 when there were zero bicyclist fatalities).

**Figure 3.15 Total Crashes and Serious Injuries Involving Bicyclists**



**Figure 3.16 Bicyclist Involved Fatalities as Percent of Total Fatalities Rhode Island Compared to U.S.**



Source: FARS.

**Problem Identification and Analysis – School Buses**

As shown in Table 3.11, school bus crashes are a very rare occurrence in Rhode Island and have decreased each year from 2004 to 2008. School bus crashes have never resulted in as much as 1 percent of all crash fatalities. There were no such fatalities from 2004 through 2008. Current passenger safety programming areas will continue in an effort to maintain this strong record.

**Table 3.11 Fatalities and Serious Injuries Involving School Buses**

	2004	2005	2006	2007	2008
Fatalities	0	0	0	0	0
Percent of Total Fatalities	0.00	0.00	0.00	0.00	0.00
Total Number of Crashes Involving School Buses	362	272	260	195	110

**Goals**

- To maintain the number of crash fatalities among pedestrians at or below the five-year average (2005-2009) of 14 in 2011.
- To maintain zero crash fatalities among school bus occupants in 2011.
- To maintain zero crash fatalities among bicyclists in 2011.
- To decrease by ten percent the number of pedestrian fatalities with a BAC of .08 or greater, from the five-year NHTSA imputed average (2004-2008) of four to three in 2011.



**Performance Measures**

- Number of pedestrian fatalities.
- Number of crash fatalities among school bus occupants.
- Number of bicyclist fatalities.
- Number of pedestrian fatalities with a known BAC of .08 or greater.

### ***Strategic Partners***

OHS has partnerships with summer camps, the Rhode Island Safe Kids Coalition, the Rhode Island Department of Health, The Cranston Family Center and COZ, Woonsocket Safe Communities, state and local law enforcement agencies, and AAA. In cooperation with the RIDOT, these groups promote transportation safety and the incorporation of bicycle and/or pedestrian-friendly policies in transportation planning.

### ***Strategies***

1. - Conduct five regional Safety Days throughout the calendar year.
2. - Supplement summer and school break camp activities focusing on safe interactions among pedestrians, bicyclists, and motorists.
3. - Partner with local schools/agencies to participate in their safety programs.
4. - Increase public awareness of the diversity of road users:
  - Increase automobile drivers' awareness of need to share the road with bicyclists and pedestrians.
5. - Conduct program management and oversight for all activities within this priority area.

### ***Programs and Projects***

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#### **Project Title - Cranston Child Opportunity Zone (COZ)**

**Project Description** - The COZ project will foster cooperation between Cranston families and community education, social service, health-care, and public safety organizations; conduct CPS clinics and individual seat checks; fit and distribute bicycle helmets; and provide education/outreach on child restraint use, bicycle, and pedestrian safety.

**Project Staff** - Despina Metakos Harris

**Project Budget/Source** - \$25,000 of Section 402PS

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#### **Project Title - Statewide Bicycle Safety Day Event**

**Project Description** - This project will develop and execute a statewide bicycle safety event to provide education and outreach to children about the importance of bicycle safety. OHS will partner with local police departments to develop a Bike Rodeo to include in the event. The event will provide safety, education and bicycle helmet distribution and fitting stations to ensure children have the appropriate helmet and know how to wear them to ensure optimum functionality.

**Project Staff** - Despina Metakos Harris

**Project Budget/Source** - \$35,000 of Section 402PS

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## ■ 3.7 Traffic Records

### Problem Identification and Analysis

The traffic records system allows for the collection and reporting of data elements necessary for problem identification, problem analysis, and countermeasure evaluation in all areas of traffic safety in the State. The Traffic Records Coordinating Committee (TRCC) has been working on the multi-year Highway Safety Data and Traffic Records System Improvement Plan. OHS safety stakeholders continue to improve the exchange of information, yet improvement is needed in the areas of a timely, accurate, complete, uniform, and integrated system. OHS participated in a NHTSA Traffic Records Assessment in March of 2010. As a result of recommendations received from the assessment team a revised Data and Traffic Records System Improvement Plan is being developed to guide future improvements in the system.

#### *Goals*

- To increase the timeliness of E-citation data from police and state and Municipal Courts being posted into the system, from monthly in 2010 to daily in 2011.
- To increase by 19 the number of law enforcement agencies backfilling data into citations, from eight in 2010 to 25 in 2011.

#### *Program Performance Measures*

- Number of days to post E-citation data from police and state and Municipal Courts into the system.
- Number of law enforcement agencies backfilling data into citations.

#### *Strategic Partners*

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

#### *Strategies*

1. - Conduct 12 TRCC meetings in 2011.
2. - Implement procedures to electronically transmit Traffic Stop Data (Race Data) from Local/State Police law enforcement agencies to a designated institution for collection and analysis.
3. - Expand and improve highway safety databases.



4. - Improve and refine data integration and coordination with highway safety stakeholders.
5. - Complete implementation and deployment of hardware, software, and training to support the electronic collection and transmission of traffic safety information (E-citation, Crash form, and Race data collection).
6. - Expand sharing of problem identification data among shareholders, partners, and traffic safety advocates.
7. - Monitor NHTSA 408 Grant Management Projects. This is the last year of the Grant program. The amount of funding received will determine the measurable goals set for 2011.
8. - Increase the data linkage of traffic records with other data systems within the State and local highway and traffic safety programs.
9. - Improve the maintenance, coordination, accuracy, and analysis of current transportation safety data:
  - Conduct regularly scheduled meetings of the TRCC;
  - Utilize NHTSA 408 Grant Funding to partner with other state agencies in data coordination, management, and analysis; and
  - Seek contractor for data coordination, management, and analysis.
10. Increase -the availability of safety data and traffic records to highway safety stakeholders:
  - Use Critical Analysis Reporting Environment (CARE) software to generate community-wide data analysis. This analysis will be made available to highway safety stakeholders through improved web site access;
  - Provide law enforcement with community statistics one month prior to the national "Click It or Ticket" and "You Drink. You Drive. You Lose." campaigns.
  - Provide community-wide analysis to all Operation Blue RIPTIDE partners through web site connections;
  - Hold informational meetings with potential grantees; -
  - Expand the total number of potential program partners; and -
  - Continue working with the RIDOT to update the Rhode Island SHSP. -
11. Provide -information on highway safety problem identification, process, program planning, and evaluation to potential grantees.
12. Redesign the OHS web page to include a secure traffic records information section that highway safety stakeholders can access. Create a public side to this page for public access to static information.

13. Identify, -adjust, track, and document system wide and project level performance measures for inclusion in final report to NHTSA on Section 408.
14. Continue development of a comprehensive inventory of highway safety information sources in the State and create a statewide Traffic Records System Resource Guide.
15. Conduct program management and oversight for all activities within this priority area.

### ***Programs and Projects***

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#### **Project Title - Traffic Records Coordinating Committee Support and Assistance**

**Project Description** - OHS will contract with a data management firm to provide support and technical assistance to the Rhode Island TRCC.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$60,000 of Section 408

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#### **Project Title - Rhode Island DOH Traffic Records Programs**

**Project Description** - This project will continue to develop an analysis of crashes involving young drivers, passengers, pedestrians, and pedal cyclists between the ages of 15 to 24 years of age. An algorithm will be developed to create an integrated data set composed of records of hospital emergency department visits, observation periods, and inpatient hospital discharges for events occurring in Rhode Island.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$100,000 of Section 408

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#### **Project Title - Local Law Enforcement Traffic Records Equipment**

**Project Description** - To fully implement the E-Citation program and the requirements of the Section 1906, Racial Profiling, programs, OHS will continue to work in conjunction with the courts to ensure that all patrol cars in the State are equipped with a computer and printer for electronic transmission of citation/passenger ethnicity data. All cities/towns have signed a Memorandum of Understanding (MOU) which agrees to provide this data upon receipt of the equipment. Data will be provided to the courts and an educational institution to collect and analyze the ethnicity of driver/passenger information.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$250,000 of Section 1906

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#### **Project Title - Data Collection, Analysis, and Recommendation RFP**

**Project Description** - OHS has selected an educational institution to collect and analyze the ethnicity data from the police departments, and produce the results and

recommendations to address pertinent issues. Information will be distributed through various web sites for public inspection and discussion.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$400,000 of Section 1906

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**Project Title - Traffic Records Coordinating Committee Initiatives**

**Project Description** - One of the missions of the TRCC is to develop information systems and business processes that promote the sharing of highway safety data among all involved agencies. This ensures that accurate, complete, and timely safety data are collected, analyzed, and made available for decision-making among appropriate partners.

Initiatives funded through this project include the GIS Map interface for the Rhode Island Crash Reporting System; development of an information sharing agreement between state agencies involved with traffic records; and development of an intranet site for OHS to improve accessibility to highway safety data.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$401,250 of Section 408

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**Project Title - Emergency Management Patient Tracking Systems**

**Project Description** - OHS will continue to work with the Department of Health Emergency Medical Services to improve the reporting system currently used by EMS providers throughout the state. This system is the statewide trauma registry that collects and analyzes information on the incident, severity, causes and outcomes of trauma events to evaluate the factors and the health system's response.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$30,000 of Section 402TR

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**Project Title - GIS Map Interface for Rhode Island's Electronic Crash Reporting System**

**Project Description** - OHS will partner with the Rhode Island State Police and local law enforcement agencies to improve the accuracy of the location data by implementing a GIS map interface for all Police RMS vendor software. RIDOT will provide GIS maps and each RWS vendor will be required to develop a GIS interface module that will allow investigating officer to identify the crash location on a map (provided on their in-car laptop computer).

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$100,000 of Section 408

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**Project Title - Rhode Island Traffic Tribunal Municipal Court Document Imaging Integration Program**

**Project Description** - OHS will partner with the Rhode Island Judiciary and the Municipal Courts throughout the state to improve traffic-related records and data sharing. This project will increase operational efficiency and accountability by direct electronic citation interface with both agencies.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$154,400 of Section 408

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**Project Title - Rhode Island Traffic Tribunal E-Citation Municipal Court Disposition Enhancement Program**

**Project Description** - OHS will partner with the Rhode Island Judiciary and Municipal Courts throughout the state to improve traffic-related records and data sharing. This project increases operational efficiency and accountability by direct electronic citation interface with agencies.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$89,000 of Section 408

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**Project Title - Emergency Management Systems Field Software**

**Project Description** - OHS will work with the Department of Health Emergency Medical Services to improve the reporting system currently used by EMS providers throughout the state. This system is the statewide trauma registry that collects and analyzes information on the incident, severity, causes and outcomes of trauma events to evaluate the factors and the health system's response in the field.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$100,000 of Section 408

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## ■ 3.8 Racial Profiling

### Problem Identification and Analysis

The act of racial profiling affects both law enforcement and the community at large by undermining the civil rights of everyone; this creates mistrust with the majority of law enforcement personnel who are enforcing the law in an equitable manner. The State of Rhode Island has received Section 1906 racial profiling funding as an assurance state for two years under the SAFETEA-LU legislation. RIDOT OHS utilizes these funds to develop a multifaceted program to assess the level and/or locations where racial profiling may exist and to implement programs to address and improve community/police relations. There is a great need to create an effective mechanism to collect and analyze traffic stop data on both drivers and passengers and develop an aggressive program to address deficiencies, if they are found. Existing programs, policies, and procedures that have been implemented by law enforcement to eliminate these practices also need to be collected and analyzed with the ultimate goal of promoting trust and effective community relations between law enforcement and the communities they serve.

Rhode Island no longer has legislation mandating the collection of traffic stop data. As a result, RIDOT OHS has signed commitments, through the Memorandum of Understanding (MOU) process, with the 38 local police departments and the RISP to voluntarily collect statistical information on the race and ethnicity of the driver and passengers for each motor vehicle stop.

An RFP process has been used to provide the appropriate mechanism to collect, analyze, and assess this information and provide recommendations to address issues that arise from the data. It is anticipated that the state will officially announce the award of the contract within 10 days after submission of this document. In conjunction with these activities, RIDOT has negotiated an agreement with the Information Management Corporation (IMC) to revise the traffic stop form to include a module for number and ethnicity of passengers in each vehicle and to develop the transmittal mechanism to allow the departments to electronically provide the information to the entity chosen to collect the data. This module is being beta tested and a pilot program transmitting information from at least five communities is anticipated to be underway by late fall. Following successful completion of the pilot project, the program will be expanded to include all law enforcement within the state. If the transmittal process is not fully in place throughout the state, RIDOT will collect the data from the police departments and deliver the data to the collection entity until the electronic capability is in place.

RIDOT OHS has been working extensively with law enforcement and minority communities to develop two informational tools to provide information for the minority community on what to do during a traffic stop and during an encounter with law enforcement outside a vehicle. When completed, these will be printed in both English and Spanish. OHS will provide these tools to those who have indicated their willingness to distribute them throughout the state. All parties involved believe that they contain important information, particularly for the young adult population.

Last year, OHS committed to developing and implementing an enhanced Professional Traffic Stop Training for all law enforcement agencies. Rhode Island's program is based on NHTSA's model, which was reviewed and extensively revised by NHTSA's Regional LEL, Ted Minall, and the Rhode Island State LEHSTC, Col. Richard Sullivan (ret.). The revised training program was reviewed and extensively discussed with members of the minority and law enforcement communities and has been well supported by all. The first "Train the Trainer" class was conducted in June; it is anticipated that at least two more classes will be conducted during FFY 2011.

### *Goals*

- To implement a process to determine if racial profiling is occurring and to identify appropriate program recommendations.
- To produce at least one quarterly comprehensive report that includes passenger and driver ethnicity information and summarizes the traffic stop information from all police departments.

### *Program Performance Measures*

- Number of computers and printers installed in law enforcement vehicles to collect traffic stop information.
- Module changed to include ethnicity of passengers on the traffic stop form and provide mechanism to transmit information from all police departments to the designated data collection entity.
- Development of an independent software program that allows all police departments to transmit required information regardless of their software service provider.
- Contract implemented to collect, analyze, and distribute traffic stop data and to make programmatic recommendations.

### *Strategic Partners*

To achieve these aggressive goals, it is imperative that the interactions between state and local law enforcement, agencies representing minority interests, legislators, and leaders within all the diverse communities throughout the State of Rhode Island work with the OHS in the planning, development, and implementation process to achieve our common goals. Currently, two different ethnic groups - African American and Latino - have been identified and are involved in the current process. As the program develops, OHS plans to expand its scope to include other ethnic groups within the State.

## *Strategies*

1. - Generate programs to enhance law enforcement and minority community involvement and communication to develop the appropriate “formula” for implementation of traffic stop information to appropriately assess the information provided in the traffic stop forms.
2. - Conduct at least two additional Professional Traffic Stop Trainings, to provide an additional 100 “Train the Trainers” in police departments throughout the state.
3. - Finalize and distribute the “What should I do if I am stopped by an officer of the law?” and “What to do during an encounter with a police officer” brochures.
4. - Develop and provide strategic recommendations/initiatives to eliminate/prevent racial profiling based on data analysis.
5. - Develop tools, products, or activities that will facilitate the implementation or advancement of best practices to prohibit racial profiling and to ensure project effectiveness.
6. - Develop culturally appropriate education/information tools to support all of the program initiatives of the OHS, including occupant protection, impaired driving, motorcycle safety, young driver programs, speed, and other roadway users.
7. - Conduct program management and oversight for all activities within this priority area.

## *Program and Projects*

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### **Project Title - Passenger Race Data Module Modification, New World Information Management**

**Project Description** - OHS will continue to work with the Providence Police Department to create a Race Data module to be used by the department and any other law enforcement agencies that do not utilize the IMC technology to meet the requirements of the Section 1906 program.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$110,000 of Section 1906

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### **Project Title - Passenger Race Data Module Modification, Information Management Corporation (IMC)**

**Project Description** - To fully implement the IMC Race Data and to fulfill the requirements of the Section 1906 Racial Profiling program, OHS will continue to beta test the IMC Race Data module for passengers for the traffic stop form and the program to allow the electronic transmission of the citation/passenger/driver ethnicity data to an

educational institution to collect, analyze and report the data for the State. The module is currently used by 98 percent of Rhode Island's state and local law enforcement agencies.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$53,814 of Section 1906

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**Project Title - RFP for State Owned E-Citation/Race Data Module**

**Project Description** - OHS will seek a qualified data management firm to develop a software package for E-Citation and Passenger Ethnicity as a standalone program for the state to be used with law enforcement agencies not currently using IMC software. This will enable full implementation of the E-Citation program and fulfill the requirements of the Section 1906 Racial Profiling program.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$90,000 of Section 1906

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**Project Title - Local Law Enforcement Traffic Records Equipment**

**Project Description** - To fully implement the E-Citation program and the requirements of the Section 1906 Racial Profiling program, OHS will work in conjunction with the courts to complete the installation of computers and printers in all patrol cars for electronic transmission of citation/passenger ethnicity data. All cities/towns have signed a MOU agreeing to provide the data upon receipt of the equipment. Data will be provided to the courts and an educational institution to collect and analyze the ethnicity of driver/passenger information.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$250,000 of Section 1906

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**Project Title - Data Collection, Analysis, and Recommendation RFP**

**Project Description** - An educational institution will collect the ethnicity data from the police departments, analyze it, and produce the results and recommendations to address pertinent issues. Information will be distributed through various web sites for public inspection and discussion.

**Project Staff** - Dan DiBiasio

**Project Budget/Source** - \$400,000 of Section 1906

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**Project Title - Professional Traffic Stop Training**

**Project Description** - This project will fund at least two Professional Traffic Stop Trainings for local/state law enforcement personnel.

**Project Staff** - Janis Loiselle and Jim Barden

**Project Budget/Source** - \$12,000 of Section 1906

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**Project Title - LEHSTC Salary support for Section 1906 Activities**

**Project Description** - This project will fund the salary for the LEHSTC, Col. Richard Sullivan (Ret.), through the Municipal Police Academy. Col. Sullivan will assist with implementation of Section 1906 programs.

**Project Staff** - Janis Loiselle

**Project Budget/Source** - \$19,600 of Section 402PT, \$1,600 of Section 402AL, \$13,281 of Section 405, \$19,600 of Section 1906, and \$19,600 of Section 164AL

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**Project Title - Technology Transfer**

**Project Description** - These funds will be utilized to fund technology upgrades, speaking honorariums, meeting requirements and associated expenses related to the Section 1906 programs.

**Project Staff** - Janis Loiselle

**Project Budget/Source** - \$20,000 of Section 1906

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## ■ 3.9 Planning and Administration

The RIDOT Office on Highway Safety will serve as the primary agency responsible for insuring that highway safety concerns for Rhode Island are identified and addressed through the development and implementation of appropriate countermeasures.

### *Goals*

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

### *Program Performance Measures*

- A Stakeholders' meeting is conducted to receive input for development of the FFY 2012 Highway Safety Performance Plan.
- The FFY 2010 Annual Report is delivered by December 31, 2010.
- The FFY 2012 Highway Safety Performance Plan is delivered by September 1, 2011.
- Prepare for and participate in a NHTSA Program Management Review in September 2011.

### *Strategic Partners*

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

### *Strategies*

1. - Administer the statewide traffic safety program:
  - Implement the FFY 2011 HSPP and develop future initiatives;
  - Provide sound fiscal management for traffic safety programs;
  - Coordinate state plans with other Federal, state, and local agencies; and
  - Assess program outcomes.
2. - Provide data required for Federal and state reports.
3. - Provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs.
4. - Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.
5. - Identify and prioritize highway safety problems for future OHS attention, programming, and activities.
6. - Conduct program management and oversight for all activities within this priority area.

**Programs and Projects**

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**Project Title - HSPP and Annual Report Preparation**

**Project Description** - OHS will continue the contract for the development and production of the OHS HSPP for FFY 2012 and the Annual Report for FFY 2010.

**Project Staff** - Janis Loiselle

**Project Budget/Source** - \$60,000 of Section 402PA

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**Project Title - Dues and Subscriptions**

**Project Description** - OHS will pay fees for dues for the Governors' Highway Safety Association and any required periodicals/publications.

**Project Staff** - Sharon Bazor

**Project Budget/Source** - \$5,000 of Section 402PA

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**Project Title - Audit Fees**

**Project Description** - OHS will pay the audit fees charged by the State of Rhode Island based on cash receipts from NHTSA.

**Project Staff** - Sharon Bazor

<b>Project Budget/Source -</b>	\$100 of Section 402PA	\$1,000 of Section 402PM
	\$100 of Section 402AL	\$45 of Section 405
	\$150 of Section 402MC	\$750 of Section 408
	\$300 of Section 402OP	\$100 of Section 410
	\$100 of Section 402PS	\$165 of Section 2010
	\$150 of Section 402PT	\$1,000 of Section 1906
	\$400 of Section 402TR	\$5,000 of Section 164PA
	\$45 of Section 402SA	<b>\$9,405 TOTAL</b>

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**Project Title - Office Supplies/Equipment**

**Project Description** - OHS will purchase office supplies, phone, postage, and equipment necessary to support programming of all NHTSA projects. The OHS is in the process of purchasing a new copier/fax machine to replace the existing one that is essentially nonfunctional. It is anticipated that the purchase charge will occur in FFY 2010; however, maintenance fees will be required for FFY 2011.

**Project Staff** - Kathy Smith

**Project Budget/Source** - \$19,900 of Section 402PA

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**Project Title - Travel**

**Project Description** - This project funds in-state and out-of-state travel for OHS employees for pertinent conferences and training sessions.

**Project Staff** - Administrator and all program managers

**Project Budget/Source** - \$10,000 of Section 402PA

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**Project Title - Salaries**

**Project Description** - OHS will pay amounts charged to NHTSA accounts for Dan DiBiasio, Despina Metakos Harris, Kathy Smith salaries, and 50 percent of Jim Barden's salary.

**Project Staff** - Sharon Bazor

**Project Budget/Source** - \$63,700 of Section 402AL, \$146,850 of Section 402MC, \$67,500 of Section 402OP, \$5,600 of Section 402PS, \$10,000 of Section 402PT, \$172,000 of Section 402TR, and \$77,300 of Section 410.

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**Project Title - Hazard Elimination Program**

**Project Description** - These are funds that are transferred to RIDOT for Hazard Elimination Projects.

**Project Staff** - Sharon Bazor

**Project Budget/Source** - \$2,000,000 of Section 164AL

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## 4.0 State Certifications and Assurances

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments;
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs;
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs; and
- Highway Safety Grant Funding Policy for Field-Administered Grants.

### ■ 4.1 Certifications and Assurances

#### Section 402 Requirements

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which 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 USC 402(b) (1) (A));

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 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in

carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This 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 USC 402(b) (1) (D));

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:

- National law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative; and
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

**(23 USC 402 (b)(1)(E))**

The State shall 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 USC 402(l)).

**Other Federal Requirements**

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20.

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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).

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21.

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20.

## **Federal Funding Accountability and Transparency Act**

The State will report for each **sub-grant** awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;
  - (i) the entity in the preceding fiscal year received.
    - (I) 80 percent or more of its annual gross revenues in Federal awards; and(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 the Office of Management and Budget in subsequent guidance or regulation.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which

prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq.; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

## ■ 4.2 The Drug-free Workplace Act of 1988 (41 U.S.C. 702)

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; and
  4. - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. - 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);



- d. - 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; and
  - 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.
- e. - Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction;
- f. - Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted:
  - 1. - Taking appropriate personnel action against such an employee, up to and including termination; and
  - 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.
- g. - Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### ■ 4.3 Buy America Act

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases 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. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

### ■ 4.4 Political Activity (Hatch Act)

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

## ■ 4.5 Certification Regarding Federal Lobbying

### 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.

## ■ 4.6 Restriction on State Lobbying

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.

## ■ 4.7 Certification Regarding Debarment and Suspension

### Instructions for Primary Certification

1. - By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. - The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. - The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. - The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. - The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. - The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. - The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "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.

8. - A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. - Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except-for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

#### ■ 4.8 Certification Regarding Debarment, Suspension, and Other Responsibility Matters – Primary Covered Transactions

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

- d. - Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. - Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

## ■ 4.9 Instructions for Lower-Tier Certification

1. - By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. - The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. - The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. - The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. 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 "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. (See below)
7. - A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment

under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. - Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. - Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

#### ■ **4.10 Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion - Lower-Tier Covered Transactions**

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

#### **POLICY TO BAN TEXT MESSAGING WHILE DRIVING**

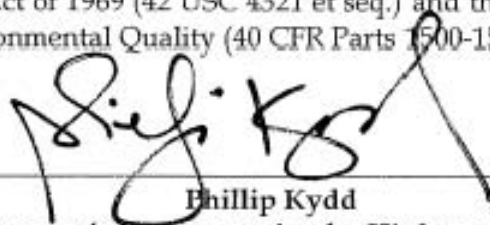
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

1. - Adopt and enforce workplace safety policies to decrease crashed caused by distracted driving including policies to ban text messaging while driving:

- a. Company-owned or -rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as:
- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
  - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

## ■ 4.11 Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



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Phillip Kydd  
Governor's Representative for Highway Safety

*Rhode Island*

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State or Commonwealth

2011

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For Fiscal Year

8/27/10

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Date





## **5.0 Cost Summary**

The OHS Highway Safety Performance Plan Cost Summary is provided in this section.

U.S. Department of Transportation National Highway Traffic Safety Administration								
State: Rhode Island	<b>Highway Safety Plan Cost Summary</b>							Report Date: 08/20/2010
			<b>2011-HSP-1</b> For Approval					
Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2011-00-00-00		\$0.00	\$215,000.00	\$0.00	\$215,000.00	\$215,000.00	\$0.00
	<b>Planning and Administration Total</b>		<b>\$0.00</b>	<b>\$215,000.00</b>	<b>\$0.00</b>	<b>\$215,000.00</b>	<b>\$215,000.00</b>	<b>\$0.00</b>
<b>Alcohol</b>								
	AL-2011-00-00-00		\$0.00	\$3,835,167.00	\$0.00	\$288,900.23	\$288,900.23	\$155,667.31
	<b>Alcohol Total</b>		<b>\$0.00</b>	<b>\$3,835,167.00</b>	<b>\$0.00</b>	<b>\$288,900.23</b>	<b>\$288,900.23</b>	<b>\$155,667.31</b>
<b>Emergency Medical Services</b>								
	EM-2011-00-00-00		\$0.00	\$0.00	\$0.00	\$200,000.00	\$200,000.00	\$200,000.00
	<b>Emergency Medical Services Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$200,000.00</b>	<b>\$200,000.00</b>	<b>\$200,000.00</b>
<b>Motorcycle Safety</b>								
	MC-2011-00-00-00		\$0.00	\$0.00	\$0.00	\$141,934.74	\$141,934.74	\$0.00
	<b>Motorcycle Safety Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$141,934.74</b>	<b>\$141,934.74</b>	<b>\$0.00</b>
<b>Occupant Protection</b>								
	OP-2011-00-00-00		\$0.00	\$2,417,913.00	\$0.00	\$457,961.05	\$457,961.05	\$343,000.00
	<b>Occupant Protection Total</b>		<b>\$0.00</b>	<b>\$2,417,913.00</b>	<b>\$0.00</b>	<b>\$457,961.05</b>	<b>\$457,961.05</b>	<b>\$343,000.00</b>
<b>Pedestrian/Bicycle Safety</b>								
	PS-2011-00-00-00		\$0.00	\$0.00	\$0.00	\$75,877.19	\$75,877.19	\$60,000.00
	<b>Pedestrian/Bicycle Safety Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$75,877.19</b>	<b>\$75,877.19</b>	<b>\$60,000.00</b>
<b>Police Traffic Services</b>								
	PT-2011-00-00-00		\$0.00	\$6,246,627.00	\$0.00	\$401,268.87	\$401,268.87	\$336,118.87
	<b>Police Traffic Services Total</b>		<b>\$0.00</b>	<b>\$6,246,627.00</b>	<b>\$0.00</b>	<b>\$401,268.87</b>	<b>\$401,268.87</b>	<b>\$336,118.87</b>
<b>Traffic Records</b>								
	TR-2011-00-00-00		\$0.00	\$0.00	\$0.00	\$289,243.87	\$289,243.87	\$0.00
	<b>Traffic Records Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$289,243.87</b>	<b>\$289,243.87</b>	<b>\$0.00</b>

<b>Accident Investigation</b>								
	AI-2011-00-00-00		\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
	<b>Accident Investigation Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$15,000.00</b>	<b>\$15,000.00</b>	<b>\$15,000.00</b>
<b>Driver Education</b>								
	DE-2011-00-00-00		\$0.00	\$0.00	\$0.00	\$250,000.00	\$250,000.00	\$0.00
	<b>Driver Education Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$250,000.00</b>	<b>\$250,000.00</b>	<b>\$0.00</b>
<b>Safe Communities</b>								
	SA-2011-00-00-00		\$0.00	\$0.00	\$0.00	\$30,022.50	\$30,022.50	\$30,000.00
	<b>Safe Communities Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$30,022.50</b>	<b>\$30,022.50</b>	<b>\$30,000.00</b>
<b>Traffic Courts</b>								
	TC-2011-00-00-00		\$0.00	\$0.00	\$0.00	\$11,000.00	\$11,000.00	\$11,000.00
	<b>Traffic Courts Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$11,000.00</b>	<b>\$11,000.00</b>	<b>\$11,000.00</b>
<b>Paid Advertising</b>								
	PM-2011-00-00-00		\$0.00	\$0.00	\$0.00	\$712,500.00	\$712,500.00	\$711,500.00
	<b>Paid Advertising Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$712,500.00</b>	<b>\$712,500.00</b>	<b>\$711,500.00</b>
	<b>NHTSA 402 Total</b>		<b>\$0.00</b>	<b>\$12,714,707.00</b>	<b>\$0.00</b>	<b>\$3,088,708.45</b>	<b>\$3,088,708.45</b>	<b>\$1,862,286.18</b>
<b>405 OP SAFETEA-LU</b>								
	K2-2011-00-00-00		\$0.00	\$660,400.00	\$0.00	\$162,517.88	\$162,517.88	\$0.00
	<b>405 Occupant Protection Total</b>		<b>\$0.00</b>	<b>\$660,400.00</b>	<b>\$0.00</b>	<b>\$162,517.88</b>	<b>\$162,517.88</b>	<b>\$0.00</b>
<b>405 Paid Media</b>								
	K2PM-2011-00-00-00		\$0.00	\$0.00	\$0.00	\$2,582.12	\$2,582.12	\$0.00
	<b>405 Paid Media Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$2,582.12</b>	<b>\$2,582.12</b>	<b>\$0.00</b>
	<b>405 OP SAFETEA-LU Total</b>		<b>\$0.00</b>	<b>\$660,400.00</b>	<b>\$0.00</b>	<b>\$165,100.00</b>	<b>\$165,100.00</b>	<b>\$0.00</b>
<b>408 Data Program SAFETEA-LU</b>								
	K9-2011-00-00-00		\$0.00	\$362,565.00	\$0.00	\$1,450,260.00	\$1,450,260.00	\$0.00
	<b>408 Data Program Incentive Total</b>		<b>\$0.00</b>	<b>\$362,565.00</b>	<b>\$0.00</b>	<b>\$1,450,260.00</b>	<b>\$1,450,260.00</b>	<b>\$0.00</b>
	<b>408 Data Program SAFETEA-LU Total</b>		<b>\$0.00</b>	<b>\$362,565.00</b>	<b>\$0.00</b>	<b>\$1,450,260.00</b>	<b>\$1,450,260.00</b>	<b>\$0.00</b>
<b>410 Alcohol SAFETEA-LU</b>								
	K8-2011-00-00-00		\$0.00	\$2,411,460.00	\$0.00	\$954,730.00	\$954,730.00	\$0.00
	<b>410 Alcohol SAFETEA-LU Total</b>		<b>\$0.00</b>	<b>\$2,411,460.00</b>	<b>\$0.00</b>	<b>\$954,730.00</b>	<b>\$954,730.00</b>	<b>\$0.00</b>
<b>410 Alcohol SAFETEA-LU Paid Media</b>								
	K8PM-2011-00-00-00		\$0.00	\$0.00	\$0.00	\$251,000.00	\$251,000.00	\$0.00
	<b>410 Alcohol SAFETEA-LU Paid Media Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$251,000.00</b>	<b>\$251,000.00</b>	<b>\$0.00</b>
	<b>410 Alcohol SAFETEA-LU Total</b>		<b>\$0.00</b>	<b>\$2,411,460.00</b>	<b>\$0.00</b>	<b>\$1,205,730.00</b>	<b>\$1,205,730.00</b>	<b>\$0.00</b>

<b>2010 Motorcycle Safety</b>								
	K6-2011-00-00-00		\$0.00	\$0.00	\$0.00	\$195,150.00	\$195,150.00	\$0.00
<b>2010 Motorcycle Safety Incentive Total</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$195,150.00</b>	<b>\$195,150.00</b>	<b>\$0.00</b>
<b>2010 Motorcycle Safety Total</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$195,150.00</b>	<b>\$195,150.00</b>	<b>\$0.00</b>
<b>2011 Child Seats</b>								
	K3-2011-00-00-00		\$0.00	\$45,000.00	\$0.00	\$173,522.00	\$173,522.00	\$0.00
<b>2011 Child Seat Incentive Total</b>			<b>\$0.00</b>	<b>\$45,000.00</b>	<b>\$0.00</b>	<b>\$173,522.00</b>	<b>\$173,522.00</b>	<b>\$0.00</b>
<b>2011 Child Seats Total</b>			<b>\$0.00</b>	<b>\$45,000.00</b>	<b>\$0.00</b>	<b>\$173,522.00</b>	<b>\$173,522.00</b>	<b>\$0.00</b>
<b>1906 Prohibit Racial Profiling</b>								
	K10-2011-00-00-00		\$0.00	\$163,454.00	\$0.00	\$653,814.00	\$653,814.00	\$0.00
<b>1906 Prohibit Racial Profiling Total</b>			<b>\$0.00</b>	<b>\$163,454.00</b>	<b>\$0.00</b>	<b>\$653,814.00</b>	<b>\$653,814.00</b>	<b>\$0.00</b>
<b>164 Transfer Funds</b>								
	164PA-2011-00-00-00		\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$0.00
<b>164 Planning and Administration Total</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$4,000.00</b>	<b>\$4,000.00</b>	<b>\$0.00</b>
<b>164 Alcohol</b>								
	164AL-2011-00-00-00		\$0.00	\$0.00	\$0.00	\$1,239,000.00	\$1,239,000.00	\$964,326.00
<b>164 Alcohol Total</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$1,239,000.00</b>	<b>\$1,239,000.00</b>	<b>\$964,326.00</b>
<b>164 Paid Media</b>								
	164PM-2011-00-00-00		\$0.00	\$0.00	\$0.00	\$80,000.00	\$80,000.00	\$80,000.00
<b>164 Paid Media Total</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$80,000.00</b>	<b>\$80,000.00</b>	<b>\$80,000.00</b>
<b>164 Hazard Elimination</b>								
	164HE-2011-00-00-00		\$0.00	\$0.00	\$0.00	\$4,000,000.00	\$4,000,000.00	\$0.00
<b>164 Hazard Elimination Total</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$4,000,000.00</b>	<b>\$4,000,000.00</b>	<b>\$0.00</b>
<b>164 Transfer Funds Total</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$5,323,000.00</b>	<b>\$5,323,000.00</b>	<b>\$1,044,326.00</b>
<b>NHTSA Total</b>			<b>\$0.00</b>	<b>\$16,357,586.00</b>	<b>\$0.00</b>	<b>\$12,255,284.45</b>	<b>\$12,255,284.45</b>	<b>\$2,906,612.18</b>
<b>Total</b>			<b>\$0.00</b>	<b>\$16,357,586.00</b>	<b>\$0.00</b>	<b>\$12,255,284.45</b>	<b>\$12,255,284.45</b>	<b>\$2,906,612.18</b>