

State of Rhode Island HIGHWAY SAFETY PLAN



FEDERAL FISCAL YEAR 2016

prepared for

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

prepared by

Rhode Island Department of Transportation

Two Capitol Hill
Providence, Rhode Island 02903

July 2015

Gina M. Raimondo
GOVERNOR



Peter R. Alviti, Jr. P.E.
DIRECTOR

Office on Highway Safety

State of Rhode Island Highway Safety Plan

Federal Fiscal Year 2016

developed and presented by

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

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Acronym Guide

AAASNE	American Automobile Association, Southern New England
ARIDE	Advanced Roadside Impaired Driving Enforcement
BAC	Blood Alcohol Concentration
BHDDH	Behavioral Healthcare, Developmental Disabilities and Hospitals
BIARI	Brain Injury Association of Rhode Island
CARE	Combined Accident Reduction Effort
CCF	Connecting for Children and Families, Inc.
CCRI	Community College of Rhode Island
CDL	Commercial Drivers License
CDMS	Crash Data Management System
CIOT	Click It or Ticket
COZ	Child Opportunity Zone
CPS	Child Passenger Safety
CPST	Child Passenger Safety Technician
CSEA	Center for Southeast Asians
CTM	Countermeasures that Work
DDACTS	Data-Driven Approach to Crime and Traffic Safety
DITEP	Drug Impairment Training for Educational Professionals
DNTL	Drive Now Text Later
DOC	Department of Corrections
DMV	Division of Motor Vehicles
DRE	Drug Recognition Expert
DSOGPO	Drive Sober or Get Pulled Over
DUI	Driving Under the Influence
DWI	Driving While Intoxicated
EMT	Emergency Medical Technician
EUDL	Enforcing the Underage Drinking Laws
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration

FMCSA	Federal Motor Carrier Safety Administration
GDL	Graduated Drivers License
GHSA	Governor's Highway Safety Association
HS-1	Highway Safety Grant application
HSM	Highway Safety Manual
HSP	Highway Safety Plan
HVE	High-Visibility Enforcement
IACP	International Association of Chiefs of Police
IHSDM	Interactive Highway Design Model
ILSR	Institute for Labor Studies and Research
LEHSTC	Law Enforcement Highway Safety Training Coordinator
LEL	Law Enforcement Liaison
MADD	Mothers Against Drunk Driving
MAP-21	Moving Ahead of for Progress in the 21st Century
MOU	Memorandum of Understanding
NHTSA	National Highway Traffic Safety Administration
NOPUS	National Occupant Protection Use Survey
OHS	Office on Highway Safety
OSCAR	On-Line System Crash Analysis and Reporting
PCL	Providence Community Library
PEP	Performance Enhancement Plan
RFP	Request for Proposal
RIBHDDH	Rhode Island Department of Behavioral Healthcare, Developmental Disabilities, and Hospitals
RIDOC	Rhode Island Department of Corrections
RIDOT	Rhode Island Department of Transportation
RIDMV	Rhode Island Division of Motor Vehicles
RIIL	Rhode Island Interscholastic League
RIMPA	Rhode Island Municipal Police Academy
RIPCA	Rhode Island Police Chiefs Association
RIPTIDE	Rhode Island Police Teaming for Impaired Driving Enforcement
RISP	Rhode Island State Police

SADD	Students Against Destructive Decisions
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
SFST	Standardized Field Sobriety Testing
SHSP	Strategic Highway Safety Plan
SIDNE	Simulated Impaired Driving Experience
TOPS	Traffic Occupant Protection Strategies
TRCC	Traffic Records Coordinating Committee
TSRFT	Traffic Safety Resource Forensic Toxicologist
TSRP	Traffic Safety Resource Prosecutor
URI	University of Rhode Island
VMS	Variable Message Sign
VMT	Vehicle Miles Traveled

1.0 Introduction to the Rhode Island Highway Safety Planning Process

1.1 Executive Summary

This Rhode Island Highway Safety Plan (HSP) for Federal Fiscal Year (FFY) 2016 serves as the State of Rhode Island's application to the National Highway Traffic Safety Administration (NHTSA) for Federal funds available under Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program of Moving Ahead for Progress in the 21st Century (MAP-21). The Rhode Island Department of Transportation's (RIDOT) Office on Highway Safety's (OHS) problem identification and performance target setting processes, performance targets and measures, and strategies related to the program areas are described in this plan.

To identify the issues to be addressed in the FFY 2016 Highway Safety Program, OHS relied primarily on 2004 to 2013 trend data. Whenever possible, 2014 data points are included; however, all 2014 data provided in this report are preliminary and subject to change due to the time restrictions to obtain the Fatality Analysis Reporting System (FARS) data. Final FARS data is completed at the end of the next calendar year. FARS 2014 will be complete by December 31, 2015 nationwide. OHS is also working with RIDOT's engineering safety division to align our fatality targets with those within Rhode Island's 2016 HSP.

It is critical to understand how Rhode Island differs from the nation when assessing safety needs and potential programming. In Rhode Island, the population and annual number of fatalities are relatively low compared to the nation. As such, one fatality can significantly affect the percentage. Interpretation of increases and decreases in percentages, particularly from one year to the next, are carefully examined. Whenever possible, raw numbers, percentages, and rates for fatality and serious injury (defined for the purposes of this plan as "incapacitating injuries") data are presented. In 2007, Rhode Island changed the definition of serious injury to incapacitating injury. The change in definition resulted in the sharp difference in the number of reported injuries between 2006 and 2007. In light of the above information and analysis, the following problem areas will be addressed through the FFY 2016 HSP:

Distracted Driving. Distracted driving crashes are often difficult to identify, as the officers arrive on scene after the fact and are dependent upon the drivers' accounts of the facts. Self reported information is statistically unreliable and it is estimated that cell phone related crashes are severely under-reported. Due to public concern there has been renewed political energy to create a hands free statute that supports a safer driving environment. During this past legislative session we were encouraged to clarify RI's fine schedule for unauthorized use of personal wireless devices on a school bus. We have been successful in our efforts. We have included projects and programs within this plan with the belief that RI will realize new safety funds dedicated to distracted driving efforts and initiatives.

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 2013, 37 percent of all fatalities in Rhode Island were alcohol-related, compared to 31 percent nationally. Rhode Island's percentage of alcohol-related fatalities dropped nearly four percentage points from 2009 to 2013. To address this serious traffic safety problem and to qualify for MAP-21 Section 405(d), Impaired Driving Incentive Funds, the Rhode Island Traffic Safety Coalition, at the urging of OHS, in June 2013 chartered an Impaired Driving Task Force as a Subcommittee of the Coalition. The Task Force submitted a comprehensive report to NHTSA by September 1, 2013, providing an in-depth analysis of the problem and priority action items to address it. The RI State Police will assume the lead role in the Impaired Driving Task Force in 2016 with the assistance of senior Program Manager James Barden. Colonel Steven O'Donnell, Providence Public Safety Commissioner Steven Pare, and Colonel (Ret.) Richard Sullivan will maintain their tri-chair positions in order to support the ongoing leadership efforts of the task force. Quarterly meetings have been scheduled for the coming year. The State Police and RI's OHS will guide the task force membership in developing coordinated efforts that support all proven impaired driving countermeasures. The task force will also support tasks outlined in RI's enhanced SHSP (Strategic Highway Safety Plan). Considering that impaired driving is one of its key emphasis areas it will behoove the task force to absorb and coordinate specific tasks dedicated to achieving successful impaired driving countermeasure targets.

Motorcycles. From 2008 through 2014, motorcyclist fatalities in Rhode Island fluctuated between a low of 7 in 2008 to a high of 19 in 2009. In 2014, motorcycle fatalities decreased to 10 and unhelmeted fatalities rose to 50 percent. After hitting a low of two in 2008, unhelmeted fatalities have shown increasing trends since then. Impaired riding issues still persist and in 2014 50% of the motorcycle drivers involved in a fatal crash had a BAC of 0.08 or greater. A comprehensive strategic plan must be developed and implemented to address these consistent issues.

Occupant Protection. In 2011, Rhode Island became the 33rd state in the country to enact a primary seat belt law. The law went into effect on June 30, 2011 and was set to expire on June 30, 2013. However, the General Assembly passed a law removing the sunset on the primary seat belt law and also changed the fine from \$85.00 for all offenders to \$85.00 for all unbelted passengers up to seven years old and \$40.00 for all offenders eight years and older. Rhode Island moved from 45th in the country to 25th for seat belt rate use and experienced a downward trend in unbelted fatalities. Despite the fact that Rhode Island's observed safety belt use increased to 87 percent in 2014 from 78 percent in 2012, the number of unrestrained passenger vehicle occupant fatalities still accounted for more than 15 percent of the deaths on Rhode Island's roadways in 2014.



Older Road Users. Unlike other states where older citizens constitute the fastest growing segment of the population, Rhode Island does not have an extensive problem with older drivers. RIDOT OHS is addressing older driver crashes through education and training. In October 2014 RI's Strategic Highway Safety Plan (SHSP) was enhanced by including two additional emphasis areas, vulnerable road users and aging road users. We will combine our continued partnership with AAA's dedicated safety efforts for the aging road users with strategies listed in the enhanced SHSP.

Pedestrians and Bicyclists. Although crashes in Rhode Island are dominated by personal automobiles, other modes of transportation require consideration. Other transportation modes consist of everything except personal automobiles and motorcycles and are generally classified nonmotorized (pedestrian and bicycle mostly) modes. Pedestrian fatalities have averaged between 11 and 13 per year. In 2013, pedestrian fatalities comprised 22 percent of all fatalities. Pedestrian injuries have been on an increase since 2008. Between 2008 and 2013, pedestrian serious injuries increased by 97 percent from 29 to 57. Bicyclist fatalities have been at one or zero in each of the years from 2004 to 2009, but has since exceeded one in three of the past five years. Bicycle serious injuries have fluctuated over the past few years. Between 2008 and 2013 there have been as many as 33 and as few as 11 serious injuries.

Speed. Speed was a likely factor in two-fifths of all fatalities for the five-year average between 2008 and 2013. Data indicates this percentage varies greatly from year to year with a high of 49 percent in 2010 to a low of 26 percent in 2013. In 2013, the 26 percent of all fatalities which were recorded as speed related was both lower than the values for NHTSA Region 1 and Rhode Island's five-year average. Enforcement efforts have improved annually and Rhode Island increased the number of citations issued from 7,317 in 2013 to 9,030 in 2015.

Traffic Records. The traffic records system allows for 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 completed the Rhode Island Traffic Records Coordinating Committee Five-Year Strategic Plan (FY 2012 to FY 2016), and continues to update the living document as necessary. 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. OHS participated in a NHTSA Traffic Records Assessment in March 2010 and again in April 2015. In 2016 we will implement many of the suggested actions within our most recent assessment.

During FFY 2013, Rhode Island police departments first began transmitting electronic race data records. This effort has continued during FFY 2014. During the 2015 General Assembly session a bill called the Comprehensive Community Police Relationship Act, DOT/OHS is listed as the repository of ongoing racial data collection. As of this time the legislative session has not ended so the outcome of this proposed bill has not been determined.

Young Drivers. Over the years, crash statistics in Rhode Island have shown young drivers are overrepresented in serious injury and fatal crashes. For example, in 2012, young drivers ages 16 to 20 years represented 4.1 percent of Rhode Island's licensed driver population, yet comprised 4.6 percent of drivers involved in fatal crashes. Between 2008 and 2013, young driver fatalities, as a proportion of total fatalities, were typically higher than the average for the nation but lower than the region.

Planning and Administration. The RIDOT OHS will serve as the primary agency responsible for ensuring highway safety concerns for Rhode Island are identified and addressed through the development and implementation of appropriate countermeasures.

Celebrating successful program outcomes, policy efforts, and partnerships has been an important focus of RI's OHS. With the support of the leadership of the RI's Department of Transportation the OHS will continue to mark targeted successes by recognizing the people and entities who create and implement successful initiatives that support this plan and work so effectively and efficiently to bring this plan to life. In 2015 the OHS awarded numerous law enforcement officers in their work to keep the roadways safe for all users. We also recognized agencies who dedicated hours and efforts which support our State's goal to eventually reach Zero Fatalities. In 2016 we will continue to develop well planned efforts and strategies but we will also take time to celebrate programs and people who serve to move our plan along to a successful fruition.

1.2 Mission Statement

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

1. 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 conducts data analysis to monitor crash trends in the State and ensure state and Federal resources target the areas of greatest need. The OHS is an active participant in the development and implementation of the State's SHSP, providing expertise related to driver behavioral issues, education, and enforcement-related countermeasures. The OHS works closely within the RIDOT to ensure coordination between the HSP and the SHSP, ideally resulting in one comprehensive and strategic highway safety program for the State.

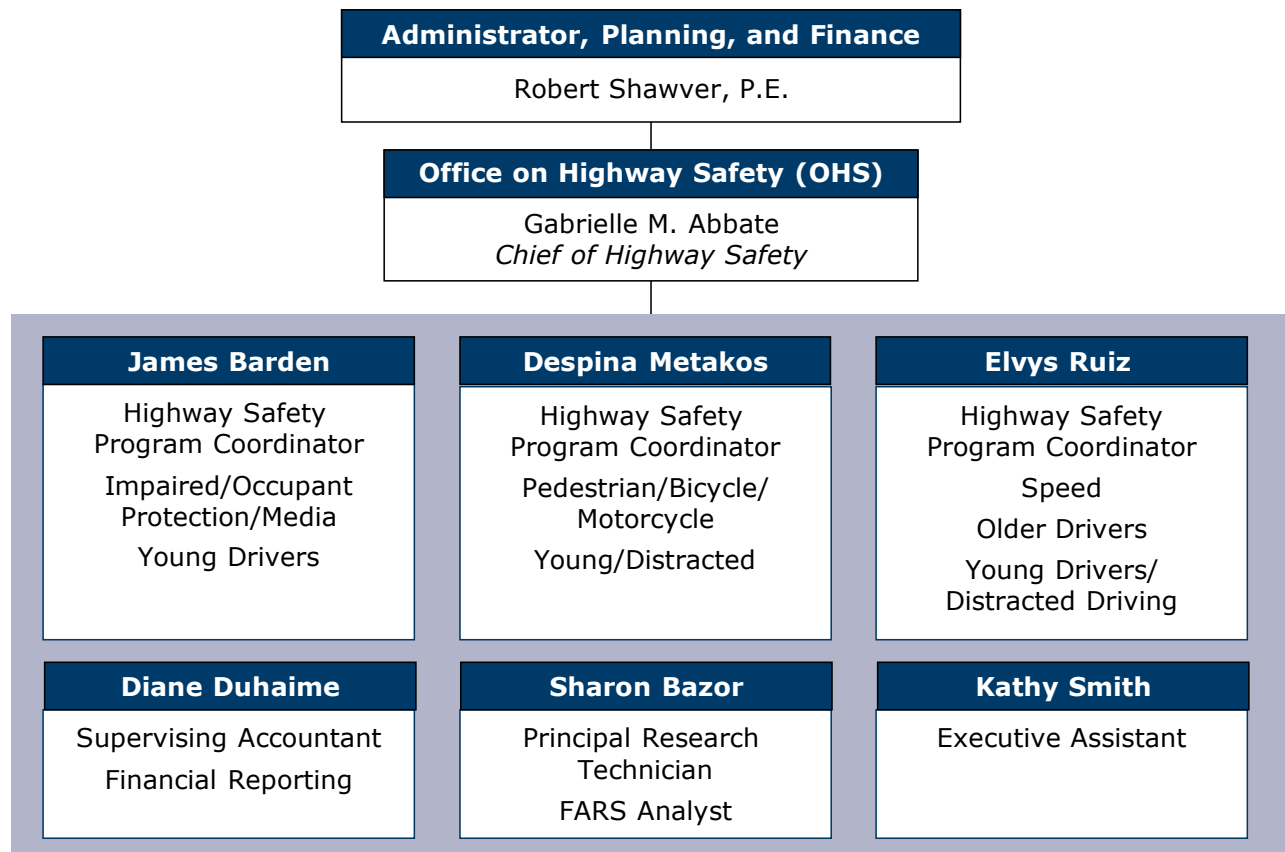
The OHS establishes and implements a comprehensive program to accomplish its goals effectively. The *Highway Safety Plan for Federal Fiscal Year 2016* describes the process used to identify specific highway safety problem areas, including the development of

countermeasures to correct those problems, and processes to monitor the performance of those countermeasures. Section 4.0 presents the priority focus areas, including proposed strategies and programming to meet the Office’s safety goals.

1.3 Organization and Staffing

Figure 1.1 shows the RIDOT Office on Highway Safety organizational chart. In addition to operational and administrative tasks, each OHS Program Coordinator is responsible for overseeing specific programs and emphasis areas which promote identified countermeasures which increase highway safety across the State. The program areas addressed by OHS are assigned to the Program Managers based on their individual safety training and the capacity of the OHS., as noted below. As discussed with the NHTSA Region 1 office, we will assure that all the OHS personnel attends the TSI training at least every 5 years to keep up to date with the latest changes on program policies and Federal legislation.

Figure 1.1 RIDOT Office on Highway Safety Division



Gabrielle M. Abbate – Chief of Highway Safety

Ms. Abbate became the Chief of the Office on Highway Safety in November 2014. Before coming to the OHS Ms. Abbate was employed by Mothers Against Drunk Driving (MADD) for

nearly twenty five years as their Executive Director in RI. She currently oversees the development, implementation, and evaluation of RI's Highway Safety Plan and the programs listed within its scope. Ms. Abbate and the OHS also work to support the State's Strategic Highway Safety Plan (SHSP) within RI's Department of Transportation.

Ms. Abbate has received training in the following NHTSA and GHSA courses:

- Highway Safety Program Management in 2014;
- Managing Federal Finances in 2014

James Barden, Jr. – Highway Safety Program Coordinator

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

Mr. Barden coordinates the Occupant Protection and Impaired Driving Programs. He also manages all the media purchases for the office. He is the current chairman of the Rhode Island SHSP Occupant Protection Subcommittee.

Mr. Barden has received training in the following NHTSA and GHSA courses:

- Highway Safety Program Management (3), last time in 2014;
- Managing Federal Finances in 2007;
- Data Analysis in 2008;
- Instructor Development in 2010;
- Impaired Driving in 2007 and 2015;
- Occupant Protection 2) in 2010 and 2014;
- Traffic Occupant Protection Strategies in 2000;
- Child Passenger Safety Technician Certification in 2000;
- Media Skills Workshop in 2001;
- Communications Workshop in 2007;
- Public Information Officer (2), last time in 2010;

- Ignition Interlock Institute in 2011;
- Simulated Impaired Driving Experience in 2013; and
- Marijuana Workshop in 2013.

Despina Metakos Harris – Highway Safety Program Coordinator

Ms. Metakos has been a Highway Safety Program Coordinator with OHS for the past nine years. She is an engineer by training and was part of the Traffic Engineering Design Section for 15 years prior to her assignment to OHS. She has been instrumental in the development and maintenance of relationships with our state highway safety stakeholders. She is a trained CPST and a Licensed Motorcycle Operator. She developed the current Motorcycle Program, which was nonexistent prior to her addition to this office. Ms. Metakos was the Vice-Chairperson of the National Motorcycle Association from 2010 through 2012. She was also instrumental in Rhode Island receiving grant funding from NHTSA for distracted driving initiatives. She drafted the modified legislation required to meet the grant criteria for the new Distracted Driving funding. Rhode Island was one of only a handful of states to receive this funding. She currently serves various Rhode Island SHSP Subcommittees.

Ms. Metakos coordinates the Motorcycle, Bicycle, Pedestrian, and some of the Young Drivers Programs.

Ms. Metakos has received training in the following NHTSA courses:

- Highway Safety Program Management in 2006;
- Managing Federal Finances in 2007;
- Data Analysis in 2008;
- Instructor Development in 2010;
- Motorcycle Safety Program Management in 2009;
- Speed Management in 2011;
- Child Passenger Safety Technician Certification in 2007; and
- GHSA Executive Seminar in 2013.

Elvys Ruiz – Highway Safety Program Coordinator

Mr. Ruiz has been a Highway Safety Program Coordinator since 2011. His responsibilities are related to this office's community efforts and strategies. Mr. Ruiz has worked with many minority communities in his previous positions, and he particularly has extensive contacts and presence within the Spanish-speaking community. He is a trained CPST.

Mr. Ruiz has received training in the following NHTSA courses:

- Highway Safety Program Management in 2011;
- Managing Federal Finance and Tracking Grants in 2012;
- Instructor Development in 2013; and
- Highway Safety Program Management in 2014.

Diane Duhaime – Supervising Accountant

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

Ms. Duhaime ensures appropriate handling of all OHS requisitions, purchase orders, vendor payments, Oracle draft invoices for revenue and corresponding cash receipt vouchers through RIFANS, fund transfers, tracking of liquidation rates, reconciliation of the accounts, and revenue. She handles the Federal reimbursement vouchers processed with NHTSA.

Ms. Duhaime also assists the OHS Supervisor in the development of our annual budget and tracking of the financial portion of the Highway Safety Plan and Annual Evaluation Report.

Ms. Duhaime has received training in the following NHTSA courses:

- Managing Federal Finances in 2010;

Sharon Bazor – Principal Research Technician

Ms. Bazor has been with OHS for eighteen years. She was the office's accountant until early 2013. In 2010, she acquired the position of Principal Research Technician to be responsible for FARS as the FARS analyst. Ms. Bazor was performing dual tasks for three years until all the accounting responsibilities were transferred to Sherrie Olivieri (who retired in the summer of 2013) and Ms. Duhaime.

As our FARS Analyst, Ms. Bazor is responsible for gathering and reporting all the motor vehicle-related fatalities within the State to NHTSA. This data is then utilized by NHTSA to develop their national analysis on crashes, including causation, trends, and potential programming. The data required for each crash comes from many sources, including crash reports, the medical examiner's office, Department of Health (HEALTH) (Vital Records, Toxicology Laboratory), Emergency Medical Technician (EMT) Units, Department of Motor Vehicles (DMV), state and local police departments, and Attorney General's Office. Due to different reporting time requirements for each agency, cases may not close out for many months. This information also is used by OHS to develop the yearly Highway Safety Plan and Annual Evaluation report, as well as custom queries for other divisions within the DOT, DMV,

law enforcement partners, media inquiries, and many of our stakeholders. Ms. Bazor is the main point person for the DOT in the development of any fatalities report.

Ms. Bazor has received training in the following NHTSA courses:

- Managing Federal Finances (2), last time in 2010;
- FARS New Analyst Training in 2009; and
- FARS Systemwide Training, regularly attending since 2009.

Kathy E. Smith – Executive Assistant

Ms. Smith has been with OHS for sixteen years and is the support staff within the office. She serves as assistant to the Chief of OHS. She coordinates meetings, prepares documents for media buys, produces draft and final copies of correspondence, and develops outreach materials/presentations.

Ms. Smith initializes grantee awards by processing requisitions and preparing grantee award letters. She also is involved in accounting, preparing, and processing paperwork, such as financial forms, travel reimbursements, requisitions, and ordering office supplies. Ms. Smith is responsible for establishing and maintaining the OHS central program files as well as tracking grant application and revisions submitted electronically.

Ms. Smith also assists with outreach events, coordinates timesheets for all staff, and processes interoffice communications for the Chief. She is the point person for the Supervisor on day-to-day operations, and is charged with performing the necessary administrative duties to support the office.

Colonel (Retired) Richard Sullivan – Law Enforcement Highway Safety Training Coordinator

Colonel Sullivan is a retired police officer. He spent most of his career in the Providence Police Department, where he worked his way up to become Chief of the Department. He joined OHS as the Law Enforcement Highway Safety Training Coordinator (LEHSTC) in 2006. RIDOT's OHS currently funds his salary through the Rhode Island Municipal Police Academy. As law enforcement liaison between RIDOT's OHS and the state enforcement agencies, Colonel Sullivan performs the following activities:

- Traffic Safety Coalition tri-chair.
- Tri-chair to the newly formed Impaired Driving Task Force.
- Liaison for the Rhode Island Police Teaming for Impaired Driving Enforcement (RIPTIDE), speed, texting and occupant protection grants, and Variable Message Signs (VMS).

- Rhode Island Drug Recognition Expert (DRE) Coordinator. Responsible for the 52 existing DREs, ensuring that they are updated on the latest impaired driving information, as well as keeper of records for the DRE: eight-hour in-service requirement, evaluations conducted on impaired drivers, and maintaining the International Association of Chiefs of Police (IACP) database:
 - Responsible for 15 DRE instructors to ensure they are on call and available for other DREs to assist in investigations; and
 - Responsible for all aspects of training, travel, lodging, applications, interviews, etc., for all DRE candidates.
- Coordinate all aspects of SFST Schools, DRE Schools, and DRE Instructor Schools to include manuals, travel, reimbursements, hotels, light lunch, and printing.
- Rhode Island Advanced Roadside Impaired Driving Enforcement (ARIDE) Coordinator, to ensure the same requirements as DRE (stated above). ARIDE is the “bridge” between the SFST and DRE trainings.
- Rhode Island SFST Coordinator, responsible for the three-year in-service training for 23 instructors, as well as ensuring that up-to-date materials are utilized in current training.
- Rhode Island TOPS training, police academies recruit training, as well as in-service.
- Rhode Island coordinator for Saved by the Belt with law enforcement.
- Rhode Island coordinator for Law Enforcement Challenge (officer and department recognition awards) Highway Safety Champion Award.
- Rhode Island Coordinator of the Drug Impairment Training for Educational Professionals (DITEP) (not compensated with NHTSA funds).
- Rhode Island coordinator for the Data-Driven Approach to Crime and Traffic Safety (DDACTS).
- Assistance Coordinator for the High School Buckle Up Shuffle Seat Belt Challenge.
- Oversee police departments’ involvement in CPS programs and training.
- Instruct Law Enforcement in the Older Driver NHTSA training (not compensated with NHTSA funds).
- Liaison with CCRI in DWI, Motorcycle, Student Driver Education, Driver Improvement Program, and Offenders Alcohol School (not compensated with NHTSA funds).

- Liaison with RIDOT's OHS on all aspects of law enforcement involvement of the safety programs; press events; weekly, monthly, and special holiday enforcement campaigns; as well as schedule annual meetings as well as midyear meetings.
- Liaison with MADD for victim ride-alongs and press events.
- NHTSA Region 1 liaison for Rhode Island training, speed management, media, instructor development, occupant protection, and national LEL training.
- Member of the following:
 - TRCC;
 - Rhode Island SHSP;
 - Colin Foote Law (habitual offender) retraining Committee; and
 - Rhode Island Marijuana Attorney General's Marijuana Task Force.

Stephen Regine – Traffic Safety Resource Prosecutor

Mr. Regine is a prosecutor within the Rhode Island Attorney's General Office who joined the OHS team in January 2015. He has multiple years of litigation experience and personally prosecutes DUI cases in Providence County. RIDOT's OHS funds two-thirds of his salary. Mr. Regine implements training programs for prosecutors and law enforcement to improve prosecution rates in DUI cases, and assists RIDOT's OHS in evaluating the impact of Rhode Island's new chemical test refusal law on impaired driving arrest rates:

- RIDOT OHS Traffic Resource Prosecutor;
- Part of the DRE training team;
- "It Can Wait" distracted driving campaign speaker; and
- Member of the following:
 - Traffic Records Coordinating Committee (TRCC);
 - Rhode Island Strategic Highway Safety Plan (SHSP);
 - Rhode Island Marijuana Attorney General's Marijuana Task Force

1.4 Timeline and Planning Purpose

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

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

Month	Activities
January-March	<ul style="list-style-type: none"> • Staff conducts grant oversight and monitoring visits. Plan activities for “May is Motorcycle Awareness” month. Prepare Section 405 grant application. Plan summer safety campaigns to include outreach that complements the work in all RI municipalities.
February-April	<ul style="list-style-type: none"> • Staff conducts data collection and grant oversight and monitoring. Plan and implement activities to support the “May is Motorcycle Awareness Month” campaign. Develop all the activities to support the national Click It or Ticket (CIOT) campaign in May. • Staff conducts strategic planning/sessions with key stakeholders to review recent crash trends and emerging issues and to create project proposals within each program area. At times the session generates its own project proposals. • Applications and instructions for Grant Funding (HS-1) proposals are issued based on the projected availability of Federal funding.
May-June	<ul style="list-style-type: none"> • A draft of the HSP 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. • Staff conducts summer safety campaigns (June through August). • Staff prepares Sections 405 grant applications. • Staff develops all activities to support the national “Drive Sober or Get Pulled Over” campaign.
July	<ul style="list-style-type: none"> • The final HSP is submitted to NHTSA. Meetings are held with potential grantees.
August-September	<ul style="list-style-type: none"> • Request for Proposals (RFP) are issued or received based on availability of Federal funding. FFY 2016 grants and contracts are finalized. • Staff conducts activities to support the “Drive Sober or Get Pulled Over” (DSOGPO) campaign (conducted in late August through Labor Day). Other summer safety campaigns conclude in August.
October	<ul style="list-style-type: none"> • Begin work on the FFY 2015 Annual Report.
November-December	<ul style="list-style-type: none"> • The FFY 2015 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.

Strategic Partners and Stakeholders

During this planning cycle, OHS conducted a safety stakeholder workshop session to share information on safety problems and effective countermeasures being implemented by other agencies. The OHS staff also offered attendees updated data and grant application guidance.

Opportunities to enhance partnerships and collaboration also were identified. The list of invited stakeholders is provided below:

- African Alliance of Rhode Island;
- American Automobile Association, Southern New England (AAASNE);
- Black and Latino Caucus Community Partnership;
- Brain Injury Association of Rhode Island (BIARI);
- Center for Southeast Asians (CSEA);
- Community College of Rhode Island (CCRI);
- Connecting for Children and Families, Inc. – Woonsocket COZ Safe Communities (CCF);
- Cranston Child Opportunity Zone (COZ);
- Mothers Against Drunk Driving (MADD);
- Oasis International;
- Progreso Latino, Inc.;
- Providence Community Library (PCL);
- Rhode Island Department of Revenue, Division of Motor Vehicles (DMV);
- Rhode Island Department of Health – Prevention and Control;
- Rhode Island Department of Behavioral Healthcare, Developmental Disabilities and Hospitals (BHDDH);
- Rhode Island Hospital Injury Prevention Center;
- Rhode Island Hospitality and Tourism Association – Rhode Island Hospitality Association Education Foundation;
- Rhode Island Indian Council;
- Rhode Island Motorcycle Association;
- Rhode Island Municipal Police Academy;
- Rhode Island Office of the Attorney General;
- Rhode Island Police Chiefs Association (RIPCA);

- Rhode Island State Police (RISP);
- Rhode Island Traffic Tribunal;
- Riverzedge Arts;
- The Genesis Center;
- Urban League of Rhode Island;
- Young Voices;
- West End Community Center; and
- Statewide Substance Abuse Task Forces.

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

- About 38 local police departments;
- Federal Highway Administration (FHWA);
- Federal Motor Carrier Safety Administration (FMCSA);
- Rhode Island Judiciary;
- Motorcycle retail and repair representatives;
- NHTSA;
- Rhode Island Association of Independent Insurers;
- Rhode Island Department of Corrections (DOC);
- Rhode Island Interscholastic League (RIIL);
- Rhode Island Safe Kids Coalition;
- Students Against Destructive Decisions (SADD); and
- University of Rhode Island (URI).

Grant Funding Process

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

RI's OHS invites all its stakeholders to an introductory meeting in early Spring. During the course of the two hour meeting OHS offers an explanation of our grant funding process. Program Coordinators are introduced and offer more in-depth information regarding application criteria and funding cycles and processes. A developed PowerPoint shown which depicted the process and offered concrete examples of important grant components. This year's meeting attracted a large crowd consisting of law enforcement, community advocates, state agency representatives, minority community advocates, and substance abuse prevention specialists. Each meeting participant was given a packet of grant information which included a new condensed application, application instructions, budget sheet and a CD of the presented PowerPoint with all grant materials enclosed. This is the first year that grant submissions would only be accepted online into a secured DOT electronic mailbox. OHS staff worked as a unit to create a streamlined process that benefits both the state and its sub-recipients. A due date for submissions was offered and attendees were told incomplete grant submissions would not be accepted.

Once applications are received they are reviewed by the Chief of Highway Safety and the OHS team which consists of program coordinators, our financial accountant, and RI's LEL. The OHS staff applies the guidelines within a listed criteria sheet to score each application. Every applicant is required to provide a problem identification statement, 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, which may be required.

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

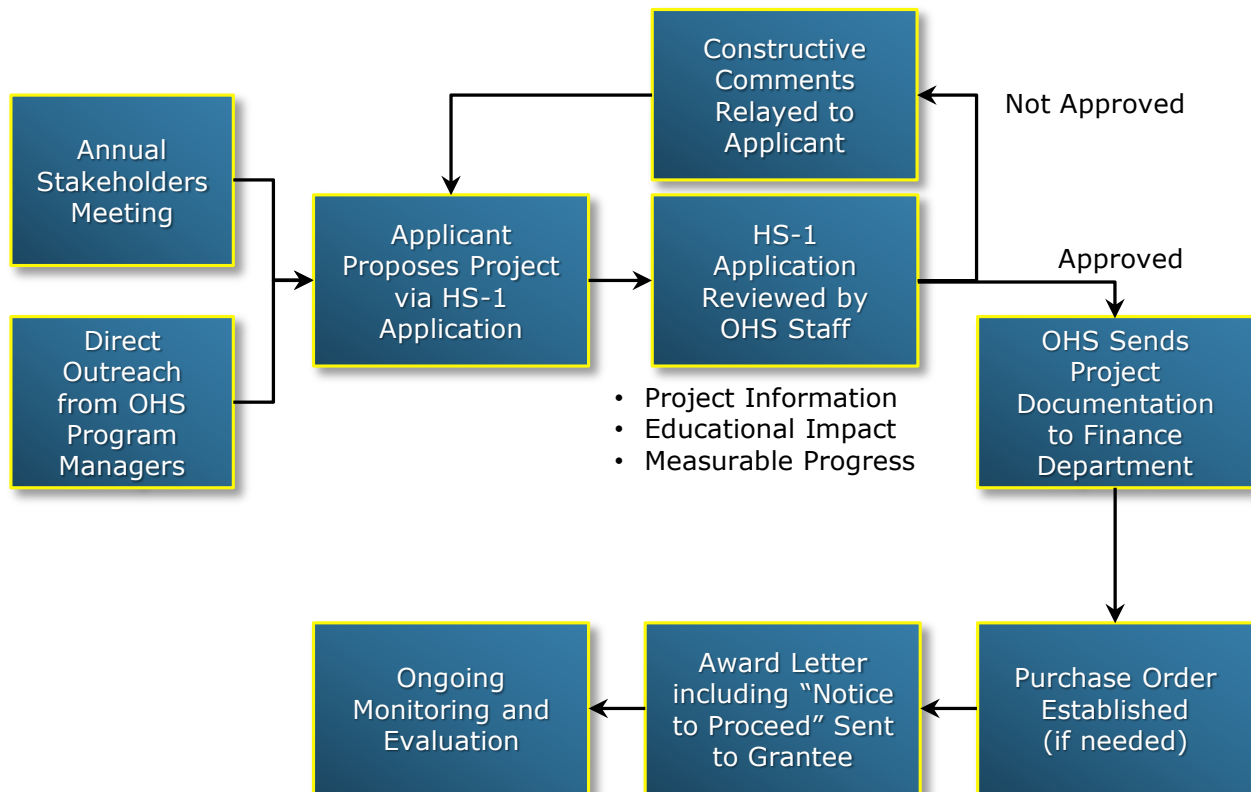
When the proposed program, along with its attached budget, has been approved OHS staff determines if the goods or services can be provided by any other entity. If these services cannot be provided by others (excluding state and municipal agencies), a grant can be issued after a Grants and Assurances document has been signed by the grantee. 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. The services 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 monthly reports to their designated OHS Program Coordinator, including invoices, timesheets, and additional backup documentation necessary

for monitoring, reporting, and oversight of program areas. Field visits are required for evaluation of the effectiveness of the program and to ensure that appropriate State and Federal procedures are being followed.

OHS grant partners are essential for the ultimate success of RI's Highway Safety Plan. They develop, implement, and evaluate programs designed to target Highway Safety Performance Measures and Outcomes. The OHS grant application funding process for projects is shown in Figure 1.2.

Figure 1.2 OHS Application Process



Other Funds

DOT/OHS and Local Law Enforcement

Thousands of dollars in state and local funding is provided to state and local law enforcement agencies to enforce traffic laws and conduct safety educational initiatives throughout the year. Enforcement includes speeding, seatbelt use, speed, distracted driving, and liquor license compliance laws. Many departments promote and sustain on-line ARIDE training for all officers which affords more officers an introduction to drugged driving.

The RISP and U.S. Attorney have created and facilitated educational presentations that attempt to make educators and school aged children more aware of the harmful effects of these legal and illegal substances and how they impact their personal and community safety.

Many communities arrange community forums to get the message out and generate conversation on the effects drugs have on driving. OHS/DOT are often invited to speak on our safety initiatives at these forums.

Police departments across the state conduct year round outreach within middle schools and high schools across the state. School Resource Officers and other law enforcement agency representatives promote occupant protection, underage drinking education, and distracted driving concerns. They also teach Drug Impairment Training for Educational Professionals (DITEP) in several of the communities.

Police conduct in-service training year round for dealing with impaired driving, occupant protection, speed and distracted driving. While OHS provides funds to conduct 2 training sessions on the new Laser Speed Detectors most of the in service training on these issues is funded through local funds.

Due to some high profile Wrong Way Driving crashes OHS worked with local and state police to create a protocol of action which compliments new infrastructure improvements on many of our busiest state highway exits and entrances.

Our state and local agencies provide Traffic Incident Management (TIMS) statewide training for police, fire, DOT, DPW, RIPTA, EMS, DOH which OHS supports but does not fund.

Ongoing statewide SFST and breathalyzer updates to every police department, every year as part of their certification.

Local police departments conduct 'safety days', Night Out Programs in several communities and offer OHS the opportunity to share important highway safety education.

DOT/OHS and High Schools

The High School Driver Education Program – whereby 7,500 students are taught about highway safety and several also bring in police and other guest speakers.

RI's Attorney General and AT&T provide the It Can Wait distracted driving program across the state to any high school which requests it at no cost to the high school. The program is funded through AT&T. DOT/OHS is invited to each one in order for our safety messages to be shared with this population.

The Tori Lynn Andreozzi Foundation funds several police department safety initiatives and offers presentations through the RI's Brain Injury Foundation and Mothers Against Drunk Driving.

The DeCubellis Foundation creates safety messages which mirror and complement those we use at the OHS to serve compelling testimony to not drink and drive.

AAA has created several award categories for enforcement in the areas of pedestrian safety, speed safety, and impaired driving initiatives. They also conduct older driving programs and include DOT/OHS in their efforts to support safe senior driving.

OHS and Media

Although RI's OHS budgets for numerous national and local media campaigns our funds are complemented with several additional highlights of crashes, safety messaging, and violation and fatalities and serious injury arrests that serve as awareness and deterrent messages.

Countermeasure and Strategy Selection Process

During the grant planning process OHS staff conducts strategic planning/listening sessions with stakeholders to review recent crash trends and emerging issues, gather input on safety problems, and discuss effective countermeasures being implemented by other agencies. In addition, the Occupant Protection Coordinator serves as team leader for the SHSP Occupant Protection emphasis area, and the staff are active members of the Impaired Driving, Young Driving, and Speed emphasis areas where they are focused on addressing the State's most significant traffic safety issues. These experiences, coupled with the staff's knowledge of the data, literature, and the State's cultural and political climate all serve to inform the selection of countermeasures and strategies for the HSP.

Section 4 shows what activities will take place in FFY 2016 by program area. Each section contains a description of the problem using state crash and demographic data that provides justification for including the program area, and guides the selection and implementation of countermeasures to address the problem in a way that is specific to Rhode Island. Countermeasures are activities that will be implemented in the next FFY by the highway safety office and the safety partners. The selected countermeasures are proven effective nationally, have been successful in Rhode Island, and are appropriate given the data in the problem identification and the resources available. The OHS used the *Countermeasures that Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices*, Seventh Edition, 2013 as a reference to aid in the selection of effective, evidence-based countermeasure strategies for the FFY 2016 HSP program areas. The 2013 edition of Countermeasures That Work can be viewed in its entirety on the NHTSA web site at: <http://www.nhtsa.gov/staticfiles/nti/pdf/811727.pdf>.

1.5 Coordination with SHSP

The OHS has been an active partner in the SHSP (Strategic Highway Safety Plan) process since the development of the first plan in 2006. OHS staff are members of the SHSP Steering Committee, serve as team leader for the Occupant Protection emphasis area, and are active members of the Impaired Driving, Young Driving, and Speed emphasis areas. The SHSP was updated in 2012 with OHS actively participating in the process which involved adopting Toward Zero Deaths as a goal for the plan, selection of emphasis areas, a peer exchange with Maine and Georgia, a detailed review of the plan, and final approval of the SHSP at an event with

Governor Lincoln Chafee. For the updated plan, the SHSP Steering Committee reaffirmed the emphasis areas in the 2007 plan. In October 2014 the SHSP Committee met again to offer two additional emphasis areas that will serve to increase highway safety measures across the State. Those two areas are Vulnerable Road Users and Aging Road Users. Vulnerable Road User crashes have been steadily increasing for the past several years which prompted the committee to create this new emphasis area. The Census Bureau estimates the number of people age 65 or older in the U.S. to double by 2030. In Rhode Island, 15.5 percent of the current population is age 65+ which is higher than the national average. The SHSP, enhanced in 2014, starts RI on a process to meet the needs of this targeted group of road users. RI's SHSP now addresses the following areas;

- Impaired Driving;
- Occupant Protection;
- Speeding;
- Young Drivers;
- Intersections and Run-Off-Road Crashes;
- Vulnerable Road Users; and
- Aging Road Users

The group also discussed adding distracted driving as an emphasis area, but determined further review and study of the issue was necessary and appointed a task force to work on the issue. OHS is a member of this task force. Another issue identified during the SHSP update process was data deficiencies, including the following:

- In Rhode Island fatality numbers are relatively low and do not necessarily show the complete picture;
- No way of integrating available data in Rhode Island (e.g., obtaining information from hospitals and integrating it into the system);
- Generally flawed injury data because based on a subjective determination by an officer on the scene;
- Lack of serious injury data for speed-related crashes;
- Lack of roadway/roadside inventory data for selecting and implementing infrastructure type improvements;
- Incomplete or nonexistent toxicology reports for impaired driving-related crashes, making serious injury numbers virtually useless;

- Lack of data on contributing factors in run-off-road fatalities, which account for more than 50 percent of the total fatalities; and
- Lack of data obtained in the field by enforcement agencies for distracted driving.

The Steering Committee discussed several options to address these data deficiencies, including making data an emphasis area; forming a task force that is not an emphasis area, but rather takes on the issue to come up with specific solutions; or having the TRCC handle the data deficiency issues as part of their work. The final decision was to have the TRCC handle this issue. The TRCC coordinator is a member of the SHSP Steering Committee and attends all meetings.

The behavioral goals, strategies, and action steps in Rhode Island's SHSP reflect the activities and programs in the HSP. The goal for Rhode Island's SHSP is Toward Zero Deaths. A number of the strategies and action steps in the SHSP reflect OHS programs and activities. Following is a sampling of this coordination which shows the SHSP action step and the involvement of OHS:

- Impaired Driving. Broaden public awareness of the dangers drinking and driving:
 - Continue and enhance High-Visibility Enforcement campaigns (i.e., Drive Sober or Get Pulled Over). Impaired driving patrols, with support from OHS, continue during NHTSA High-Visibility Enforcement periods and many departments conduct patrols on a weekly basis.
 - Conduct additional outreach and education programs for the hospitality industry (e.g., over serving programs via merchants associations and insurance companies). OHS put together a Designated Driver program with clubs in downtown Providence which kicked off on March 17, 2013. The program was repeated this year on March 13 with an increased participation of more night clubs.
- Occupant Protection. Increase enforcement of occupant protection laws:
 - Conduct 24-hour occupant enforcement programs, including Click It or Ticket. 38 communities received safety belt grants from OHS. OHS has completed a survey that reported 87 percent compliance statewide.
 - Increase the number of collected seat belt citations, use e-citation where possible, and make sure law enforcement officers notify drivers of the required court appearance for a third violation.
- Young Drivers. Increase public outreach and education on the basics of roadway safety aimed at drivers age 16 to 24:
 - Develop a media campaign that reinforces safe driving among young drivers focusing on safety belts, impaired driving, speed and distracted driving, and utilize media outlets used by the target population (e.g., social media).

- Speed. Improve the collection of speed and aggressive driving-related data:
 - Develop a method to collect speed and aggressive driving-related data from crash reconstruction reports on fatal and serious injury crashes and forward data to RIDOT.
- Vulnerable Road Users, Target pedestrian initiatives at the 21- 55 age population that is experiencing the greatest number of pedestrian fatalities and serious injuries. Educate all road users about the unique safety needs of vulnerable road users (pedestrians, bicyclists, moped users)
 - Develop educational materials that are focused at individuals age 21-55, i.e., use insurance companies and the workplace to deliver information.
 - Work with local communities to improve enforcement and educational initiatives in their Pedestrian Safety Action Plans as well as the Statewide Vulnerable Road Users Safety Plan which includes municipal examples.
- Aging Road Users. Identify mechanisms and methods to do outreach and education to the aging road user community.
 - Develop and distribute an Older Driver guidebook that provides essential information to aging road users.
 - Educate aging road users about the dangers of distracted driving particularly cell phone use and hands-free devices.

2.0 FFY 2015 Performance Report

Table 2.1 provides the results of Rhode Island’s progress in meeting the State’s core performance measures identified in the FFY 2015 HSP.

Table 2.1 Progress in Meeting FFY 2015 Performance Targets

Program Area	Performance Target	Performance Measures
Overall OHS Program Area Goals	<ul style="list-style-type: none"> Reduce traffic fatalities by 12 percent from 69 (2008 to 2012 average) to 61 by 2015 	<ul style="list-style-type: none"> The five-year average number of traffic-related fatalities is 63 in 2014.
	<ul style="list-style-type: none"> Reduce serious injuries by 20 percent from 507 (2010 to 2012 average) to 406 by 2015. 	<ul style="list-style-type: none"> The five-year average number of traffic-related serious injuries is 469 in 2014.
	<ul style="list-style-type: none"> Reduce traffic fatalities per 100 million VMT by 13 percent from 0.85 (2008 to 2012 average) to 0.74 by 2015. 	<ul style="list-style-type: none"> The fatality per 100 million VMT rate in 2013 is 0.83.
Impaired Driving	<ul style="list-style-type: none"> Decrease alcohol-impaired driving fatalities involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or greater by 15 percent from 27 (2008 to 2012 average) to 23 by 2015. 	<ul style="list-style-type: none"> The five-year average alcohol-impaired driving fatalities is 28 from 2009 to 2013.
	<ul style="list-style-type: none"> Increase the number of impaired driving arrests made during grant-funded enforcement activities from the 438 in FFY 2013 to 468 in FFY 2015. 	<ul style="list-style-type: none"> Number of impaired driving arrests made during grant-funded enforcement activities rose to 507 in 2013 from 438 in 2013.
	<ul style="list-style-type: none"> To increase the percentage of survey participants responding “Always” or “Nearly Always” to the chances of getting arrested by law enforcement after drinking and driving from 59.4 percent in 2013 to 63.5 percent in 2015. 	<ul style="list-style-type: none"> 42.6 percent of survey participants in 2014 responded with “Very Likely” or “Somewhat Likely” to the likelihood of being stopped after drinking to excess and driving.
	<ul style="list-style-type: none"> Increase percent of survey respondents that recognize the DSoGPO impaired driving enforcement slogan from 27.7 percent [RIDoT2] [RIDoT1] recognition in 2013 to 29.6 percent in 2015. 	<ul style="list-style-type: none"> 49.6 percent of post-campaign survey respondents in 2014 recognized the DSoGPO impaired driving enforcement slogan.^a
Occupant Protection	<ul style="list-style-type: none"> Increase observed seat belt use from 85.6 percent in 2013 to 89 percent by 2015. 	<ul style="list-style-type: none"> Observed seat belt in 2014 is 87 percent.
	<ul style="list-style-type: none"> Reduce unrestrained occupant fatalities by 8 percent from 26 (2008 to 2012 average) to 24 by 2015 	<ul style="list-style-type: none"> Five-year average number of unrestrained passenger vehicle occupant fatalities, in all seating positions is 19 in 2014.

Program Area	Performance Target	Performance Measures
	<ul style="list-style-type: none"> Reduce unrestrained occupant serious injuries by 12 percent from 106 (2010 to 2012 average) to 93 by 2015. Increase the number of safety belt citations issued during grant-funded enforcement activities from 7,012 in 2013 to 7,100 in 2015. Increase safety belt use among pickup truck drivers, as measured by observations, from 70.3 percent in 2013 to 72 percent in 2015. Increase the perception people will be ticketed for failure to wear safety belts “always” or “nearly always,” as measured by a DMV intercept survey, from 44.4 percent in 2013 to 47.4 percent in 2015. Increase awareness of the Click It or Ticket slogan, as measured by a DMV intercept survey, from 85.8 percent in 2013 to 91.7 percent in 2015 	<ul style="list-style-type: none"> In 2013, there were 63 unrestrained passenger vehicle occupant serious injuries (all seating positions). Number of safety belt citations issued during grant-funded enforcement activities is 6,044 in 2014. In 2014, 76 percent of observed pickup truck drivers used safety belts. In 2014, 39.2 percent of DMV survey participants believed a ticket is likely “always” or “most of the time” for failure to wear a safety belt. In 2014, 90.9 percent recognized the slogan.
Older Drivers	<ul style="list-style-type: none"> Reduce the number of older drivers involved in fatal crashes by 28 percent from 14 (2008 to 2012 average) to 10 by 2015. 	<ul style="list-style-type: none"> An annual average of 14 older drivers were involved in fatal crashes (2009 to 2013 average).
Speed	<ul style="list-style-type: none"> Reduce speed-related fatalities by 10 percent from 29 (2008 to 2012 average) to 26 by 2015 Increase the number of speeding citations issued during grant-funded enforcement activities from 7,317 in 2013 to 9,030 in 2015. 	<ul style="list-style-type: none"> Five-year average number of speeding-related fatalities is 22 in 2014. Number of speeding citations issued during grant-funded enforcement activities is 9,607 in 2014.
Young Drivers	<ul style="list-style-type: none"> At least maintain the number of drivers age 20 or younger involved in fatal crashes at the 5-year average of seven (2008 to 2012 average) by 2015 Decrease the number of young driver (age 16 to 20) involved serious injury crashes annually, by 5.6 percent from the three-year average (2010 to 2012) of 71 to 67 in 2015. 	<ul style="list-style-type: none"> The five-year average number of young driver (age 16 to 20) involved fatalities is 5 in 2014. In 2013, 51 young drivers (age 16 to 20) were involved serious injury crashes.

Program Area	Performance Target	Performance Measures
Motorcycles	<ul style="list-style-type: none"> Reduce motorcyclist fatalities by 8 percent from 13 (2008 to 2012 average) to 12 by 2015 	<ul style="list-style-type: none"> The five-year average number of motorcycle fatalities is 12 in 2014.
	<ul style="list-style-type: none"> At least maintain unhelmeted motorcyclist fatalities at the 5-year average of eight (2008 to 2012 average) by 2015. 	<ul style="list-style-type: none"> The five-year average number of unhelmeted motorcycle fatalities is 7 in 2014.
Other Road Users	<ul style="list-style-type: none"> At least maintain the number of pedestrian fatalities at the 5-year average of 11 (2008 to 2012 average) by 2015 	<ul style="list-style-type: none"> The five-year average number of pedestrian fatalities is 11 in 2014.
	<ul style="list-style-type: none"> At least maintain the number of bicyclist fatalities at the 5-year average of one (2008 to 2012 average) by 2015 	<ul style="list-style-type: none"> The five-year average number of bicyclist fatalities is 1 in 2014.
Traffic Records	<ul style="list-style-type: none"> Increase the number of crash reports submitted with Latitude and Longitude coordinates from 10,555 between April 2013 and March 2014 to 11,610 between April 2014 and March 2015. 	<ul style="list-style-type: none"> 18,396 reports were submitted between April 2014 and March 2015.
	<ul style="list-style-type: none"> Increase the number of patient care reports submitted from 46,171 between April 2013 and March 2014 to 50,788 between April 2014 and March 2015 	<ul style="list-style-type: none"> 183,695 patient care reports were submitted between April 2014 and March 2015.
Planning and Administration	<ul style="list-style-type: none"> To administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders, and addresses the State's specific safety characteristics. 	<ul style="list-style-type: none"> Conducted stakeholders' meeting to receive input for development of the FFY 2016 HSP. FFY 2015 Annual Report delivered by December 31, 2015. Deliver FFY 2016 HSP by July 1, 2015.

^a This question was asked after a seat belt enforcement and media campaign.

3.0 Highway Safety Performance Plan

3.1 Problem Identification Process

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

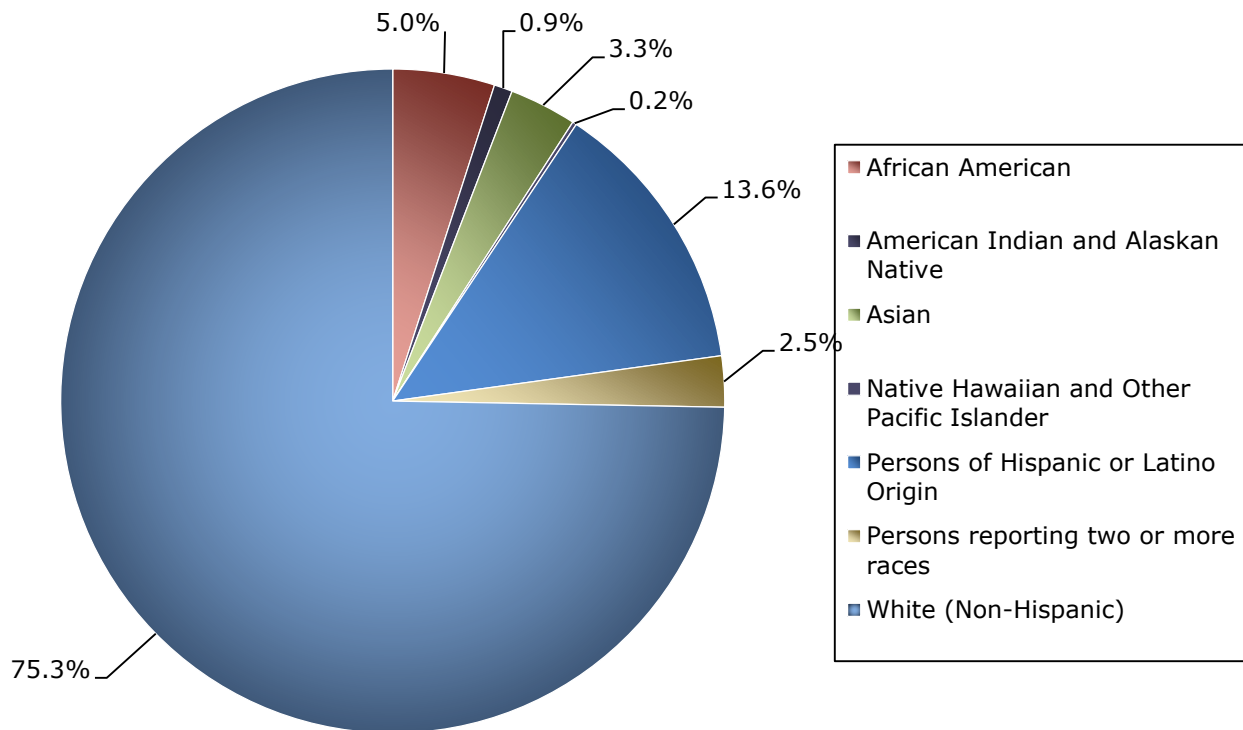
- Using data, highway safety research, and prior experience to identify problem areas;
- Soliciting input and project proposals from local and regional organizations having expertise in areas relevant to highway safety;
- Analyzing trends in serious injury and fatality rates and comparing them to regional and national trends; and
- Sources of highway safety data and research used by the OHS include the following:
 - FARS;
 - NHTSA;
 - National Occupant Protection Use Survey (NOPUS);
 - RIDOT OHS;
 - Rhode Island DMV;
 - Rhode Island Department of Health;
 - Rhode Island Police Chiefs Association;
 - Rhode Island State Police;
 - Rhode Island Statewide Planning Program;
 - RIDOT's Crash Data Management System (CDMS);
 - Rhode Island Attorney General's Office; and
 - Rhode Island Courts.

3.2 Statewide Demographics

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 about 6,100 miles of public roadway, including 70 miles of Interstate Highway (52 urban miles and 18 rural miles)).

One-fifth (20.4 percent) of all Rhode Island inhabitants are under 18 years of age; 5.2 percent are under the age of five. About nine-tenths of the population reside 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 nearly 14 percent of Rhode Island’s population. As shown in Figure 3.1, African Americans, Asian Americans, and Native Americans now comprise more about one-tenth of the State’s population.

Figure 3.1 Rhode Island Population Estimate, 2013



Source: U.S. Census Bureau, 2015.

Because crashes are measured in relation to population, licensed drivers, and VMT, the tables below provide a brief overview of these characteristics. The U.S. Census Bureau estimated the population of Rhode Island to be 1,055,173 in 2014. Table 3.1 shows the 2014 population totals by county and town. As shown in Table 3.2 and Figure 3.2, in 2014, there were 910,000 registered motor vehicles (including 32,216 motorcycles and mopeds) and 750,000 licensed

drivers (with 77,724 endorsed motorcycle operators). 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 affect 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 3.1 Population of Rhode Island by County and Town, 2014

County and Town	2014 Population Estimates
<i>Bristol County</i>	49,060
Barrington	16,236
Bristol	22,332
Warren	10,492
<i>Kent County</i>	165,128
Coventry	35,021
East Greenwich	13,147
Warwick	81,963
West Greenwich	6,117
West Warwick	28,880
<i>Newport County</i>	82,358
Jamestown	5,474
Little Compton	3,504
Middletown	16,105
Newport	24,089
Portsmouth	17,373
Tiverton	15,813
<i>Providence County</i>	631,974
Burrillville	16,246
Central Falls	19,328
Cranston	81,037
Cumberland	34,301

County and Town	2014 Population Estimates
East Providence	47,331
Foster	4,681
Gloucester	9,931
Johnston	29,144
Lincoln	21,507
North Providence	32,366
North Smithfield	12,218
Pawtucket	71,499
Providence	179,154
Scituate	10,496
Smithfield	21,507
Woonsocket	41,228
Washington County	126,653
Charlestown	7,782
Exeter	6,613
Hopkinton	8,121
Narragansett	15,705
New Shoreham	1,045
North Kingstown	26,291
Richmond	7,615
South Kingstown	30,750
Westerly	22,731
Total State Population	1,055,173

Source: U.S. Census Bureau, 2015.

Table 3.2 Rhode Island Drivers, Vehicles, and Population
2007 to 2014

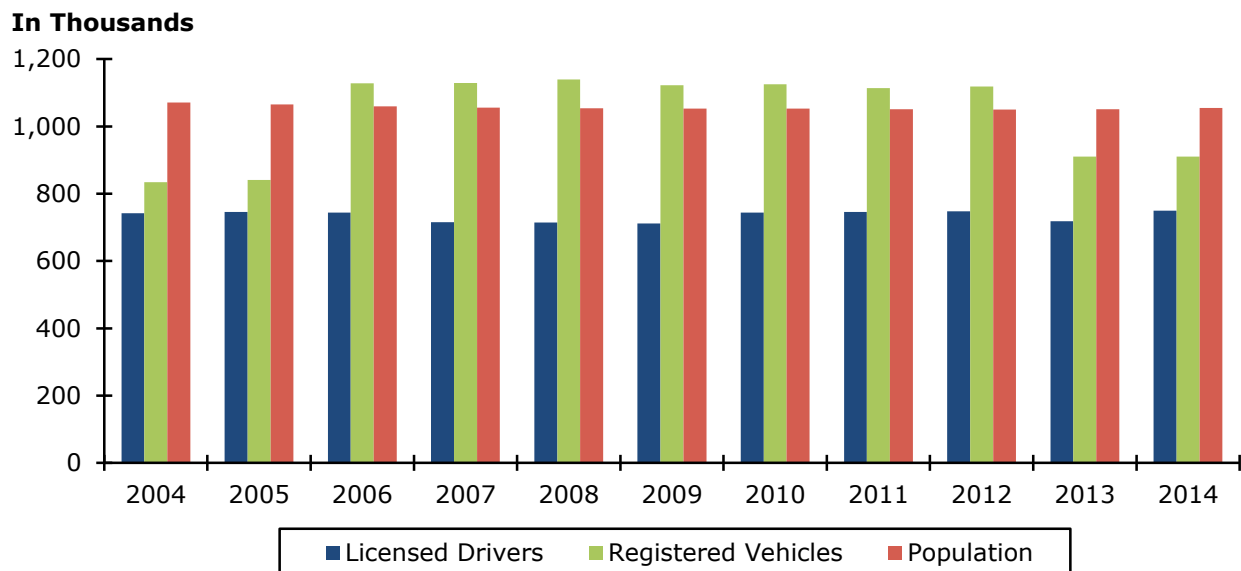
	2007	2008	2009	2010	2011	2012	2013	2014	Change (2007- 2014)
Licensed Drivers	715,080	714,001	711,969	744,356	746,476	748,327	717,870	750,000	0.4%
Endorsed Motorcycle Operators	71,641	73,042	73,764	74,766	75,698	76,904	77,179	77,724	8.5%
Registered Vehicles	1,129,250	1,139,120	1,122,255	1,125,490	1,114,211	1,118,688	910,460	910,000	-19.4%
Registered Motorcycles (including Mopeds)	29,144	34,541	32,276	31,671	31,745	33,218	33,576	32,216	10.5%
Total Population of Rhode Island	1,057,832	1,050,788	1,053,209	1,052,886	1,051,302	1,050,292	1,051,511	1,055,173	-0.3%
VMT (in millions)	8,636	8,187	8,250	8,280	7,901	7,807	7,775 ^b	U/A	-10.0% ^b

Source: RIDOT/OHS and FARS, 2015.

^a U/A indicates data not available at this time.

^b VMT percent change is from 2007 to 2013.

Figure 3.2 Rhode Island Drivers, Vehicles, and Population
2003 to 2014, in Thousands



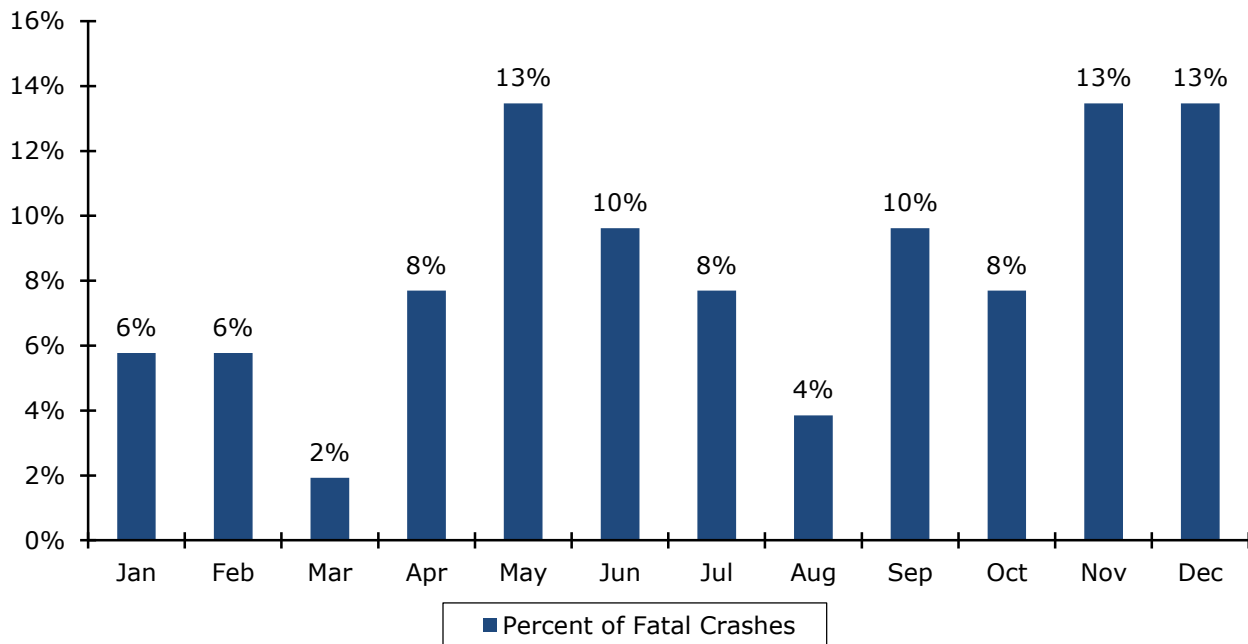
Source: RIDOT/OHS and FARS, 2015. FHWA Office of Highway Policy and Information for 2003 to 2005 registered vehicles.

3.3 Highway Safety Problem Areas

Any traffic deaths in Rhode Island are unacceptable, unaffordable, and avoidable. In 2014, the highest percentage of fatal crashes in Rhode Island occurred in May, November, and December, with noticeable spikes also in June and September, as shown in Figure 3.3.

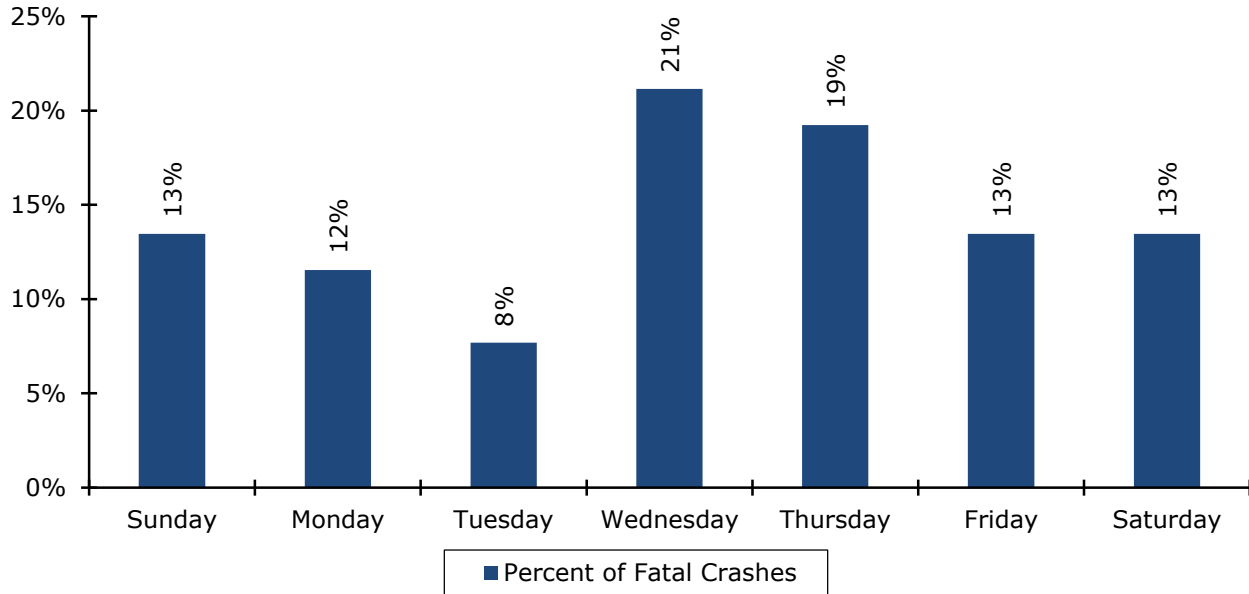
Figure 3.4 shows that 21 percent of crashes occurred on Wednesdays. Figure 3.5 makes note that most crashes occurred between the hours of 4:00 p.m. and 1:00 am Figure 3.6 depicts the multiple highway safety problems in Rhode Island, including impaired driving, occupant protection, speed, motorcycles, and other road users (including pedestrians and bicyclists), which are program areas in the FFY 2016 HSP and described in more detail in Section 4.0. Not shown in Figure 3.6, but also priority program areas for FFY 2016, are older drivers and younger drivers. The OHS will continue to concentrate on improving the State’s traffic records through crash data collection and reporting as part of the Section 408/405(e) records grant process. The HSPP also addresses the agency’s planning and administration functions.

Figure 3.3 Percent of Rhode Island Fatal Crashes by Month-of-Year, 2014



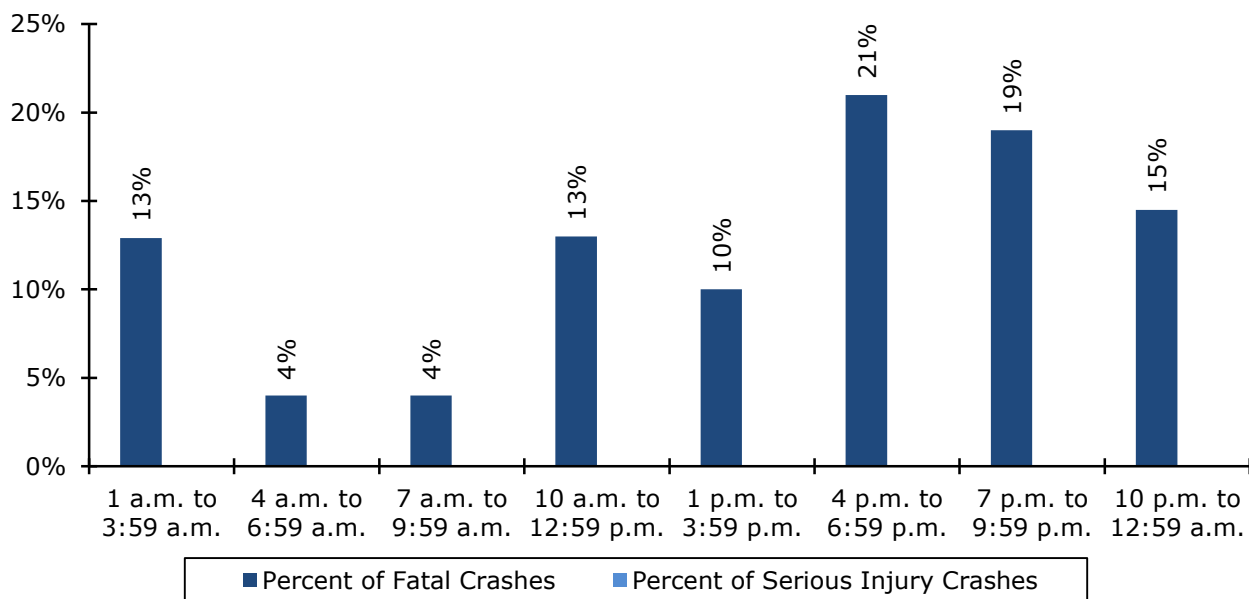
Source: RIDOT/OHS and FARS, 2015.

Figure 3.4 Percent of Rhode Island Fatal and Serious Injury Crashes by Day of Week
2014



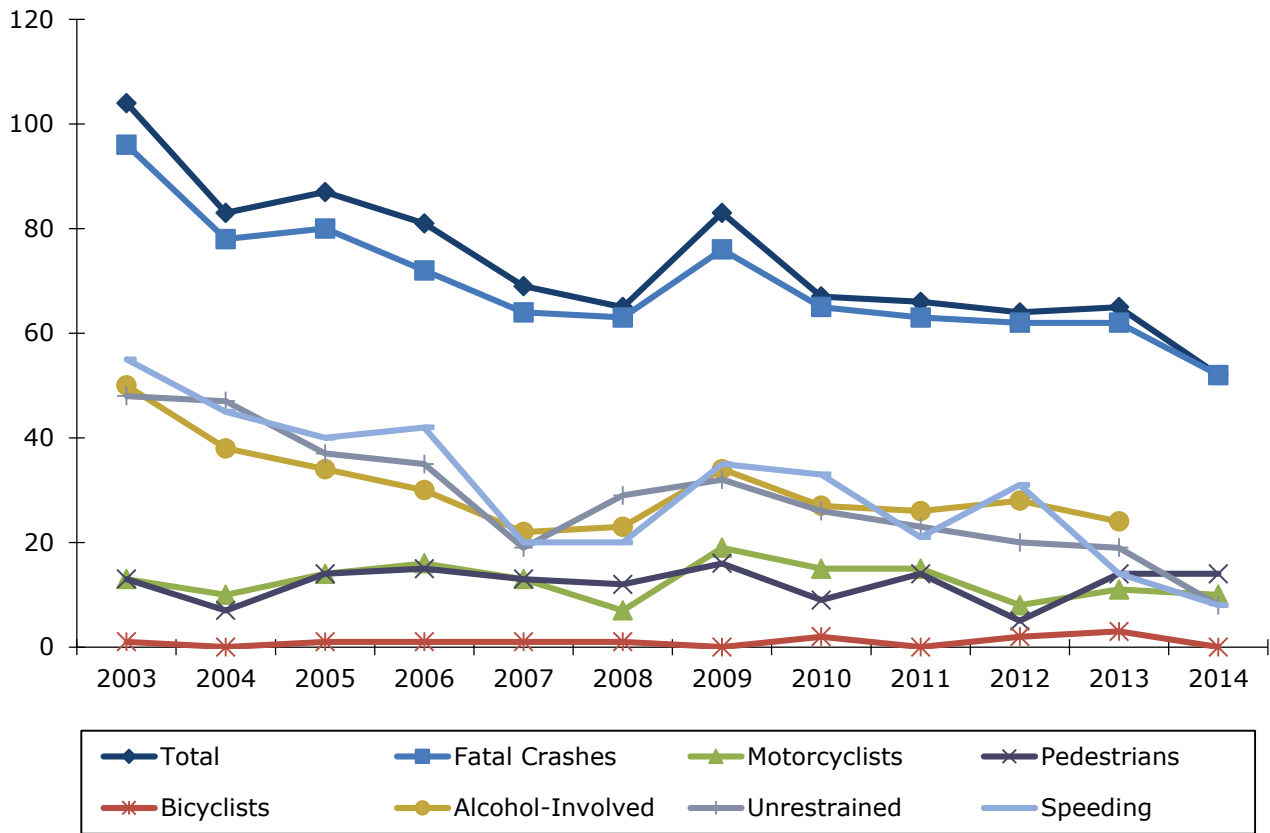
Source: RIDOT/OHS and FARS, 2015.

Figure 3.5 Percent of Rhode Island Fatal Crashes by Time of Day
2014



Source: RIDOT/OHS and FARS, 2015.

Figure 3.6 Rhode Island Traffic Deaths
2003 to 2014



Source: RIDOT/OHS and FARS, 2015.

3.4 Additional Challenges to Highway Safety

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

Rhode Island does not have a universal helmet law for all motorcyclists (Rhode Island’s motorcycle helmet use law only covers all passengers (regardless of age) and all operators during the first year of licensure (regardless of age)).

Sobriety checkpoints are banned by judicial ruling in Rhode Island.

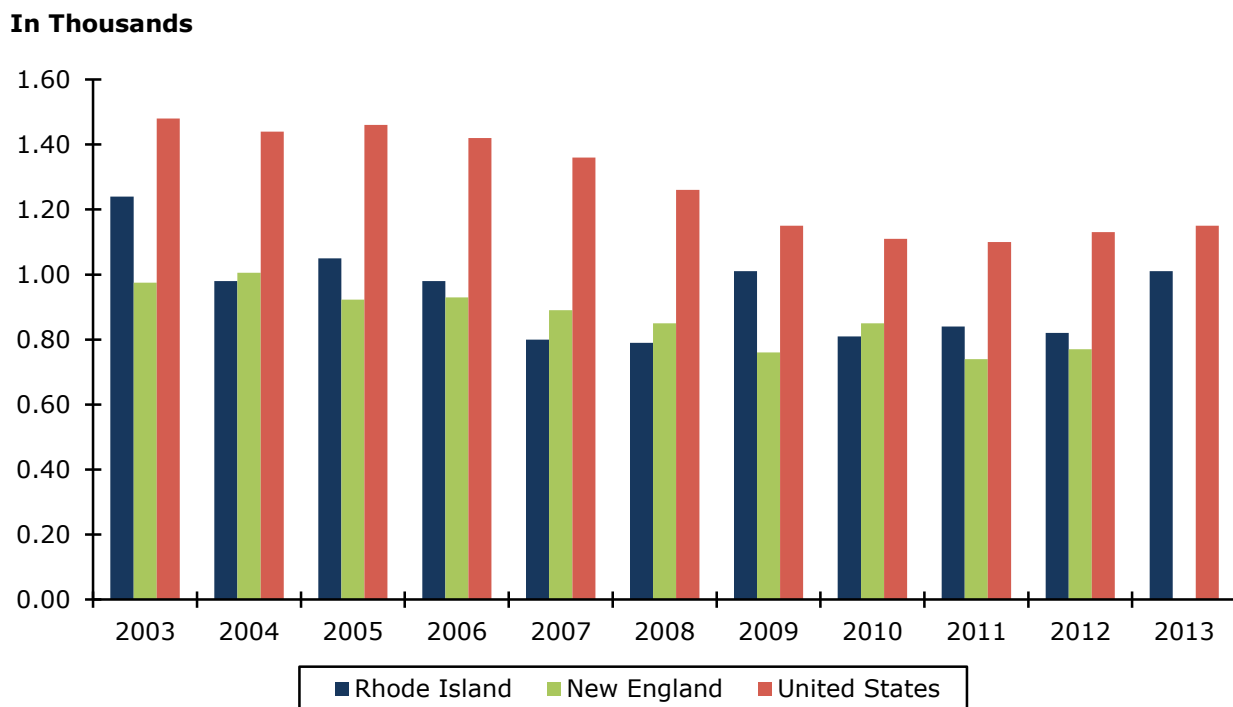
Required installation of alcohol ignition-interlocks becomes mandated when an impaired driver demonstrates a BAC of 1.5 or higher or if that driver is a repeat offender. It is at the discretion of the sentencing judge for anyone with a lower BAC. RI DOT made an effort to change the law to include all impaired drivers but it was not successful in the 2015 legislative session.

No requirement for behind-the-wheel training for novice drivers; only classroom instruction is required.

3.5 Rhode Island Comparison to New England and United States

As shown in Figure 3.7, 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 2007 to 2013, including 2007, 2008, and 2010. However, in 2012, the New England region exceeded Rhode Island in unrestrained and speed-related fatalities as shown in Table 3.3. Transanalytics, LLC’s *Analysis of Fatal Crash Data Rhode Island 2009 to 2013* report includes additional information regarding state, regional, and national comparisons.¹

Figure 3.7 Rhode Island, New England, and United States Fatality Rate
Per 100 Million VMT



Source: Transanalytics, LLC; FARS; FHWA Office of Highway Policy Information.

Note: 2013 New England VMT unavailable.

¹ Transanalytics, LLC (2014). *Analysis of Fatal Crash Data Rhode Island 2008 to 2012: A Summary of Motor Vehicle Fatal Crash and Fatality Data from the Fatality Analysis Reporting System (FARS)*. The alcohol-impaired percentage is an imputed number for Rhode Island and differs from RIDOT data, however, for this number is used in this table to compare against the New England number, which is also imputed.

Table 3.3 Rhode Island and New England Crash Conditions as Percent of Total Fatalities
2013

	Unbelted Passenger Vehicle Occupant Fatalities	Alcohol-Impaired^a	Speed-Related	Bicycle	Pedestrian	Motorcycle
Rhode Island	29%	37%	26%	5%	22%	17%
New England	32%	36%	30%	2%	14%	15%

Source: RIDOT/OHS; Transanalytics, LLC.

3.6 Legislative Updates

In 2011, Rhode Island became the 33rd state in the country to enact a primary seat belt law. The law went into effect on June 30, 2011 and was set to expire on June 30, 2013. However, the General Assembly passed a law removing the sunset on the primary seat belt law and also changed the fine from \$85.00 for all offenders to \$85.00 for all unbelted passengers up to seven years old and \$40.00 for all offenders eight years of age.

The Rhode Island General Assembly modified the Move Over Law to include construction and maintenance vehicles performing work on the side of the road.

During the 2014 Session of the Rhode Island General Assembly, legislation was approved and signed into law by the Governor that provides for expanded use of Ignition Interlock Devices (IID) by making installation of the devices mandatory for repeat Driving Under the Influence and Chemical Test Refusal offenders, and providing for judicial discretion to impose IIDs as part of sentencing of first-time offenders of both of these offenses.

An important transportation safety bill which clarifies the fine schedule for unauthorized use of personal wireless communication devices on a school bus was passed during the most recent legislative session. The act also clarifies the definition of “use” to prohibit any use of a wireless handset or a personal wireless communication device other than hands-free use, to conform Rhode Island’s legislation with Federal guidelines.

3.7 Performance Trends and Goals

NHTSA has identified 11 core performance measures and one behavioral measure for states to use to judge the effectiveness of their program. The measures are total fatalities, fatality rate, total major injuries, and total fatalities according to common crash factors. Table 3.4 presents Rhode Island’s FFY 2016 program areas and targets for the State’s core performance measures. These goals are consistent with the latest revision of the SHSP and its target of halving fatalities and serious injuries by 2030 using 2009 as base-year and five-year rolling

average for fatalities and three-year rolling average for serious injuries. OHS is also working with RIDOT’s engineering safety division to align our fatality targets with those within the Rhode Island’s 2016 HSIP.

Table 3.4 FFY 2016 Performance Goals and Targets

Performance Measures	Target
Core Performance Measures	
Traffic Fatalities	<ul style="list-style-type: none"> Reduce traffic fatalities by 16 percent from 69 (2009 to 2013 average) to 58 by 2016.
Serious Injuries	<ul style="list-style-type: none"> Reduce serious injuries by 25 percent from 469 (2010 to 2014 average) to 350 by 2016.
Traffic Fatalities per 100 million VMT	<ul style="list-style-type: none"> Reduce traffic fatalities per 100 million VMT by 14 percent from 0.86 (2009 to 2013 average) to 0.74 by 2016.
Unrestrained Passenger Vehicle Occupant Fatalities	<ul style="list-style-type: none"> Reduce unrestrained occupant fatalities by 58 percent from 24 (2009 to 2013 average) to 10 by 2016.
Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC	<ul style="list-style-type: none"> Reduce impaired driving fatalities by 21 percent from 28 (2009 to 2013 average) to 22 by 2016.
Speed-Related Fatalities	<ul style="list-style-type: none"> Reduce speed-related fatalities by 57 percent from 28 (2009 to 2013 average) to 12 by 2016.
Motorcyclist Fatalities	<ul style="list-style-type: none"> Reduce motorcyclist fatalities by 36 percent from 14 (2009 to 2013 average) to 9 by 2016.
Unhelmeted Motorcyclist Fatalities	<ul style="list-style-type: none"> Reduce unhelmeted motorcyclist fatalities by 33 percent from 9 (2009 to 2013 average) to 6 by 2016.
Drivers Age 20 or Younger Involved in Fatal Crashes	<ul style="list-style-type: none"> Reduce number of drivers age 20 or younger involved in fatal crashes by 29 percent from 7 (2009 to 2013 average) to 5 by 2016.
Pedestrian Fatalities	<ul style="list-style-type: none"> Reduce number of pedestrians in fatal crashes by 42 percent from 12 (2009 to 2013 average) to 7 by 2016.
Bicyclist Fatalities	<ul style="list-style-type: none"> Maintain the number of bicyclist fatalities at the five-year average of one (2009 to 2013 average) by 2016
Observed Seat Belt Use	<ul style="list-style-type: none"> Increase observed seat belt use from 87.4 percent in 2014 to 90 percent by 2016.

Source: RIDOT, June 2015; Rhode Island DMV, June 2015; FARS, June 2015; 2003 to 2014 Rhode Island Observed Restraint Use Surveys. Serious injury data was queried as of May 28, 2015.

Table 3.5 depicts the trends from 2003 to 2014 and the targets for each of Rhode Island’s measures. The trends provide insight into how the targets were selected.

Table 3.5 Performance Trends and Targets

Performance Measures	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 ^b	2016 Target
Core Performance Measures													
C-1 Traffic Fatalities (Actual)	104	83	87	81	69	65	83	67	66	64	65	52	52
5-Year Moving Average				85	77	77	77	73	70	69	69	63	58
C-2 Serious Injuries (Actual)	1,728	1,650	1,437	1,305	842	421	484	542	512	467	419	403	403
5-Year Moving Average				U/A	U/A	U/A	U/A	U/A	U/A	485	485	469	350
C-3 Traffic Fatalities per 100 million VMT	1.24	0.98	1.05	0.98	0.80	0.79	1.01	0.81	0.84	0.82	0.84	0.67	0.67
5-Year Moving Average				1.01	0.92	0.92	0.88	0.85	0.85	0.85	0.86	0.80	0.74
C-4 Unrestrained Occupant Fatalities	48	47	37	35	19	29	32	26	23	20	19	14	14
5-Year Moving Average				37	33	33	30	28	26	26	24	20	10
C-5 Number of Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC ^a	50	38	34	30	22	23	34	27	26	28	24	N/A	N/A
5-Year Moving Average				35	29	29	29	27	26	28	28	N/A	22

Performance Measures	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014^b	2016 Target
C-6 Speed-Related Fatalities	55	45	40	42	20	20	39	33	23	30	17	4	
5-Year Moving Average					40	33	32	31	27	29	28	21	12
C-7 Motorcyclist Fatalities	13	10	14	16	13	7	19	15	15	8	11	10	
5-Year Moving Average					13	12	14	14	14	13	14	12	9
C-8 Unhelmeted Motorcyclist Fatalities	6	7	6	11	9	2	12	11	9	5	6	6	
5-Year Moving Average					8	7	8	9	9	8	9	7	6
C-9 Drivers Age 20 or Younger Involved in Fatal Crashes	25	17	20	14	16	9	11	7	4	4	7	N/A	
5-Year Moving Average					18	15	14	11	9	7	7	N/A	5
C-10 Pedestrian Fatalities	13	7	14	15	13	12	16	9	14	5	14	16	
5-Year Moving Average					12	12	14	13	13	11	12	12	7
C-11 Bicyclist Fatalities	1	0	1	1	1	1	0	2	0	2	3	0	
5-Year Moving Average					1	1	1	1	1	1	1	1	1

Performance Measures	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 ^b	2016 Target
B-1 Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	74%	76%	75%	74%	79%	72%	75%	78%	80%	78%	86%	87%	89%
Areas Tracked But No Goals Set													
Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	4,630						5,802		6,446	7,317	8,446	9,607	
Number of Safety belt Citations Issued During Grant-Funded Enforcement Activities				2,024	2,226	2,336	2,553	2,181	2,172	5,958	5,346	2,825	
Number of Impaired Driving Arrests Made during Grant-Funded Enforcement Activities			2,227	2,519	U/A	U/A	253	288	253	417	438	507	

Source: RIDOT, June 2015; Rhode Island DMV, June 2015; FARS, June 2015; 2003 to 2014 Rhode Island Observed Restraint Use Surveys.

^a NHTSA imputed-number.

^b Preliminary.

3.8 Core Performance Measures

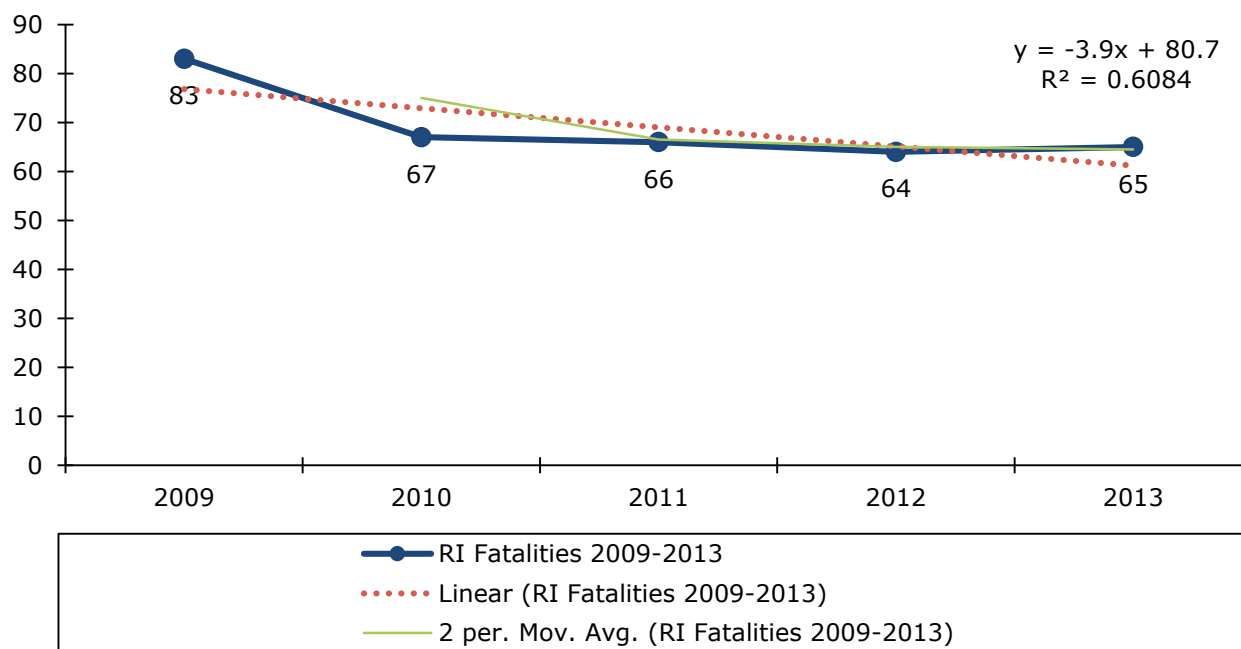
Figures 3.8 through 3.19 provide greater detail on the 11 national core and one behavioral performance measures and include data points and an associated trend line. The 2016 annual targets were established using the 2009 to 2013 five-year rolling average as a baseline and also reflect trends exhibited by the data. 2014 values are not shown in the figures (with the exception of serious injuries) as the data are preliminary.

Fatalities

Goal – Reduce traffic fatalities by 16 percent from 69 (2009 to 2013 average) to 58 by 2016.

Justification –Fatalities have declined slightly in recent years with a minor increase in 2013; however with low numbers to begin with, it becomes increasingly harder to move the needle. Based on preliminary data there were 52 fatalities in 2014. However, since that was such a substantial decrease from previous years, it is unclear if that is a new trend or an outlier. The trend line suggests that there will be 50 fatalities in 2016. Since the R-squared values is not very reliable, we do not think it is reasonable to expect a 28% decrease from the five year average in 2016.

Figure 3.8 Fatalities
2009 to 2013



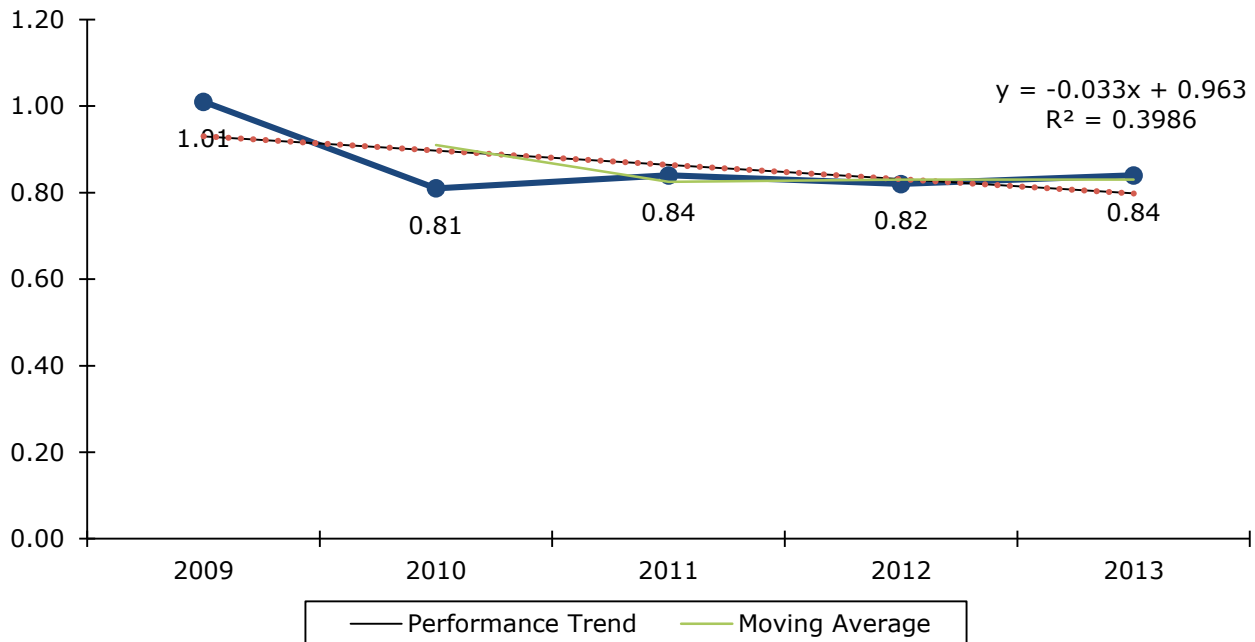
Source: RIDOT/OHS and FARS.

Fatality Rate

Goal – Reduce traffic fatalities per 100 million VMT by 14 percent from 0.86 (2009 to 2013 average) to 0.74 by 2016.

Justification – VMT has declined slightly in recent years with a minor increase in 2013. Based on preliminary data the VMT in 2014 is 0.67. However, since that was such a substantial decrease from previous years, it is unclear if that is a new trend or an outlier. The trend line suggests that there will be 0.70 in 2016. Based on the R-squared value, we do not think it is reasonable to expect a 19% decrease from the five year average in 2016.

Figure 3.9 Fatality Rate per 100 Million VMT
2009 to 2013



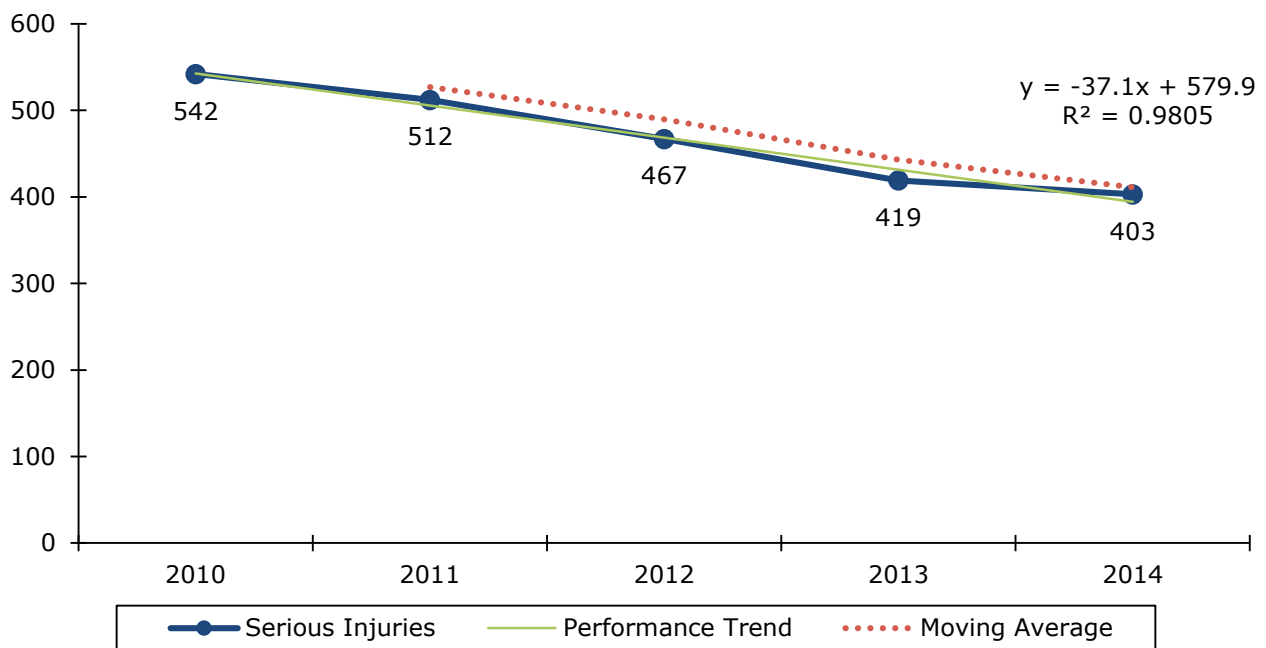
Source: RIDOT/OHS and FARS.

Serious Injuries

Goal – Reduce serious injuries by 25 percent from 469 (2010 to 2014 average) to 350 by 2016.

Justification – Rhode Island’s serious injuries have steadily decreased for the last five years. The trend line projects that there will be 320 serious injuries in 2016. Since we have had steady decreases over the examined timeframe and the R-squared value is very good, we think this projection is reasonable but a bit too ambitious.

Figure 3.10 Serious Injuries
2010 to 2014



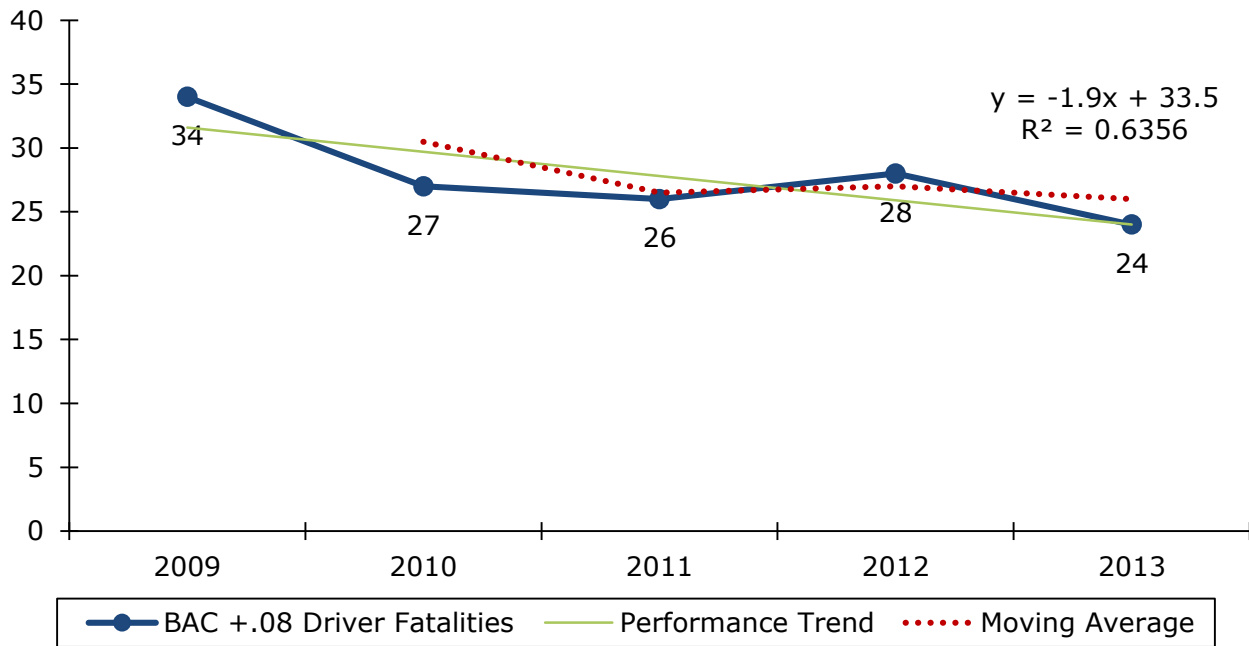
Source: RIDOT/OHS and FARS.

Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BA

Goal – Reduce impaired driving fatalities by 21 percent from 28 (2009 to 2013 average) to 22 by 2016.

Justification –On average, between 2009 and 2013, fatalities have consistently maintained around 24 and 28. While the trend line projects there will be 18 impaired driving fatalities in 2016, since recent improvements in this area have been so small, we do not expect such a large decrease. Our designated target can be achieved through the continuation of targeted alcohol-related education, enforcement efforts, and the reinvigoration of our impaired driving task force.

Figure 3.11 Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC
2009 to 2013



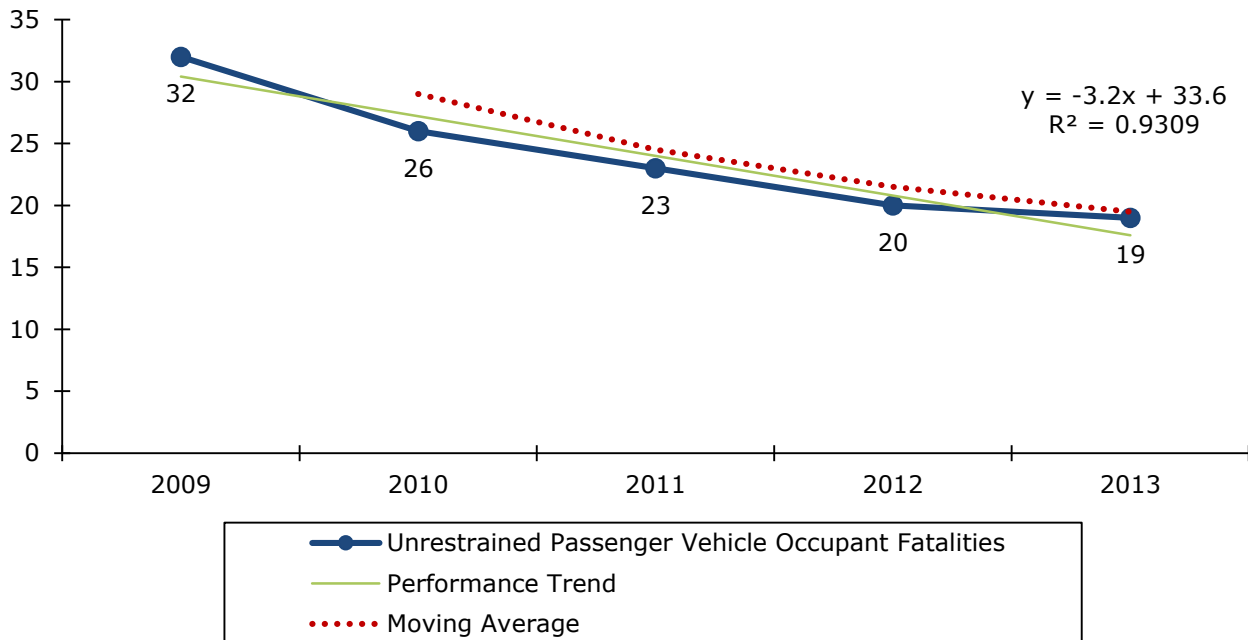
Source: NHTSA Imputed.

Unrestrained Motor Vehicle Occupant Fatalities

Goal – Reduce unrestrained occupant fatalities by 58 percent from 24 (2009 to 2013 average) to 10 by 2016.

Justification – Rhode Island’s unrestrained fatalities have steadily decreased for the last five years. Additionally, according to preliminary data there were 14 unrestrained fatalities in 2015. The trend line projects that there will be 8 serious injuries in 2016. Since we have had steady decreases over the examined timeframe and the R-squared value is very good, we agree think this projection is reasonable but a bit too ambitious.

Figure 3.12 Unrestrained Motor Vehicle Occupant Fatalities, 2009 to 2013



Source: RIDOT/OHS and FARS.

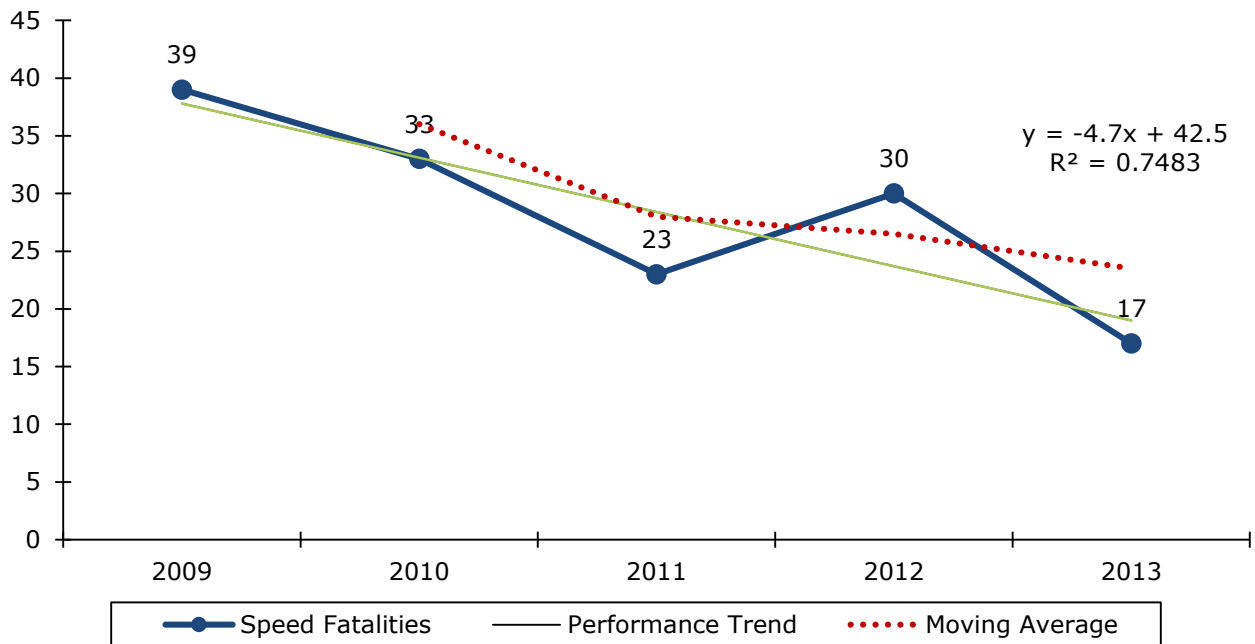
Note: Restraint usage restated to reflect all motor vehicle occupants except buses.

Speed

Goal – Reduce speed-related fatalities by 57 percent from 28 (2009 to 2013 average) to 12 by 2016.

Justification – Outside of 2012, speed-related fatalities have decreased over the last five years. Additionally, according to preliminary data there were four speed-related fatalities in 2014. That is a very large year to year decrease from 2014, so we are unsure if that is a sustainable gain. The trend line predicts there will be five speed-related fatalities in 2016. That is an 83 percent decrease from the five year average. We expect continued decreases, but not at the same pace, so our target is more cautious.

Figure 3.13 Speed-Related Fatalities
2009 to 2013



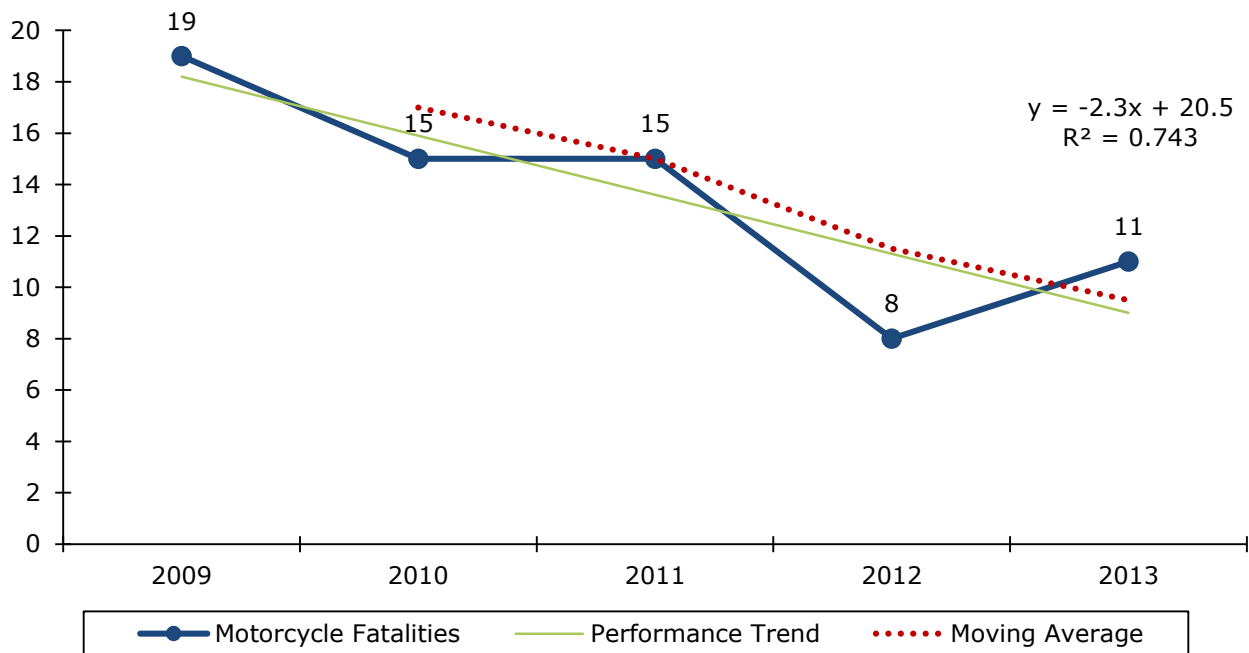
Source: RIDOT/OHS and FARS.

Motorcycle Fatalities

Goal – Reduce motorcyclist fatalities by 36 percent from 14 (2009 to 2013 average) to 9 by 2016.

Justification – Motorcycle fatalities have been somewhat inconsistent over the last five years with an overall downward trend. According to preliminary data there were 10 motorcycle fatalities in 2014. The trend line suggests there will be two fatalities in 2016. Since these fatality decreases have seemed to have leveled off in recent years, we do not expect such a significant drop in 2016. However since we are undergoing a motorcycle assessment, we expect new program ideas to help drive this number downward.

Figure 3.14 Number of Motorcyclist Fatalities
2009 to 2013



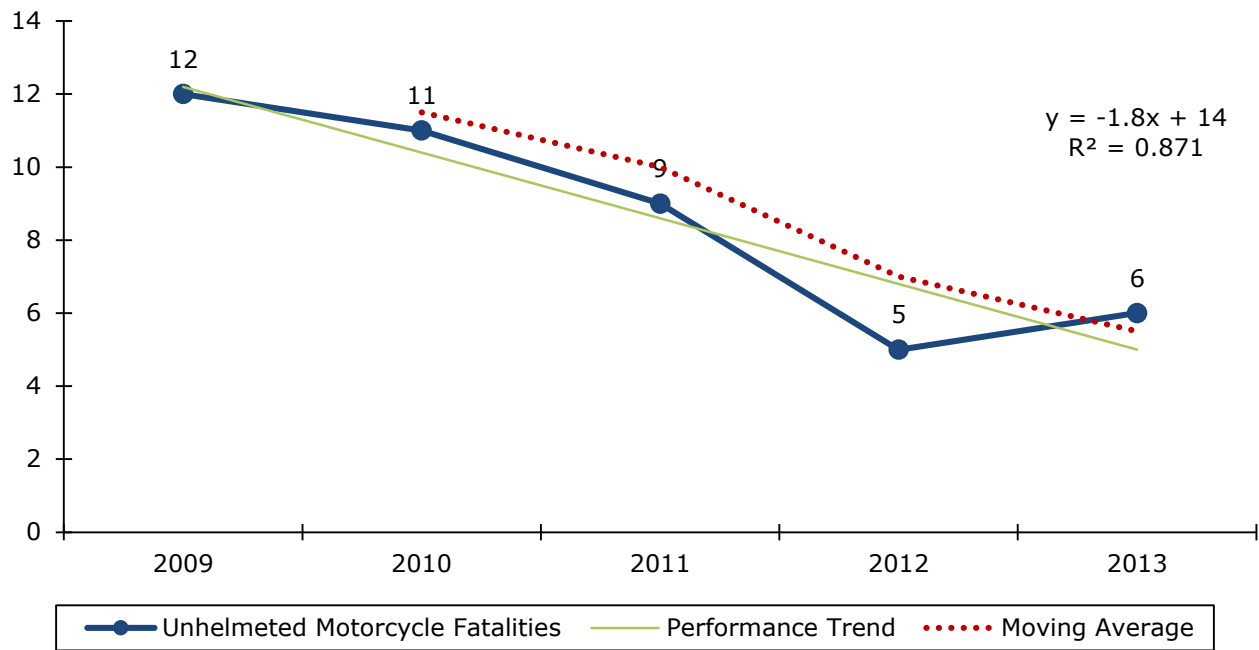
Source: RIDOT/OHS and FARS.

Unhelmeted Motorcycle Fatalities

Goal – Reduce unhelmeted motorcyclist fatalities by 33 percent from 9 (2009 to 2013 average) to 6 by 2016.

Justification – The overall unhelmeted fatality numbers have decreased over recent years. However, they are small numbers that will be hard to further reduce. The trend line projects that there will be -0.4 unhelmeted fatalities in 2016. We think this target is too ambitious, but we do expect continued decreases.

Figure 3.15 Unhelmeted Motorcycle Fatalities
2009 to 2013



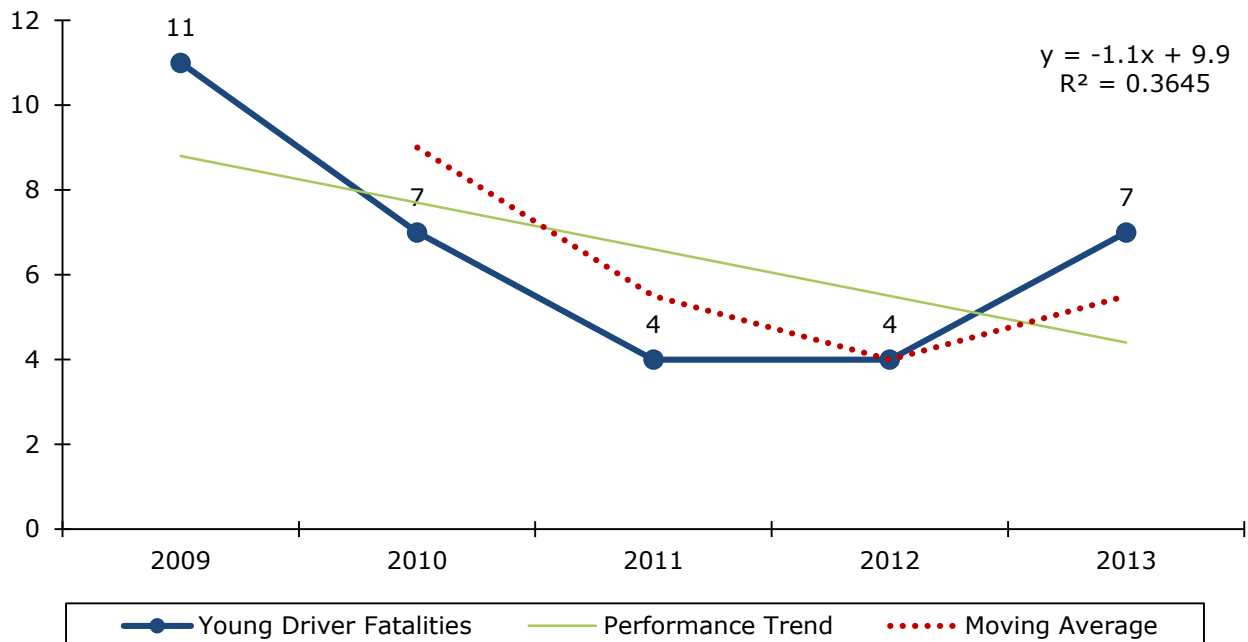
Source: RIDOT/OHS and FARS.

Young Drivers

Goal – Reduce number of drivers age 20 or younger involved in fatal crashes by 29 percent from 7 (2009 to 2013 average) to 5 by 2016.

Justification – Although there has been an overall decrease in the five year trend, year to year young driver fatalities have been inconsistent. Preliminary 2014 data is not available. While the trend line predicts a decrease to 1 in 2016, we feel that is too ambitious. However, we expect our young driver programs to lead to a continued overall decrease in young driver fatalities.

Figure 3.16 Drivers Age 20 or Younger Involved in Fatal Crashes 2009 to 2013



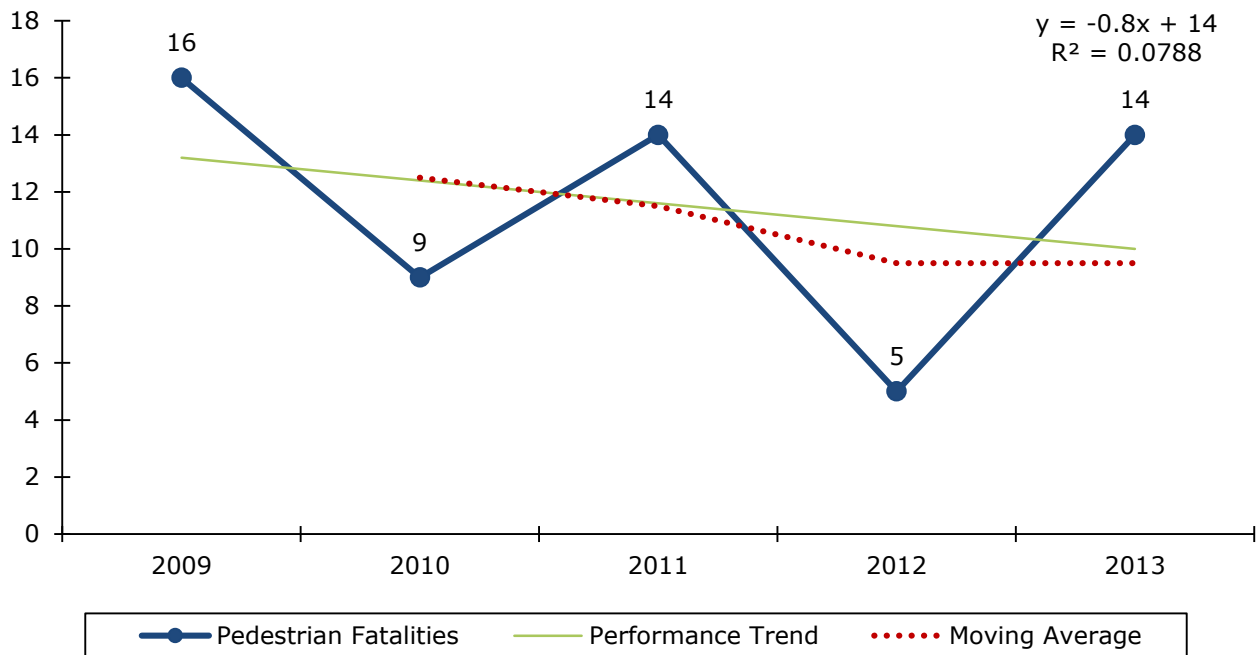
Source: RIDOT/OHS and FARS.

Pedestrian

Goal – Reduce number of pedestrians in fatal crashes by 42 percent from 12 (2009 to 2013 average) to 7 by 2016.

Justification – Pedestrian fatalities have been largely inconsistent over the last five years. The trend line projects 8 fatalities in 2016, however R-squared value is very poor. However, preliminary data indicates there were 16 pedestrian fatalities in 2014. Since this trend is heading in the wrong direction, we are not confident in the trend line projection. However, with the recent Road Safety Assessment in the Olneyville area and new statewide pedestrian programs, we believe we will see a modest reduction in this area.

Figure 3.17 Pedestrian Fatalities
2009 to 2013



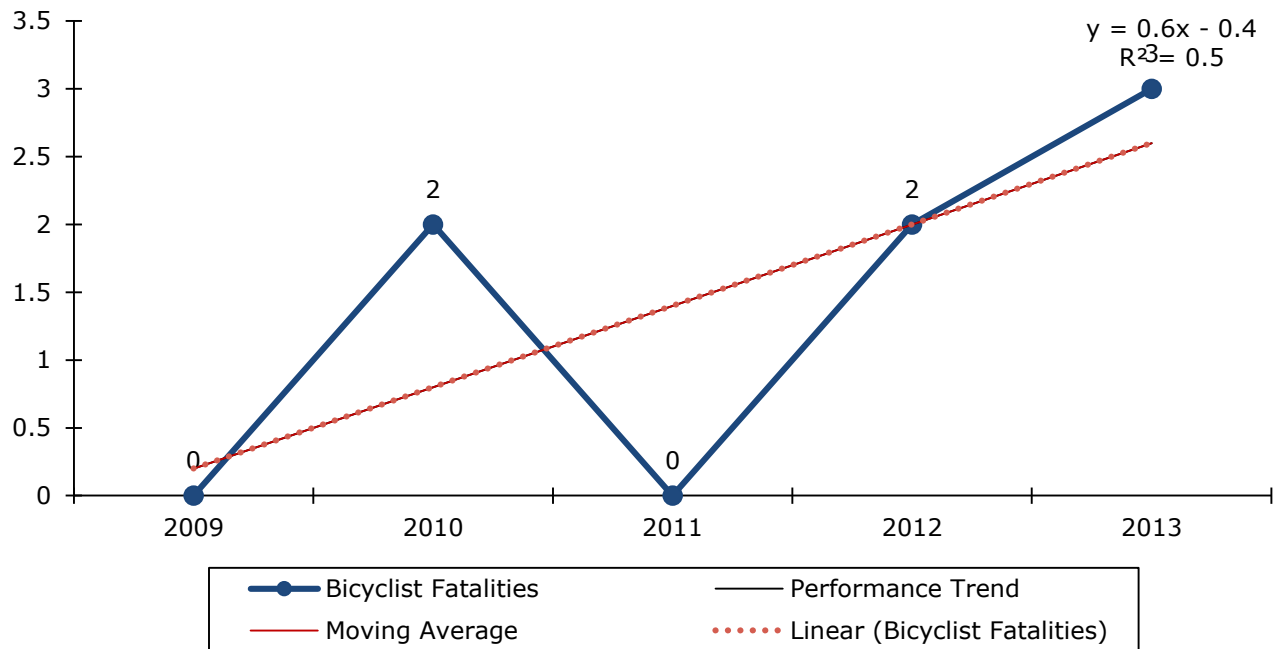
Source: RIDOT/OHS and FARS.

Bicycle

Goal – Maintain the number of bicyclist fatalities at the five-year average of one (2009 to 2013 average) by 2016

Justification – Bicyclists fatalities have been very low in Rhode Island over the past five years. Although the trend line projects there will be four fatalities in 2016, we expect to maintain our low numbers. On average, between 2009 and 2013, fatalities have been consistent at one and it is highly likely this trend will continue through the continuation of bicycle events and programs.

Figure 3.18 Bicyclist Fatalities
2009 to 2013



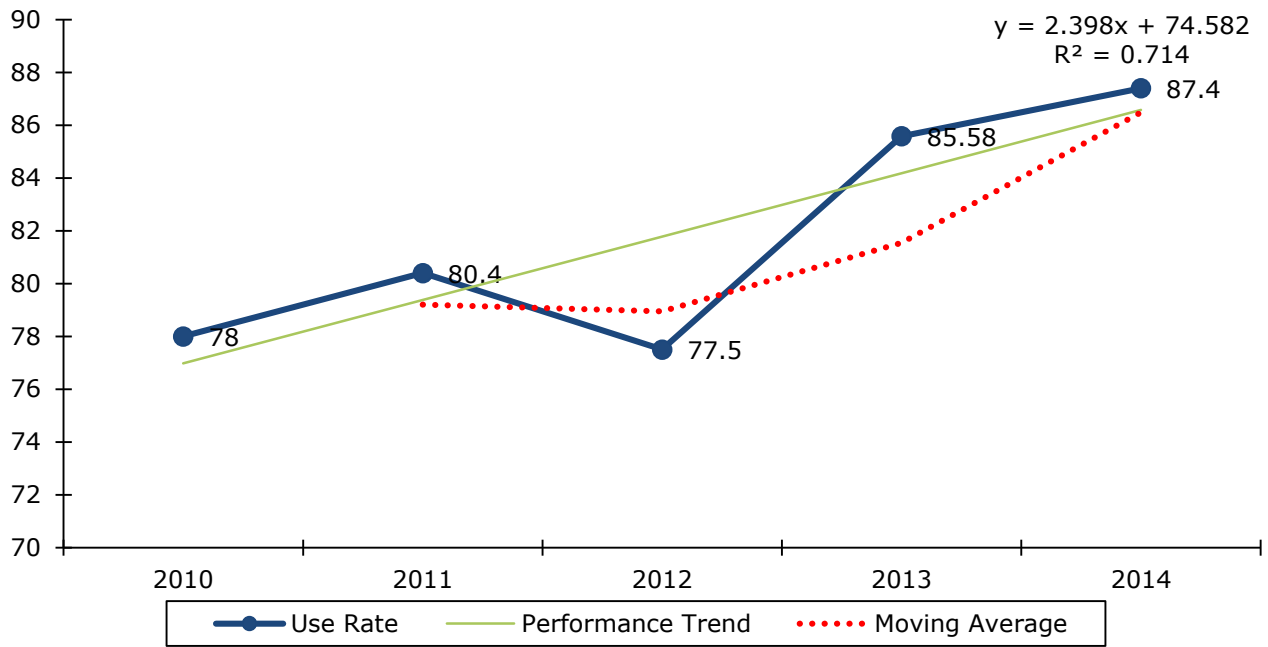
Source: RIDOT/OHS and FARS.

Observed Belt Use

Goal – Increase observed seat belt use from 87.4 percent in 2014 to 90 percent by 2016.

Justification – Since Rhode Island enacted a primary seat belt law in 2011, seat belt use increased. In 2013, the General Assembly passed a law removing the sunset on the primary seat belt law and also changed the fine from \$85.00 for all offenders to \$85.00 for all unbelted passengers up to seven years old and \$40.00 for all offenders eight years and older. The change in fines along with the increase in issued citations likely contributed to the increase in seat belt use to 87.4 percent in 2014. The intent is for the rate to continue to rise to 90 percent by 2016, which is achievable with the continuation of the primary seat belt law, fines, enforcement, and education programs.

Figure 3.19 Percent Observed Belt Use for Passenger Vehicles
Front Seat Outboard Occupants



Source: RIDOT/OHS and FARS.

4.0 Highway Safety Countermeasures and Projects for FFY 2016 (By Program Area)

Section 4.0 provides details on the program areas, performance targets and measures, task or project descriptions, and funding levels and sources. The program areas in Rhode Island's FFY 2016 HSP include impaired driving, motorcycles, occupant protection, other road users, older drivers, speeding, young drivers, traffic records, and planning and administration. Each section contains the following information.

- **Safety Focus Area** – The areas of highway safety that will be focused on in FFY 2016.
- **Problem Identification** – A description of the problem using state crash and demographic data that provide justification for including the program area and guides the selection and implementation of countermeasures.
- **Strategic Partners** – A list of partnerships to assist OHS in delivering programs and projects and meeting the FFY 2016 performance targets.
- **Countermeasures** – Summary of the high-level, proven approaches which guide the project selection for each Program Area. Countermeasures that will be implemented in the next year by the highway safety office and the safety partners are proven effective nationally, have been successful in Rhode Island, and are appropriate given the data in the problem identification and the resources available. The OHS used the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013 as a reference to aid in the selection of effective, evidence-based countermeasure strategies for the FFY 20156 HSP program areas. Evidence of effectiveness citations, which reference CTW, followed by the chapter and related countermeasure section (e.g., CTW, Chapter 2, Section 2.1), are identified in the program/project descriptions and denote the effectiveness of the related countermeasure strategy where appropriate. Note that CTW is not referenced for OHS administrative functions and activities. The 2013 edition of Countermeasures That Work can be viewed in its entirety on the NHTSA web site at: <http://www.nhtsa.gov/staticfiles/nti/pdf/811727.pdf>.
- **Performance targets** – The targets for, and in addition to, major injuries or fatalities by safety focus area.
- **Programs/Projects** – Data-driven activities that will be implemented in the next year to achieve the identified countermeasures for each program area.

4.1 Evidence-Based Traffic Safety Enforcement Program

The Rhode Island Department of Transportation – Office on Highway Safety continues to develop policies and procedures to ensure that enforcement resources are utilized efficiently and effectively in support of the goals of RI’s Highway Safety Program.

The key to effective enforcement strategies is based on analyzing available data to identify problem roadways and determine the most cost effective means to reduce incidents of crashes, which result in injury or extensive property damage. The Rhode Island Department of Transportation – Office on Highway Safety engages its law enforcement partners by distributing Federal funds based on informational research and data analysis. The Office on Highway Safety Program managers are tasked with providing continual oversight, direction, monitoring and assessment of each sub-grantee selected to participate in grant funded enforcement projects. The priorities listed in Rhode Island’s Federal Fiscal Year 2016 Highway Safety Plan (HSP) closely mirror those priorities described in the state’s Strategic Highway Safety Plan (SHSP).

The utilization of geo-mapping and the identification of hot spot areas and specific locations provide a solid basis for the delivery of statewide Evidence Based Enforcement (E-BE). The following is a time-line description of the Rhode Island’s E-BE process.

- Programmatic research process initially starts with the OHS staff conducting analysis of timely, statewide crash data. The process is further enhanced by integrating local data supported by ancillary information relating to enforcement activities and other relevant traffic information. Local data is an absolute cornerstone for addressing local traffic issues in a defined geographical area. All traffic safety issues are local problems, which require the application of local data.
- This process continues during the grant application process when each potential grantee is required to identify specific crash locations and associated times of the day and day(s) of the week. The applicants are required to incorporate this data and information into their grant application to support problem identification.
- To help assist local communities identify their crash hotspots, the OHS distributes analyzed crash data on a monthly basis to each law enforcement agency.
- Moving forward, the OHS will provide training for law enforcement agencies to assist them in developing countermeasures and strategies that address the problem identification developed in their grant proposal. The selected strategies must be accepted countermeasures, designed using appropriate local data, and located in the NHTSA publication ‘Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices.’ Examples include, but are not limited to; saturation patrols, targeted enforcement, high visibility enforcement, sustained enforcement, place-based enforcement, etc. E-BE is applicable to all OHS priority programs.

- Funding for sub-grantees must be commensurate to their jurisdiction's proportion of the overall state problem. For example, what percentage of the overall number of impaired driving occurs within the agency's area of responsibility? We will utilize citation reports, detail deployment schedules, and/or crash report data as tools to designate our federal law enforcement grant funds. OHS staff will maintain continuous follow up and monitoring of each departments' activities and will adjust funds as necessary changes and circumstances arise, i.e., If the Warwick Police Department witnesses an upward speeding trend and their impaired driving incidents decrease we may choose to adjust their awarded funds to reflect the reality of Warwick's situation.
- The applicant agency must have sufficient available resources to successfully accomplish the agency's stated objectives. These enforcement resources must be deployed in focused data driven strategies to insure increased efficiency and effectiveness.
- Clear and concise goals and expected outcomes must be developed and clearly described within the agency's grant application.
- All participating agencies will continue to submit monthly activity reports. OHS's Program Managers evaluate all agency reports and assess productivity as well as progress towards defined goals and outcomes. Program managers will continue working closely with the OHS's Chief and Law Enforcement Highway Safety Training Coordinator (LEHSTC) to evaluate progress and determine if any strategic adjustments, modifications or other changes are appropriate. This continual and systematic process of project monitoring, evaluation and analysis of outcome measures provides feedback, which enables project adjustments when appropriate.
- Rhode Island's approach to E-BE provides enforcement coverage in all of the state's 39 cities and towns. OHS's partnership with the Rhode Island State Police and all 38 municipal law enforcement agencies provide a multi-tiered, integrated system of sustained enforcement in those areas identified using all available data sets.

Statewide data is certainly important and serves as a well-defined background for operational planning and subsequent deployment of resources, however, all traffic safety problems are local issues and effectively and efficiently addressed with local strategies and countermeasures. Rhode Island's approach to using local data and attacking traffic safety issues at the local level, via local data and available resources is a basic exercise in E-BE.

The E-BE process described above incorporates the spirit of the Data Driven Approaches to Crime and Traffic Safety (DDACTS) and closely follows the strategies listed in DDACTS seven guiding principles.

Rhode Island is fortunate to have direct access to timely crash data and other traffic enforcement related information. The flexibility of the OHS's E-BE enables direct application to all of the State's priority enforcement projects based on the evaluation of these data sets. For example, seat belt use rate survey; occupant protection citations issued and improperly restrained crashes are all incorporated into the strategies directing Occupant Protection

enforcement grants. Likewise, Impaired Driving crashes, arrests and other useful information are the basis for DUI and Drugged Driving enforcement efforts. The E-BE approach is the same for Speeding, Distracted Driving and all other OHS priorities which may emerge.

OHS utilizes proven public safety messages displayed in various several media platforms to support law enforcement deterrence techniques and strategies. In 2016 the OHS will create a safety “buzz” by working closely with law enforcement agencies every time a national campaign is announced and supported. These media efforts, balanced with increased law enforcement detail deployments, will serve as a strong deterrent to impaired and dangerous driving. This approach will stimulate the public’s perception that driving impaired, driving without a seatbelt, and driving fast will result in an arrest or traffic violation.

The goal of RI’s OHS traffic safety enforcement program is to provide continuous direct and general deterrence to dangerous driving behaviors. When RI combines’ it efforts with the associated national crackdowns and mobilizations it serves to expand the awareness of this important safety program. It also continuously adds increased layers of protection to RI’s driving public.

In summary Rhode Island’s execution of Evidence Based Enforcement is based on three significant components: a) the collection, analysis and promulgation of specific data related to individual OHS priorities. This data identifies who’s crashing; where they are crashing; when they are crashing and how they are crashing. It also includes ancillary data such as enforcement activities and related information. b) Allocation of funding to enforcement sub-grantees is based on problem identification and the implementation of effective and efficient strategies and countermeasures using specific data to support the OHS priority programs. c) A data driven approach to funding law enforcement activities requires continual monitoring, evaluation and adjustments/modifications to strategies and countermeasures if appropriate. These three steps are integral to OHS’s E-BE principles and will remain in place in all future granting considerations.

4.2 Distracted Driving/Cell Phone Use

Problem Identification and Analysis

Distracted driving crashes are often difficult to identify, as the officers arrive on-scene after-the-fact and are dependent upon the drivers' accounts and recollection of the facts. Self-reported information is statistically unreliable, and it is estimated that cell phone related crashes are severely underreported. Rhode Island has been collecting cell phone-related crash information since 2011. In 2013, fatal crashes where at least one distraction was reported for at least one vehicle accounted for 9.7% of Rhode Island's fatal crashes. This is lower than the national percentage which is 11.6%. In total over the past three years distracted driving fatal crashes has seen an increase of 80%. Due to public demand there has been significant pressure to strictly enforce the State's cell phone law for those who are 18 and younger. There has also, been increasing encouragement for policy-makers to create a hands-free statue for all drivers.

Of the 16 fatal crashes in Rhode Island from 2010 through 2013 where one vehicle or more has at least one distraction recorded, the plurality of which were recorded as *distraction/inattention, details unknown* (25%), followed by *other distraction* and *cell phone use* (18.8% each). However, from 2010 through 2013, *distraction/inattention, details unknown* was most frequently recorded in fatal crashes where at least one vehicle has at least one distraction recorded in Region 1 (35.2%) and across the Nation (46.4%).

	2010		2011		2012		2013		% Change: 2013 vs. 2010	% Change: 2013 vs Prior 3- Year Avg.
	Crashes	% of Total Crashes	Crashes	% of Total Crashes	Crashes	% of Total Crashes	Crashes	% of Total Crashes		
Rhode Island	3	4.62%	3	4.76%	4	6.45%	6	9.68%	100%	80%
Region	134	13.12%	98	11.07%	94	9.43%	92	9.68%	-31.34%	-15.34%
Nation	3,527	11.64%	3,497	11.71%	3,653	11.78%	3,479	11.57%	-1.36%	-2.25%

Performance Targets

- To decrease the total number of cell phone-involved crashes by 50% from the 2010-2013 calendar average of between 4-2 by December, 31 2016.

Strategic Partners

RI Attorney General; Municipal and State Police Agencies; Community Prevention Task Force Coordinators; MADD; High School Administrators and Health Teachers; and AAA.

List of Countermeasures (Strategies)

1. OHS will schedule overtime patrols for agencies identified throughout the report. These patrols will focus on enforcing the 18 and below no texting and driving law, as well as the no cellular phones law. Citations written for cell phone violations during the mobilization periods will be reviewed to determine if police agencies are effectively enforcing the laws.
2. OHS will coordinate paid and earned media activities to coincide with all enforcement activities, following the accepted NHTSA model for high visibility enforcement

Project Descriptions

The FFY 2016 HSP project list to address distracted driving fatalities and serious injuries includes the project number, title, description, budget, and evidence of effectiveness.

Project Number: M8 DDLE 16-04

Project Title: Youth to Youth Reduce Texting While Driving

Project Description: Young Voices led by program facilitator Karen Feldman, have created comprehensive safety driven distracted driving curriculum. It will be offered to young drivers in order to reduce their texting while driving behavior. Through the training youth gain skills in creating communications and networking abilities that serve to support their safe behavior and begin a peer to peer change model. A pre and post test will be administered and returned data will be analyzed in order to promote ongoing strategies that support decreased distracted driving behavior by youth.

Project Budget: 16,464.00 of section 405e

Evidence of effectiveness: CTW, Chapter 4 section 2.2

Project Number: M8 DDLE 16-03

Project Title: Teen Driving Project

Project Description: BAY Team DOT Project Description

The Barrington Adult and Youth Prevention Coalition aims to educate young drivers and riders about the risks to distracted driving and other dangerous driving behaviors. The goal is to increase the percent of students who see great risk from driving/riding under the influence of marijuana and from texting while driving. A secondary goal is to create materials that can be shared by other communities in Rhode Island. The proposed project will create a social media campaign targeted at students in grades nine through twelve. Phase one will involve working with cross-representational groups of students to determine what types of messaging would resonate with them and their peers.

Project Budget/Source: 11,000.00 of Section 405 E and 11,000.00 of section 405D

Evidence of effectiveness: CTW, Chapter 4, Section 2.2

Project Number: M8 DDLE 16-01

Project Title: Municipal Enforcement Distracted Driving Campaigns

Project Description: OHS will fund implementation of a Distracted Driving enforcement effort by local city/town police departments. OHS is expecting participation from potentially 38 communities. Patrols are conducted 24-hours and there is mandatory participation in one annual enforcement period, during April 2016. The amounts allocated to each municipality were determined based on the problem need, historical liquidation rates and amount requested by the enforcement agency.

Project Budget/Source: 125,000.00 Section 405 E

Evidence of effectiveness: CTW, Chapter 4 Section 1,3

Project Number: M8 DDLE 16-02

Project Title: RISP Enforcement Distracted Driving Campaigns

Project Description: OHS will fund implementation of specific Distracted Driving enforcement patrols by the Rhode Island State Police. Patrols are conducted 24-hours and there is mandatory participation in one annual enforcement period, during the month of April 2016.

Project Budget/Source: 25,000.00 Section 405E

Evidence of effectiveness: CTW, Chapter 4, Section 1.3

Project Number: M8 PE 16-01

Project Title: Distracted Driving Educational Program Resources

Project Description: OHS will develop, maintain, and disseminate resource and educational materials for use by local and state programs for all age levels addressing Distracted Driving issues. We will alert community coalitions and safety advocates of these new resources we will create and produce.

Project Budget/Source: 25,000.00 section 405E

Evidence of effectiveness: CTW, Chapter 4 section 2.2

Project Number: M8 PE 16-02

Project Title: Distracted Driving Public Awareness Media Campaign

Project Description: RIDOT OHS will develop a distracted driving outreach and education initiative to support the Distracted Driving program area and in particular emphasize NHTSA's National Teen Driver Safety Week in October 2015 as well as the April National Distracted Driving Awareness Month. The program will consist of enforcement, education, outreach and creative and paid media to support "Drive Now Text Later" throughout the school year as well as during the weeks leading up to the National campaign. We will work with local law enforcement agencies, RI Division of Motor Vehicles, AAA of Southern New England and the Driver's Education program to reach young drivers and emphasize the dangers of texting and driving.

Project Budget/Source: 70,000.00 Section 405E

Evidence of effectiveness: TW, Chapter 4, Section 2.2

Project Number: M8 PE 16-03

Project Title: SIDNE High School Education program

Project Description: Up to 50 high schools and middle schools will be offered the opportunity to experience the SIDNE Interactive driving program. SIDNE® is a behind the wheel driving experience that makes the dangers of distracted and impaired driving real and personal. This program blends critical highway safety messaging with engaging activities to command the attention of a school assembly. Programming will be strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.) as well as offered throughout the year as requested. The Cranston Police Department houses SIDNE and offers the program to departments across the state as well as to ongoing community level safety efforts. This is a year round effort.

Project Budget/Source: 26,500.00 section 405E

Evidence of effectiveness: CTW, Chapter 4, Section 2.2

Project Number: M8 PE 16-04

Project Title: ThinkFast Interactive Program

Project Description: Up to 50 high schools and middle schools will be offered the opportunity to experience the THINKFAST Interactive program. This game show style program blends critical highway safety messaging with engaging pop culture references to command the attention of a school assembly. Programming will be strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.). This project will evaluate pre and post knowledge of our highway safety program areas, specifically the ones related to young drivers (occupant protection, speed, underage drinking, distracted driving) to the participants within each school. We will also evaluate monthly the affectivity of the presented program and make adjustments to the presentations to strengthen the project impact. Although this

program is scheduled during the school year ThinkFast has agreed to participate in a few summer programs that OHS supports.

Project Budget/Source: 25,000.00 Section 405E

Evidence of effectiveness: CTW, Chapter 4, Section 2.2

Project Number: M8 PE 16-05

Project Title: Youth Educator and Influencer Program MADD

Project Description: MADD RI aims to engage two key demographics in the community through these two innovative programs. Youth in Action helps young people focus on law enforcement, educational, and policy-level changes, which affect underage drinking and driving behaviors. Team Spirit is a successful 25 year old program created by NHTSA in the early 1990s that offers students in grades 9 to 12 the opportunity to experience a three and one-half-day leadership safety training seminar followed by a school year implementing action plans developed at the seminar. These action plans target safety initiatives in schools and communities across the state. The seminar highlights prevention, education, community and school alcohol and drug prevention strategies, team building, traffic safety education and substance-free alternative activities.

Project Budget/Source: 43,000.00 section 405E

Evidence of effectiveness: CTW, Chapter 4, Section 2.2

4.3 Impaired Driving

Problem Identification and Analysis

Alcohol-impaired driving continues to be a significant contributing factor in Rhode Island's crash fatalities and serious injuries. Alcohol-impaired crashes accounted for 37 percent of the total crashes in 2014, and Figure 4.1 shows that alcohol impairment in fatal crashes in Rhode Island exceeds that of New England and the nation. Based on NHTSA imputed data from 2008 through 2013, the majority of Rhode Island's alcohol-related fatalities involved a driver or motorcycle operator with a BAC greater than or equal to the legal limit of 0.08, as shown in Figure 4.2.

Additional analysis shows that the majority of impaired drivers in fatal crashes are white and between the ages of 25 to 34. The Cities of Providence and Warwick have the highest number of impaired driver fatal crashes.

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

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

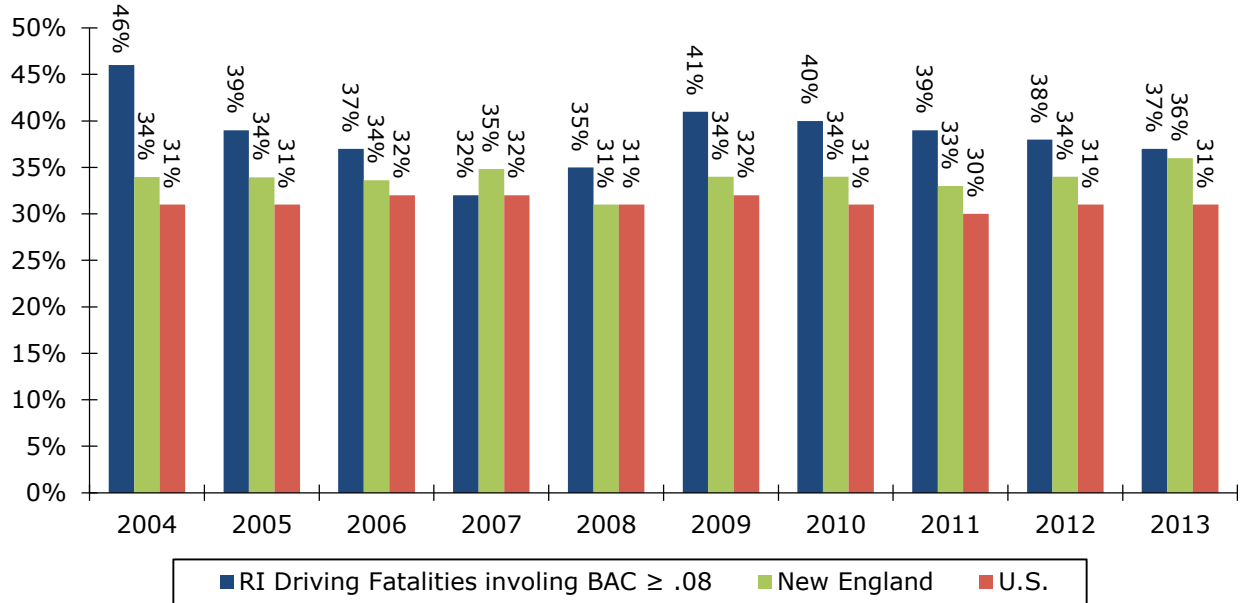
- In July 2003, Rhode Island enacted a law making it a crime for anyone to operate a motor vehicle with a BAC of 0.08 or above. For young drivers, a BAC level of 0.02 results in license suspension until the age of 21.
- The Rhode Island Supreme Court has ruled that sobriety checkpoints are unconstitutional.
- A police officer may or may not indicate suspicion of alcohol involvement in a crash report.
- BAC testing is often performed only on persons who are killed in a crash and not on surviving drivers.
- Prior to June 28, 2006, refusing a chemical test carried a lower penalty than a DUI, which resulted in a greater number of 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.

Rhode Island's DUI law provides for higher sanctions at increasing BAC levels: 0.08 to <0.10, 0.10 to <0.15, and 0.15 and greater. Of the 83 drivers and motorcycle operators involved in fatal crashes in 2013, 60 were male; 21 were female; and 2 were unknown or "blank."

Table 4.2 provides the BAC test results for these drivers.

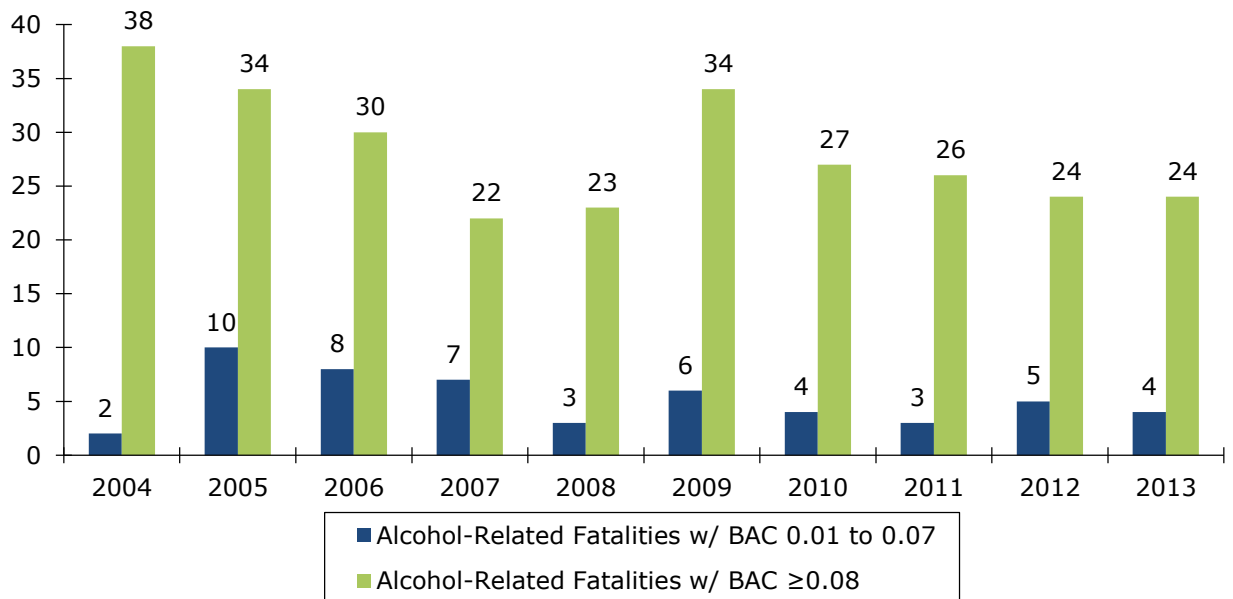
Drugs also are prevalent in the State’s motor vehicle crashes. Table 4.3 identifies the types of drugs that are most frequently detected in cases involving motor vehicles. The data were obtained from medical examiner and law enforcement cases.

Figure 4.1 Driving Fatalities Involving BAC \geq 0.08
Rhode Island Compared to New England and the U.S.



Source: Transanalytics, LLC; FARS; Note: Reflects NHTSA imputed data for 2004 to 2013.

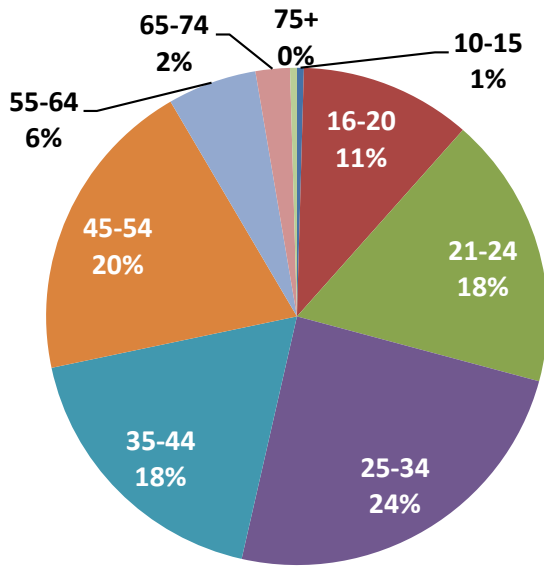
Figure 4.2 Alcohol-Related Fatalities (BAC \geq 0.01)



Source: FARS.

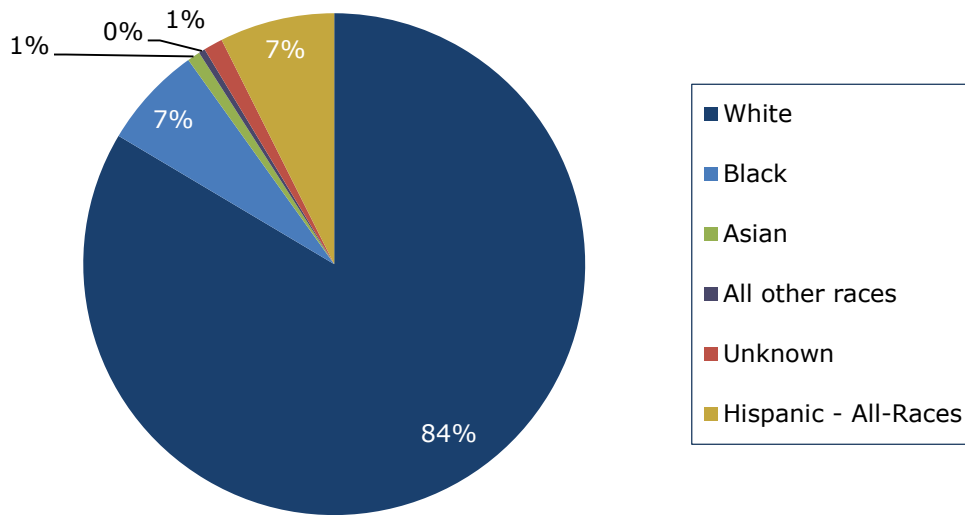
Note: Reflects NHTSA imputed data for 2004 to 2013.

Figure 4.3 FARS Age and BAC (0.08+) for Drivers and Motorcycle Operators in Fatal Crashes 2003 to 2013



Source: FARS.

Figure 4.4 Alcohol Involved Drivers in Fatal Crashes by Race 2003 to 2013



Source: FARS.

Table 4.1 Top Five Cities/Towns by Fatal Impaired Driving Crashes

City/ Town	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Total
Providence	2	4	4	4	1	1	4	3	4	3	4	33
Warwick	3	4	3	2	1	2	3	3	3	2	2	28
Pawtucket	1	3	0	2	1	2	0	3	2	0	2	14
Cranston	3	1	2	1	0	1	2	0	1	1	0	12
Westerly	2	1	2	0	1	1	1	0	1	2	1	12

Source: RIDOT/OHS.

**Table 4.2 BAC Test Results and Gender for Drivers or
Motorcycle Operators Involved in Fatal Crashes
2013**

	Male	Female	Unknown/ Blank	Total
BAC Test None Given	28	12	2	42
BAC 0.00	14	4	0	18
BAC 0.01-0.07	3	1	0	4
BAC 0.08-0.14	3	0	0	3
BAC 0.15-0.19	8	3	0	11
Blank	4	1	0	5
Total	60	21	2	83
Total BAC 0.01+	14	4	0	18
Total BAC 0.08+	11	3	0	14

Source: FARS.

Table 4.3 Most Frequently Detected Drugs in Motor Vehicle-Related Cases
2014

Detected Drug	Detection Frequency (Percentage of Total Cases) (N=214)
THC and/or metabolites (marijuana)	46
Narcotic analgesics/Opiates	30
Benzodiazepines	21
Other CNS Depressants (Sedatives, sleeping agents, muscle relaxants)	14
Anti-Depressants/psychotics	11
Amphetamine, Cocaine	11

Note: Statistics compiled by the Forensic Toxicology Laboratory (RI DOH Forensic Sciences Unit).

Performance Targets

- Decrease alcohol-impaired driving fatalities involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or greater by 21 percent from 28 (2009 to 2013 average) to 22 by 2016.
- Increase the number of impaired driving arrests made during grant-funded enforcement activities from the 507 in FFY 2014 to 541 in FFY 2016.
- To increase the percentage of survey participants responding “Always” or “Nearly Always” to the chances of getting arrested by law enforcement after drinking and driving from 42.6 percent in 2014 to 60 percent in 2016.
- Increase percent of survey respondents that recognize the DSoGPO impaired driving enforcement slogan from 49.6 percent recognition in 2014 to 60 percent in 2016.

Justification. The additional performance measures, specifically related to the survey, will help us to evaluate the effectiveness of our media campaigns. We estimate an annual increase of 3.4% consistent with all our goals across the board. The tracking of impaired driving arrests will help us to determine the affectivity of our paid overtime enforcement activities and assist us on the allocation of funding for future Federal Fiscal Years.

Strategic Partners

These OHS initiatives complement the activities of other partners, such as MADD and SADD; Department of Behavioral Healthcare, Developmental Disabilities and Hospitals (*BHDDH*), Division of Behavioral Health Care Services’ Enforcing the Underage Drinking Laws Advisory

Committee; Substance Abuse Task Forces; the Department of Health and its Injury Prevention Plan; the Attorney General's Office; the Department of Corrections; the University of Rhode Island's Transportation Center; and the Judiciary.

List of Countermeasures (Strategies)

1. Increase average frequency of Operation Blue RIPTIDE (Rhode Island Police Teaming for Impaired Driving Enforcement) patrols.
2. Expand impaired driving resources for state and local law enforcement agencies:
 - a. Conduct High-Visibility Enforcement (HVE) mobilizations and monthly sustained DUI enforcement programs combined with a Variable Message Sign (VMS) program. 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 as well as the RIDOT "Chiefs Challenge" Incentive Reward Program.
 - b. Offer DRE and SFST refresher training courses via the LEHSTC, the latter in coordination with those offered by the Rhode Island Department of Health. Forensic Sciences Section's Breath Analysis Unit.
 - c. Continue LEHSTC coordination of Operation Blue RIPTIDE and continue LEHSTC outreach to police chiefs and implementation of traffic safety training initiatives.
 - d. Promote more timely analysis of specimens by the Rhode Island Department of Health's Forensic Sciences Section to increase the DUI conviction rate.
3. Expand media messages, including participation in national HVE mobilizations:
 - a. Conduct HVE Media Campaign.
 - b. Implement coordinated paid and earned media plan.
 - c. Promote public awareness of regional saturation patrols under Operation Blue RIPTIDE.
 - d. Develop culturally appropriate messages and expand minority outreach efforts.
4. Implement youth programs to prevent underage drinking.
5. Continue to fund the MADD-Rhode Island Youth Education and Influencer project, which employs peer-to-peer and environmental underage drinking-and-driving prevention models.

6. Improve collection and analysis of impaired driving data on highway safety in Rhode Island:
 - a. Increase the quantity and linkage of BAC data in the FARS and Crash Data Management System files.
 - b. Improve the quality and coordination of alcohol-related databases.
 - c. Continue to work with the TSRP to evaluate the impact of Rhode Island's breath test refusal law on refusal rates.
7. Fund 75 percent of the salary of a TSRP within the Attorney General's Office.
8. Fund 100 percent of the salary of a Traffic Safety Resource Forensic Toxicologist within the Department of Health.
9. Include program management and oversight for all activities within this priority area.
10. Work in coordination with the Impaired Driving Task Force (Subcommittee of the RI Traffic Safety Coalition) to reduce impaired driving through education and community awareness about enforcement activities.

Project Descriptions

The FFY 2016 HSP project list to address impaired driving fatalities and serious injuries includes the project number, title, description, budget, and evidence of effectiveness.

Project Number: M5 HVE 16-01

Project Title: Municipalities Impaired Driving Law Enforcement Patrols (Including DRE)

Project Description: Implementation of *Drive Sober or Get Pulled Over* (DSoGPO) overtime enforcement patrols by various municipalities. Each law enforcement agency is funded to participate in the two DSoGPO annual mobilizations scheduled for December 18, 2015 to January 3, 2016 and August 19 to September 5, 2016, as well as monthly sustained enforcement. Patrols are conducted on Thursday, Friday, and Saturday evenings. Participating officers must be fully trained in the use of SFST or DRE detection techniques. Includes funding for overtime for Drug Recognition Experts to perform evaluations of drivers suspected to be under the influence of drugs other than alcohol on as needed basis by various local police departments. The amounts allocated to each municipality were determined based on the problem need, historical liquidation rates and amount requested by the enforcement agency.

Project Budget/Source: \$310,000.00 of Section 405D

Evidence of Effectiveness: CTW, Chapter 1: Section 2.1

Project Number: M5 HVE 16 04

Project Title: State Agencies (RISP) Impaired Driving Law Enforcement Patrols (Including DRE)

Project Description: Implementation of *Drive Sober or Get Pulled Over* (DSoGPO) overtime enforcement patrols by the Rhode Island State Police (RISP). RISP is funded to participate in the two DSoGPO annual mobilizations scheduled for December 18, 2015 to January 3, 2016 and August 19 to September 5, 2016, as well as monthly sustained enforcement. Patrols are conducted on Thursday, Friday, and Saturday evenings. Participating officers must be fully trained in the use of SFST or DRE detection techniques. Includes Operation C.A.R.E. enforcement periods. Includes funding for overtime for Drug Recognition Experts to perform evaluations of drivers suspected to be under the influence of drugs other than alcohol on as needed basis. Includes equipment with a per unit cost of less than \$5,000.00 for the agency's crash data recorder.

Project Budget/Source: \$150,000 of Section 405D

Evidence of Effectiveness: CTW, Chapter 1: Section 2.1

Project Number: M5 BAC 16-01

Project Title: Municipalities Impaired Driving – BAT (Breath Alcohol Testing) Mobile

Project Description: OHS will reimburse the Providence Police Department (PPD) for all necessary B.A.T. equipment, and overtime for the PPD at two officers per day for three days per week for at least 18 weeks of the FFY, gas, maintenance, specialized “Impaired Driving Task Force” safety vests, two Guth Simulators to calibrate the Intoxilyzer 9000s.

Project Budget/Source: 505,565.00 of Section 405D

Evidence of Effectiveness: CTW, Chapter 1, Section 2.1, 2.2, 2.3

Project Number: 164PM-16-01

Project Title: Paid Media (AL)

Project Description: OHS will develop and implement a statewide paid media campaign for the DSoGPO campaigns to coincide with enforcement mobilizations scheduled for December 2015 and August/September 2016 in addition to supporting monthly sustained enforcement. The target audience is 21- to 34-year-old males. The media buys is expected to cover print, online/web/Internet and “out of home” (billboard/bus/movie theater). Media materials are produced in both English and Spanish and the venues are chosen based on market data for each audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.

Project Budget/Source: \$382,000 of Section 164AL

Evidence of Effectiveness: CTW, Chapter 1, Section 5.2

Project Number: 164AL-16-05

Project Title: Creative Media (AL)

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. We will expand the creation of Spanish language ads and for the first time, commission the creation of ads in Portuguese and the Southeast Asian languages.

Project Budget/Source: \$150,000 of Section 164AL

Evidence of Effectiveness: CTW, Chapter 1, Section 5.2

Project Number: 164AL 16-03

Project Title: Alcohol Survey

Project Description: This Registry of Motor Vehicles Intercept 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, which were conducted prior to and during the mobilization period. We expect to survey about 500 persons pre and 500 persons post. DMV intercept surveys at all the DMV facilities across the state. No oversampling for any particular demo as oversampling would increase the cost of the contract, the prices of which are considered “fixed and firm.”

Project Budget/Source: \$11,000 of Section 164AL

Evidence of Effectiveness: CTW, Chapter 1, Section 5.2

Project Number: M5 CS-16-03

Project Title: State Agencies (AG) –Traffic Safety Resource Prosecutor (TSRP)

Project Description: OHS will pay three-fourths of the salary of Steven Regine, Esq. from the Attorney General’s staff, to serve as the Traffic Safety Resource Prosecutor.

Project Budget/Source: \$138773.00 of Section 405D

Evidence of Effectiveness: CTW, Chapter 1, Sections 3.1 and 6.5

Project Number: 164AL-1602

Project Title: Alcohol Program Resources

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

Project Budget/Source: \$25,000 of Section 164AL

Evidence of Effectiveness: CTW, Chapter 1, Section 5.2

Project Number: M2HVE-16-03 402 PT 16-05, M5HVE 16-02

Project Title: Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program

Project Description: OHS will contract with a qualified consultant 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. OHS also will conduct Standardized Field Sobriety Testing (SFST) Refresher Training courses through the LEHSTC. OHS will continue to reinvigorate DRE training and program implementation through the Law Enforcement Highway Safety Training Coordinator.

Project Budget/Source: \$40,000 of section 405 B: 80,000.0 Section 405D and 43,000.00 of 402PT

Evidence of Effectiveness: CTW, Chapter 1, Section 7.1

Project Number: M5CS-16-02

Project Title: State Agencies (HEALTH) – Traffic Safety Resource Forensic Toxicologist (TSRFT) and Preliminary Breath Testing and Intoxilyzer 9000s Implementation Program

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. Includes equipment with a per-unit cost of less than \$5,000 and travel/training. Includes an FTE as well as overtime in HEALTH’s Forensics Unit, Breath Analysis Section to calibrate Preliminary Breath Testers to expand use of these instruments and to calibrate and set up Intoxilyzer 9000s in the lab. Also, to download data from these instruments for reporting to OHS and; to conduct associated tasks that arise with the implementation of these instruments.

Project Budget/Source: \$274,000.00,000 of 405D

Evidence of Effectiveness: CTW, Chapter 1, Section 2.3

Project Number: 164AL-16-06

Project Title: Incentive Rewards Program (“Chief’s Challenge”)

Project Description: OHS will fund travel to the Lifesavers (highway safety) Conference and recognition plaques 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. This award is based on Highway Safety enforcement performance measure of the number of DUI arrests made.

Project Budget/Source: \$3,400 of 164AL

Evidence of Effectiveness: N/A

Project Number: M5CS-16-01

Project Title: Court Monitoring (MADD)

Project Description: OHS will fund a Court Monitoring Program to assess outcomes in the Rhode Island District and Superior Courts and the Rhode Island Traffic Tribunal.

A computerized tracking systems being developed to capture statistical data. This database will be used to provide information to state legislators and state agency directors on the effectiveness and enforceability of the DWI/DUI laws.

Project Budget/Source: \$65,000 of 405D

Evidence of Effectiveness: CTW, Chapter 1, Section 3.3

Project Number: M5OT-16-05

Project Title: Youth Educator and Influencer Program (MADD)

Project Description: MADD RI will engage two key demographics in the community through these two innovative programs. Youth in Action helps young people focus on law enforcement, educational, and policy-level changes, which affect underage drinking Team Spirit is a successful 25 year old program designed and created by NHTSA that offers students in grades 9 to 12 the opportunity to experience a three and one-half-day leadership safety training seminar followed by a school year implementing action plans that impact community norms regarding dangerous driving behavior. The seminar highlights prevention, education, community and school alcohol and drug prevention strategies, team building, traffic safety education and substance-free alternative activities.

Project Budget/Source: \$43,000 of Section 405D

Evidence of Effectiveness: CTW, Chapter 1, Section 6.5

Project Number: M5OT-16-02

Project Title: SIDNE® High School Education Program

Project Description: Up to 50 high schools and middle schools will be offered the opportunity to experience the SIDNE Interactive driving program. SIDNE® is a behind the wheel driving experience that makes the dangers of distracted and impaired driving real and personal. This program blends critical highway safety messaging with engaging activities to command the attention of a school assembly. Programming will be strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.) as well as offered throughout the year as requested.

Project Budget/Source: \$26500.0000 of Section 405D

Evidence of Effectiveness: CTW, Chapter 1, Section 6.1, Chapter 2, 7.1, Chapter 4, 2.2

Project Number: M5OT-16-04

Project Title: ThinkFast Interactive High School Education Program

Project Description: Up to 50 high schools and middle schools will be offered the opportunity to experience the ThinkFast Interactive program. This game show style program blends critical highway safety messaging with engaging pop culture references to command the attention of a school assembly. Programming will be strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.). This project will evaluate before and after the knowledge of our highway safety program areas, specifically the ones related to young drivers (occupant protection, speed, underage drinking, distracted driving) to the participants of each school. We will also evaluate monthly the affectivity of the presented program and make adjustments to the presentations to strengthen the project impact.

Project Budget/Source: \$50,000 of Section 405D

Evidence of Effectiveness: CTW, Chapter 1, Section 6.5, Chapter 2, 7.1

Project Number: M5 HVE 16-03

Project Title: State Agencies (URI) Impaired Driving Law Enforcement Patrols

Project Description: OHS will fund implementation of the “Drive Sober or Get Pulled Over” impaired driving enforcement patrols by the University of Rhode Island Police. Patrols are conducted during 24-hours and there is mandatory participation in one annual enforcement period, during the third week of August.

Project Budget/Source: 2,000.00 of Section 405D

Evidence of Effectiveness: CTW; Chapter 2, section 2.5

Project Number: M5 OT 16-01

Project Title: RI Impaired Driving Task Force

Project Description: OHS will reimburse the RISP for the expenses of hosting the Rhode Island Impaired Driving Task Force (IDTF). The RISP with the guidance of leaders and partners from RI's Traffic Safety Coalition and RI's IDTF, will be responsible for organizing monthly meetings, trainings for committee members on various IDTF goals and initiatives, coordinating community outreach efforts, tracking supported policy changes, assisting each sub-committee created within the IDTF and their activities, increasing the capacity, outreach and identity of the IDTF, as well as other responsibilities outlined in a scope of work to be developed and approved by the OHS, the Tri-Chairs of the IDTF, and RIDOT.

Project Budget/Source: 400,000.00 of 405 D

Evidence of Effectiveness: CTW; Chapter 5

Project Number: M5 OT 16-03

Project Title: Bay Team Teen Driving Project- Barrington

Project Description: This project aims to educate young drivers and riders about the risks of distracted driving other dangerous driving behaviors. The goal is to increase the percent of students who recognize great risk from driving/riding under the influence of marijuana and from texting and driving. A secondary goal is to create materials that can be shared by other communities in Rhode Island. The proposed project will create a social media campaign targeted at students in grades nine to twelve. Phase one would involve working with cross-representational groups of students to determine what types of messaging will resonate with them and their peers.

Project Budget/Source: 11,000.00 of 405D

Evidence of Effectiveness: N/A

Project Number: 164AL 16-01

Project Title: African Alliance Alcohol Impaired Driving Education

Project Description: Because designated drivers are informally determined and somewhat imprecisely defined, it's no surprise there is little data on the impact of designated drivers on crashes. AARI will utilize its established collaborations with faith based community and other ethnic organizations to reach out to the target population and educate them on the dangers associated with impaired driving. Our goal is to reduce fatalities on RI roads in concurrence with other RI OHS initiatives. Offering the idea of a true designated driver program will be heralded as a personal and community alternative. AARI assists immigrant families assimilate

to our the American culture and we make road safety a priority in our outreach efforts. We will define the problem and offer solutions and resources within material we distribute through the communities we serve.

Project Budget/Source: 10,500.00 of 164 AL

Evidence of Effectiveness: CTW, Chapter 1, Section # 5.5

Project Number: 164AL 16-02

Project Title: Alcohol Educational Program Resources

Project Description: OHS will create appropriate educational and resource material and develop and access new dissemination points across RI. This material will include city/town and state programs for target audience (Males 18-34) addressing impaired driving.

Project Budget/Source: 25,000.00 of 164 AL

Evidence of Effectiveness: N/A

Project Number: 164AL 16-04

Project Title: Preventing Alcohol Impaired Driving Connecting Children and Their Families

Project Description: Most mass media campaigns are not evaluated. Elder et al. (2004) studied the few available high-quality evaluations. The campaigns being evaluated were carefully planned, well-funded, well-executed, achieved high levels of audience exposure (usually by using paid advertising), had high-quality messages that were pre-tested for effectiveness, and were conducted in conjunction with other impaired-driving activities. These mass media campaigns were associated with a 13% reduction in alcohol-related crashes. Levy, Compton, and Dienstfrey (2004) documented the costs and media strategy of a high-quality national media campaign and its effects on driver knowledge and awareness.

Project Budget/Source: 40,000.00 of 164 AL

Evidence of Effectiveness: CTW, Chapter 1, Section # 5.2

Project Number: 164AL 16-07

Project Title: Cape Verdean Communities Don't Drive Impaired

Project Description: From Oct 2015 through September 2016 Nobidade TV with input from impaired driving target populations, and tools provided and approved by RI OHS, will launch and mount a multi-media public educational and prevention campaign targeting the risks associated with impaired driving. Project inputs and outputs will be created and presented in Cape Verdean Creole with English translation mixed in as needed. Online and video surveys will enable tracking of changes in knowledge, behavior and attitude. We will solicit this information at community events and venues at the heart of the Cape Verdean community.

Project Budget/Source: 40,000.00 of 164AL

Evidence of Effectiveness: CTW, Chapter 1, Section # 5.2

Project Number: 164AL 16-08

Project Title: DUI and SFST Assessments

Project Description: State assessments regarding impaired driving and standard field sobriety testing have been requested on behalf of OHS.

Project Budget/Source: 100,000.00 (50,000.00 per) of 164 AL

Evidence of Effectiveness: N/A

Project Number: 164AL 16-09

Project Title: Designated Driver Program – Town of Narragansett

Project Description: Because designated drivers are informally determined and somewhat imprecisely defined, it's no surprise there is little data on the impact of designated drivers on crashes. CDC's systematic review found insufficient evidence to determine the effectiveness of designated driver programs (Ditter et al., 2005). A review from Australia concluded that designated driver programs can successfully increase awareness and use of designated drivers, but evidence for changes in alcohol-related crashes is inconclusive (Nielson & Watson, 2009). However, the authors note the lack of supporting evidence "does not necessarily mean that such programs should be discouraged. On the contrary, it highlights the need for them to be better implemented and evaluated" (Nielson & Watson, 2009, p 036).

Project Budget/Source: 36,265.00 of 164 AL

Evidence of Effectiveness: CTW, Chapter 1, Section # 5.5

Project Number: 164AL 16-10

Project Title: DRE Data Collection and Management Program

Project Description: The primary object of this project is to implement a better tool for RI's DRE program and data management of DRE program outcomes. The proposed approach is to work with New York, customizing the tool that they have developed to meet RI's needs. The tool was developed to implement a comprehensive data management tool known as the DRE Data Entry and Management system.

Project Budget/Source: 57,000.00 of 164AL

Evidence of Effectiveness: CTW, Chapter 1, Section # 5

4.4 Motorcycles

Problem Identification and Analysis

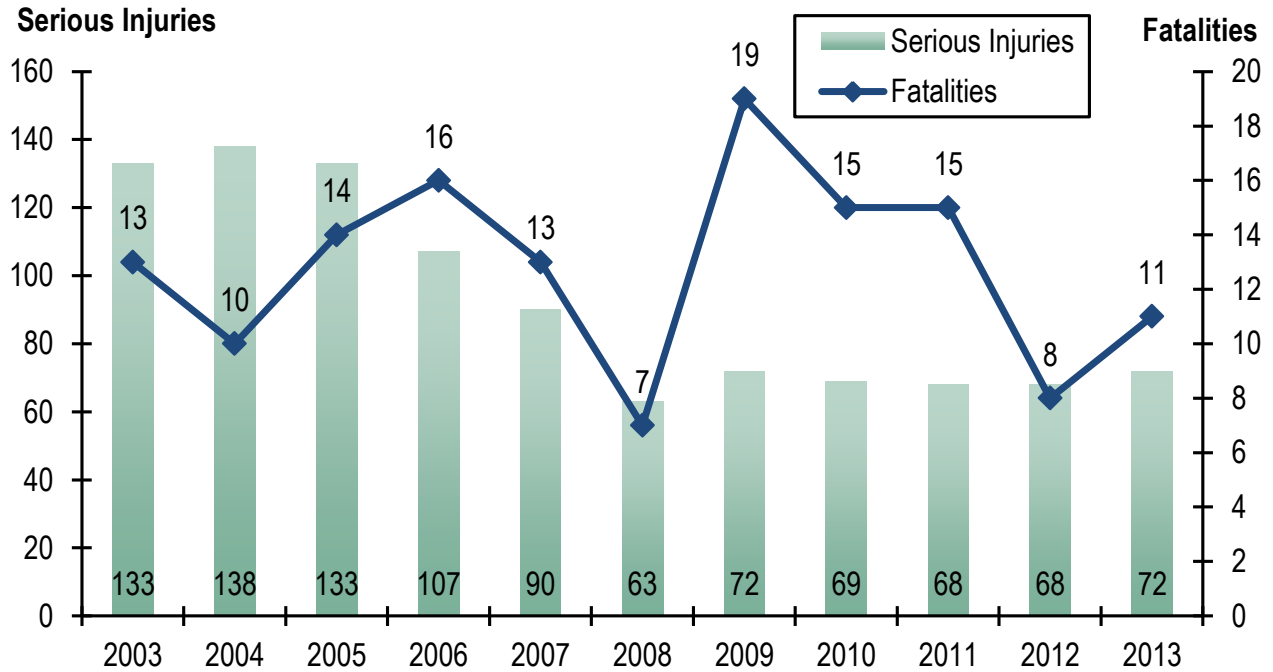
From 2008 through 2014, motorcyclist fatalities in Rhode Island fluctuated between a low of 7 in 2008 to a high of 19 in 2009. In 2014, motorcycle fatalities decreased to 10 and unhelmeted fatalities rose to 50 percent. After hitting a low of two in 2008, unhelmeted fatalities have shown increasing trends since then. Impaired riding issues still persist and in 2014 50% of the motorcycle drivers involved in a fatal crash had a BAC of .08 or greater. Figure 4.6 shows that motorcycle fatal crashes in Rhode Island exceeded that of New England and the nation from 2009 to 2011, but decreased in 2012. In 2013, motorcycle fatalities did increase slightly from 2012, but unhelmeted fatalities remained consistent at eight. Preliminary 2014 data indicates 5 of 10 (50 percent) motorcycles involved in a fatal crash were not wearing a helmet. Rhode Island does not have a universal helmet law for all motorcyclists (Rhode Island's motorcycle helmet use law only covers all passengers (regardless of age) and all operators during the first year of licensure (regardless of age)), which makes it challenging to lower unhelmeted motorcycle fatalities.



Additional analysis shows that the majority of impaired drivers in fatal crashes are white and between the ages of 45 to 54. In 36 percent of motorcycle fatalities, alcohol played a factor in the crash. From 2009 to 2013, motorcycle fatal crashes in Rhode Island most frequently occurred in June, July, and August; on Saturdays and Sundays; and between the hours of 3:00 p.m. and 6:00 p.m..

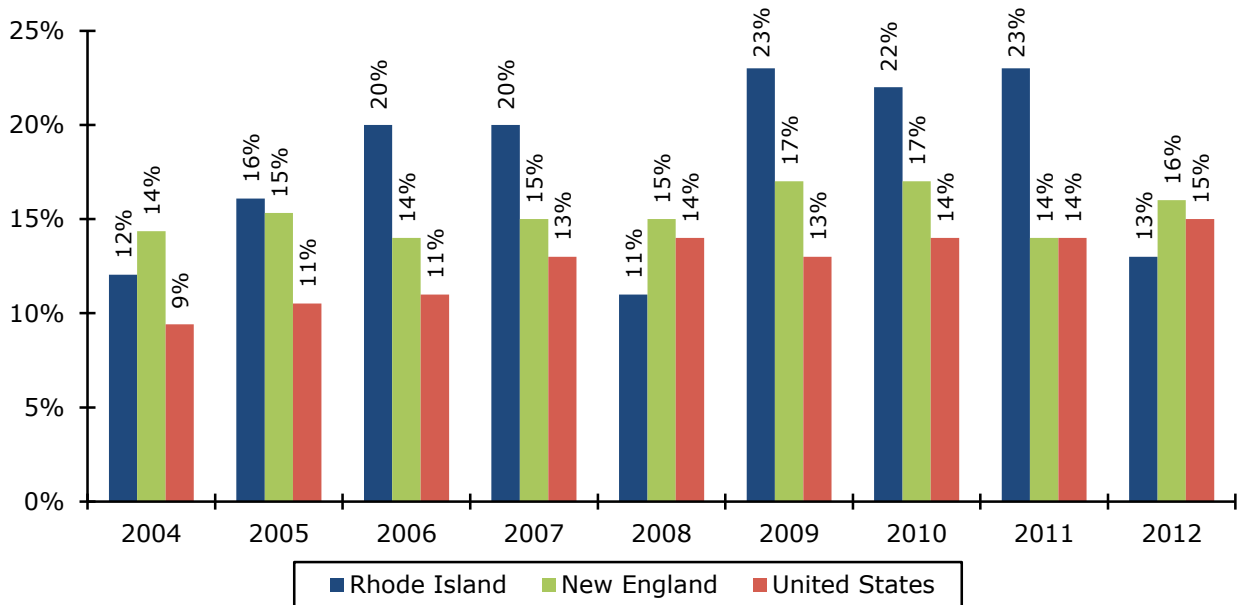
All of this information is used to develop appropriate educational, training, and marketing materials and target enforcement activities to reduce motorcycle fatalities.

Figure 4.5 Motorcyclist Fatalities and Serious Injuries



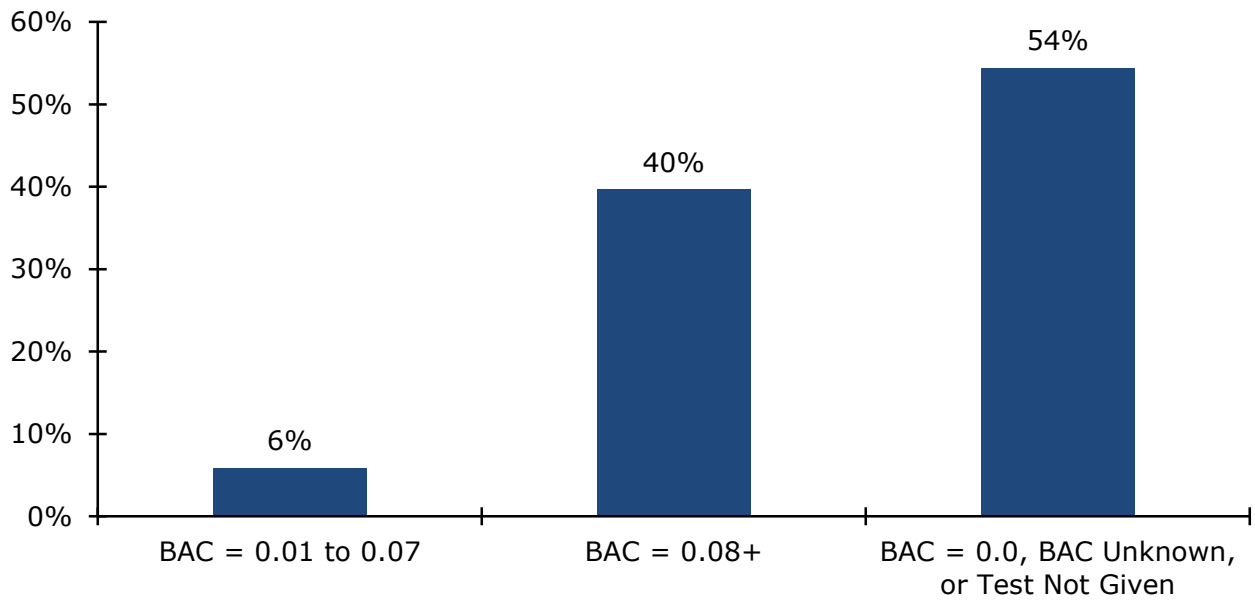
Source: RIDOT/OHS.

Figure 4.6 Motorcyclist Fatalities as Percent of Total Fatalities
Rhode Island, New England, and U.S.



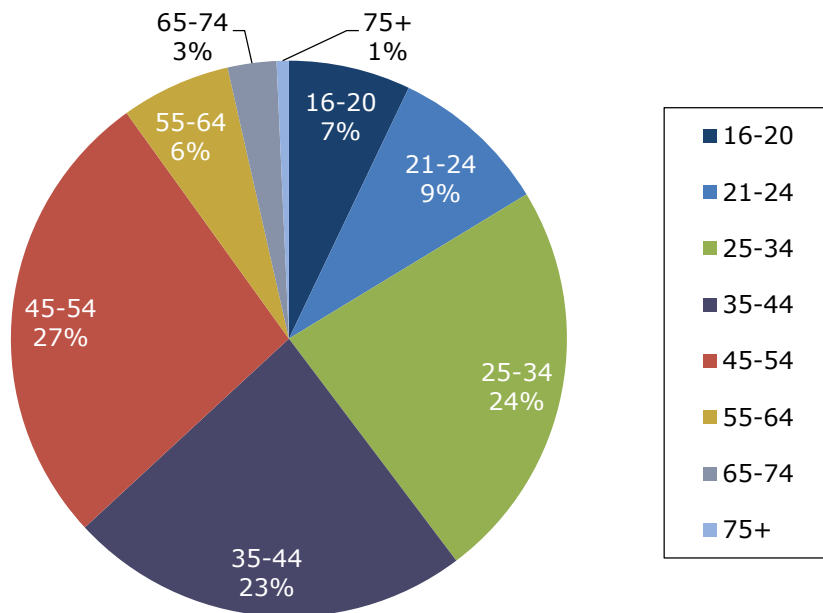
Source: Transanalytics, LLC; FARS; Note: Reflects NHTSA data for 2004 to 2013.

Figure 4.7 BAC Involved in Motorcycle Fatalities
2009 to 2013



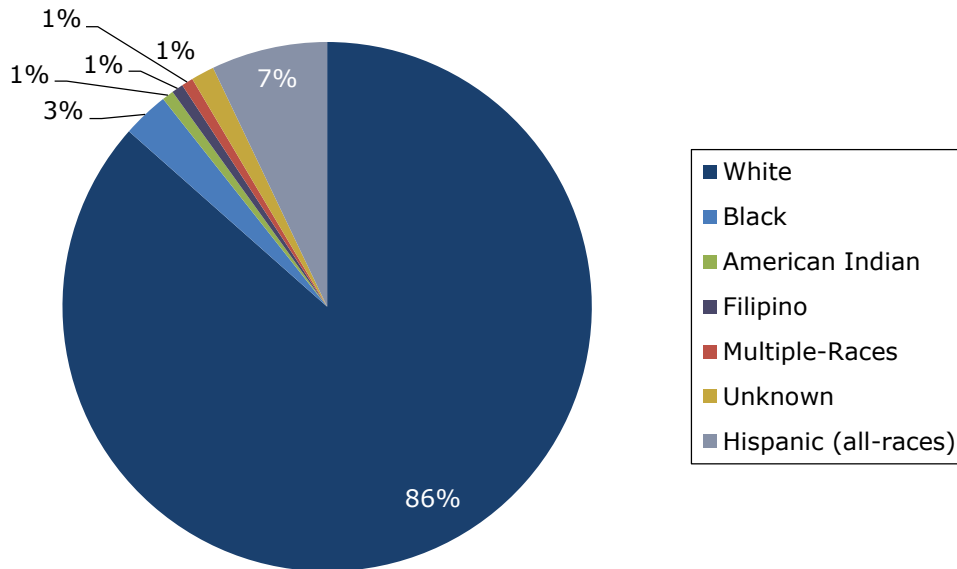
Source: RIDOT/OHS.

Figure 4.8 Motorcycle Fatalities by Age
2003 to 2013



Source: RIDOT/OHS.

Figure 4.9 Motorcycle Fatalities by Race, 2003 to 2013



Source: RIDOT/OHS.

Table 4.4 Top Four Cities/Towns by Fatal Motorcycle Crashes

City/Town	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Total
Providence	2	1	0	3	4	2	3	1	4	2	2	24
Gloucester	1	1	1	2	1	0	0	1	1	0	0	8
Warwick	1	0	0	2	0	0	2	0	1	0	2	8
Westerly	0	1	1	0	1	2	1	0	0	1	1	8

Source: RIDOT/OHS

Note: Five cities/towns have six fatalities between 2003 and 2013.

Figure 4.10 Motorcycle Crashes by Month

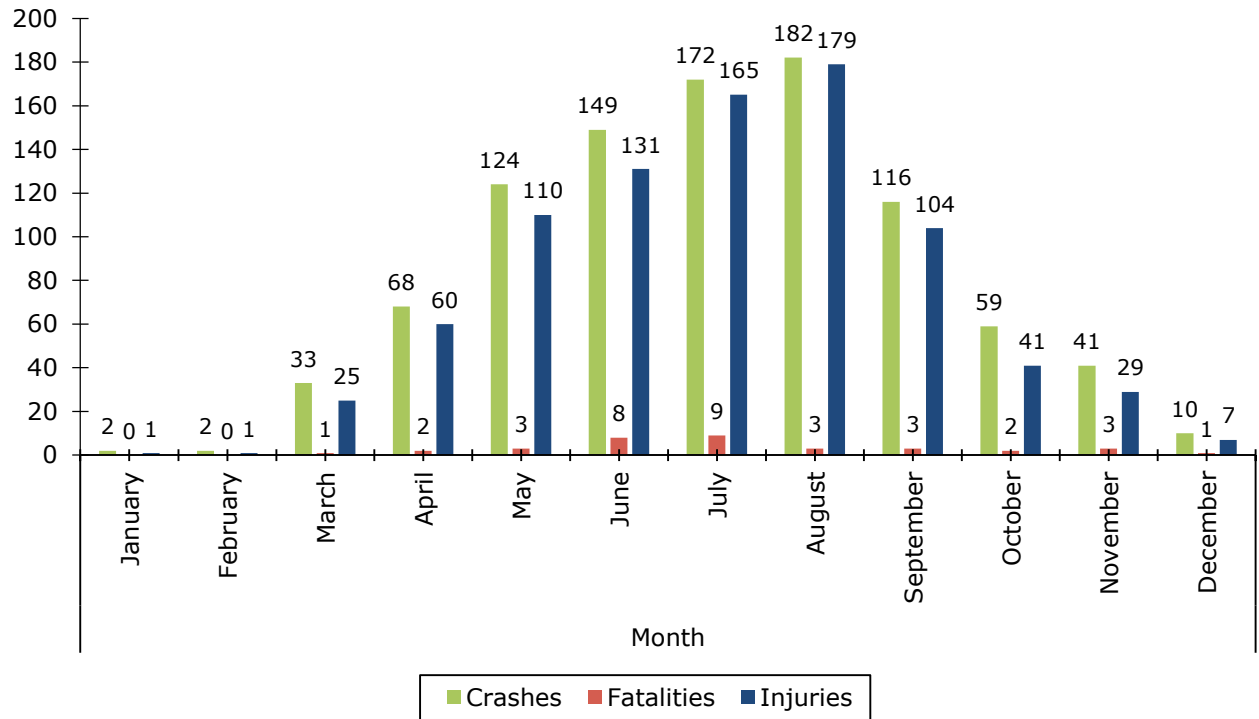


Figure 4.11 Motorcycle Crashes by Day of Week
2010 to 2014

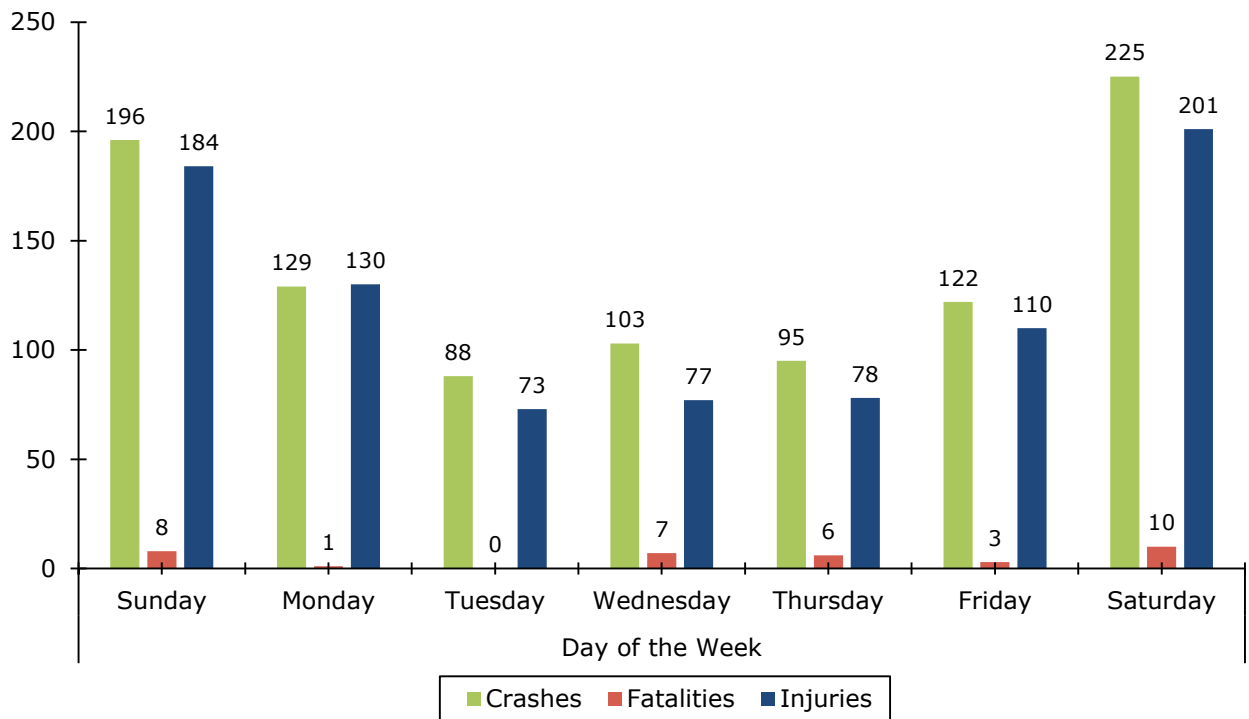
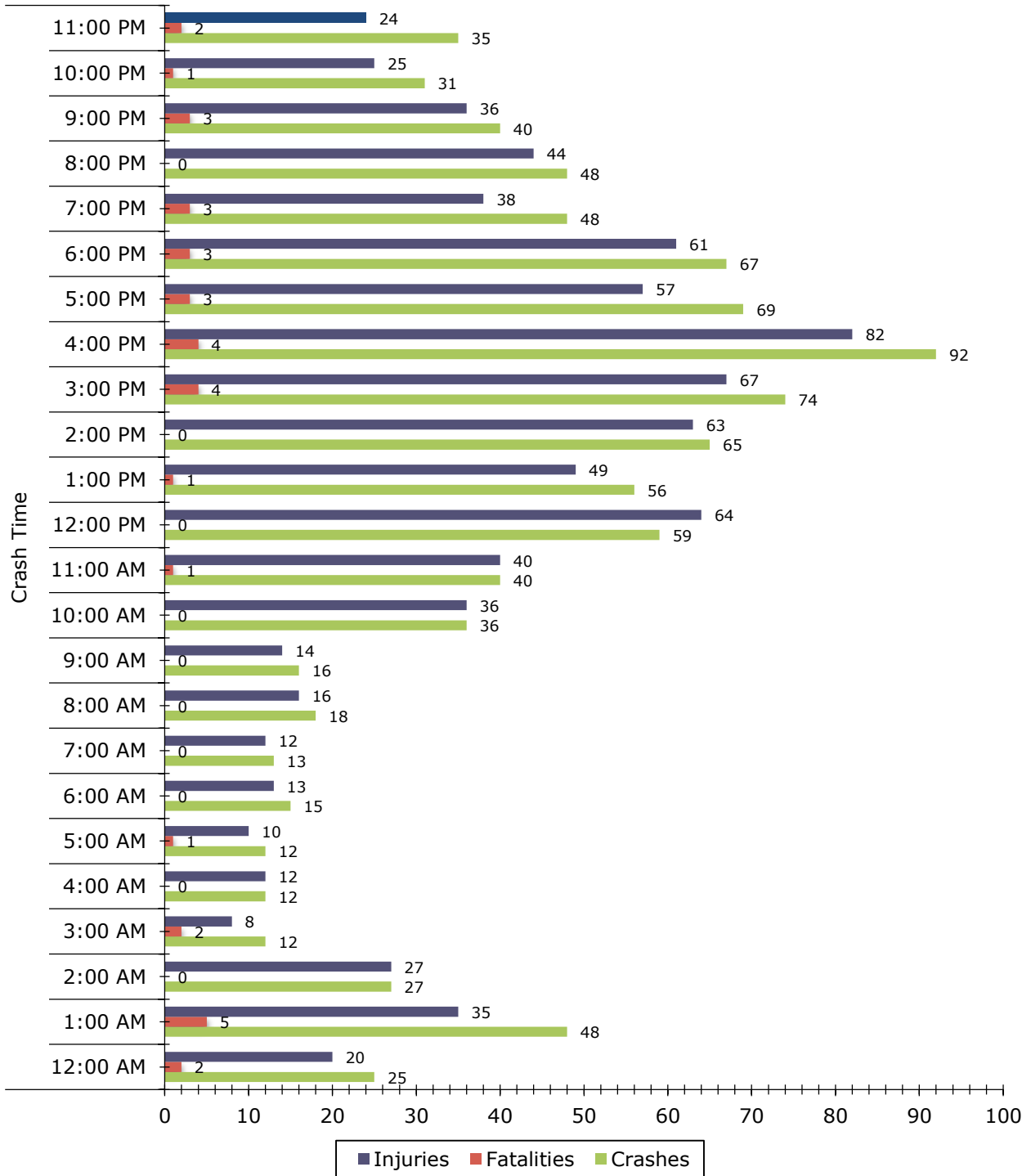


Figure 4.12 Motorcycle Crashes by Time of Day
2010 to 2014



Providence has the highest numbers of motorcycle single vehicle crashes in the state and Harley Davidson motorcycles are involved in crashes twice as often as other types of motorcycles.

Figure 4.13 Motorcycle Crash Locations
2010 to 2014

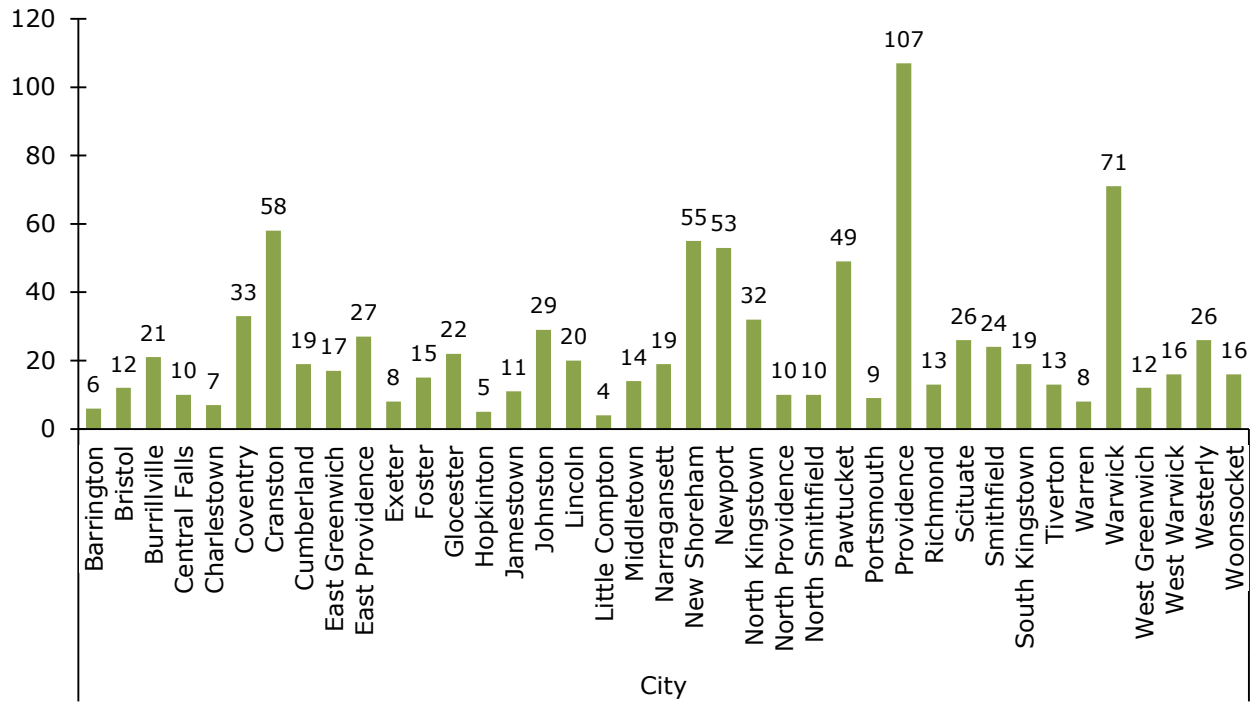


Figure 4.14 Motorcycle Models

	Crashes	Fatalities	Injuries
Vehicle Model			
BMW	9	0	6
Ford	1	0	1
GMC	1	1	0
Harley Davidson	295	15	267
Honda	133	6	111
Kawasaki	112	5	91
Suzuki	131	3	113
Other	140	2	154
Triumph	14	0	8
Yamaha	115	3	97
Unknown	7	0	5
Grand Total	958	35	853

Performance Targets

- Reduce motorcyclist fatalities by 36 percent from 14 (2009 to 2013 average) to 9 by 2016; and
- Reduce unhelmeted motorcyclist fatalities by 33 percent from 9 (2009 to 2013 average) to 6 by 2016.

Strategic Partners

Partners will include the Departments of Transportation and Health, as well as the DMV, RISP, CCRI, AAA, 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.

List of Countermeasures (Strategies)

1. Increase the emphasis on the importance of wearing all the appropriate gear all the time.
2. Work with CCRI to create an on-line registration program to facilitate registration and develop and maintain a comprehensive database of students that have completed rider training. Upon completion of this system, the contents of the database will be used to directly market Motorcycle Safety messages to new riders. Currently, this function does not exist.
3. Increase awareness of helmet and safety gear use through the use of paid media.
4. Develop comprehensive impaired riding program to educate motorcyclists on the consequences of riding under the influence.
5. Develop a speed media campaign targeted to educate motorcyclists on the consequences of riding over the speed limit.
6. Develop and disseminate printed safety materials to all motorcyclists on the 3 target areas, Awareness/Conspicuity, Impaired Riding and Speed.
7. Continue promote the Motorcycle Skills Revival Rally developed in 2012 to encourage safe riding practices for experienced motorcyclists.
8. Expand and enhance the Motorcycle Awareness Campaign:
 - a. Emphasize the consequences of riding a motorcycle impaired, and correlate motorcyclist fatalities to alcohol;
 - b. Increase automobile drivers' awareness of the characteristics of motorcycle operation; and

- c. Continue the Motorcycle Safety and Awareness Campaign preceding the national “Motorcycle Awareness Month” in May.
9. Continue to develop a motorcycle database with the assistance of the Rhode Island DMV:
 - a. Periodically mail safety and awareness information to all riders with registered motorcycles in the State; and
 - b. Continue to work with CCRI to expand the number of rider training classes offered through the CCRI Motorcycle Training Program.
 10. Work with the Rhode Island Independent Insurers Association and AAA to offer discounted insurance rates to riders who continue their education and take the intermediate and advanced rider training courses offered by CCRI.
 11. Conduct program management and oversight for all activities within this priority area.
 12. Develop an exploratory committee to determine the need for mandatory, annual, or biannual Police Motorcycle Training. Currently, Rhode Island does not require motorcycle patrols to have any additional training beyond the current BRC class when obtaining a motorcycle endorsement. Many motorcycle patrol officers have been involved in serious motorcycle crashes, while on patrol. Providing a comprehensive training course in the state will improve driver safety and reduce the number of crashes experienced by Police Officers that ride motorcycle patrol.

Project Descriptions

The FFY 2016 HSP project list to address motorcycle fatalities and serious injuries includes the project number, title, description, budget, and evidence of effectiveness.

Project Number: MC 16-03, M9MA 16-02

Project Title: Paid Media (MC) – Awareness Campaign

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. This task will meet the requirements within the Grand Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition this project will be evaluated based on the criteria set out in the section 402 Advertising Space Guidance.

Project Budget/Source: \$45,000 of Section 402MC; and \$35,000 of Section 405F

Evidence of Effectiveness: CTW, Chapter 5, Section 4.1, 4.2

Project Number: 402MC-16-05

Project Title: CCRI – State Agencies CCRI – On-line Registration and Database Development Project

Project Description: OHS will support the development of an on-line registration system for Motorcycle Rider Education Training. Currently, the system is a paper or in person system and you cannot register on-line. The purpose of supporting the development of this system is to establish the on-line registration function as well as to develop a database of all individuals that took the rider course training.

Project Budget/Source: \$100,000 of Section 402MC

Evidence of Effectiveness: CTW, Chapter 5, Section 3.1, 3.2

Project Number: 402MC-16-02 and M9MA-16-01

Project Title: Motorcycle Public Education, Awareness, and Outreach Campaign

Project Description: OHS will develop comprehensive motorcycle educational materials based on Rhode Island data on impaired riding, personal protective gear, and the importance of rider training. Currently, these documents are either extremely dated or nonexistent. This expenditure will allow RIDOT OHS to fill the gap that currently exists in motorcycle education and outreach. The only phase in a rider's life where we consistently reach them is during their Basic Rider Training Class at CCRI. Upon completion of this class, no mechanism exists that targets and exposes riders to educational materials and messaging. The development of these targeted materials and messages will enable us to engage this, often unreachable, population in a manner that is appealing to them.

We have conducted extensive research on this topic, collecting five years of data, drilling down to the point where we not only know where the highest numbers of crashes occur, we know Harley Davidson motorcycles are involved in crashes twice as often as other types of motorcycles and men over 40 are involved in over 90 percent of all motorcycle crashes. We also know that 47 percent of all motorcycle fatalities involve impaired riding. We will be using this information to develop these materials that will appeal to these demographics.

Project Budget/Source: \$30,000 of Section 402MC; and 20,000 of Section 405F

Evidence of Effectiveness: CTW, Chapter 5, Sections 1, 2, 3, 4

Project Number: M5PEM-15-01

Project Title: Paid Media (MC/AL) – Impaired Riding

Project Description: OHS will utilize paid and earned media to address impaired driving issues for all Motorcyclists, particularly during the months with the highest frequency of impaired motorcycle fatalities, July to October. As supported by data, the target audience for motorcycle media is older than for most of other media programs and includes males 35 to 54 years of age. This task will meet the requirements within the Grand Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition this project will be evaluated based on the criteria set out in the section 402 Advertising Space Guidance.

Project Budget/Source: \$80,000 of Section 405D

Evidence of Effectiveness: CTW, Chapter 5, Section 2.2

Project Number: 402MC-16-01

Project Title: Creative Media (MC) – Awareness, Personal Protective Gear, and Impaired Riding

Project Description: OHS will develop creative media in the three major areas to address and appeal to motorcycle riders in specific age groups and demographics based on 2009 to 2014 data trends that we have found. As supported by data, the target audience for motorcycle media is older than for most of other media programs and includes males 35 to 54 years of age. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements developed under this plan include closed captioning. In addition this project will be evaluated based on the criteria set out in the section 402 Advertising Space Guidance.

Project Budget/Source: \$100,000 of Section 402MC

Evidence of Effectiveness: CTW, Chapter 5, Section 2.2

4.5 Occupant Protection

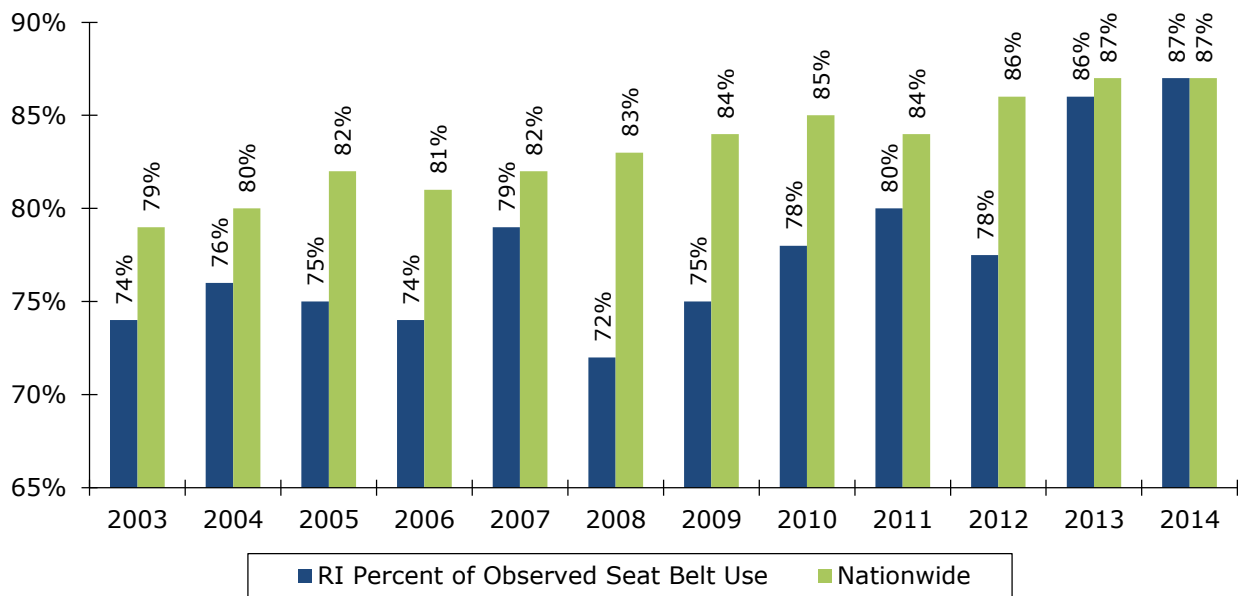
Problem Identification and Analysis

Lack of restraint use continues to be a significant contributing factor in Rhode Island’s crash fatalities and serious injuries. Fatalities resulting from crashes where restraints were not used accounted for approximately 15 percent of the total fatalities in 2014. Figure 4.10 shows that the safety belt use rate for Rhode Island has been well below the national rate since 2003, but 2014 has been at the national rate. The increase in safety belt use also appears to be associated with the continued decline of unrestrained fatalities.

Additional analysis shows that the majority of unrestrained drivers in fatal crashes are white and between the ages of 16 to 34, with young drivers, age 16 to 20 accounting for 20 percent of the fatalities. The cities/town of Providence, Warwick, and Cranston have the highest numbers of unrestrained motor vehicle occupants.

All of this information will be used to develop appropriate educational and marketing materials and target enforcement activities to reduce restraint nonuse.

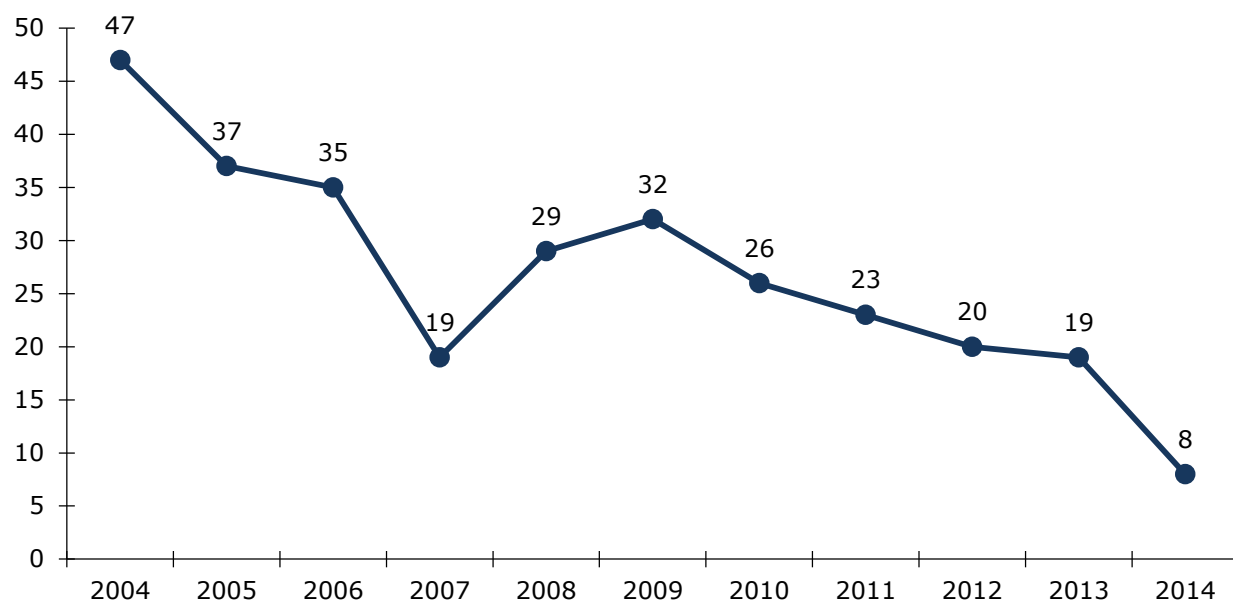
Figure 4.15 Observed Safety Belt Use Rate
Rhode Island and Nationwide



Source: RIDOT/OHS, FARS.

Note: New England regional data is unavailable for observed seat belt use rate.

Figure 4.16 Restraint Nonuse for Rhode Island Motor Vehicle Fatalities



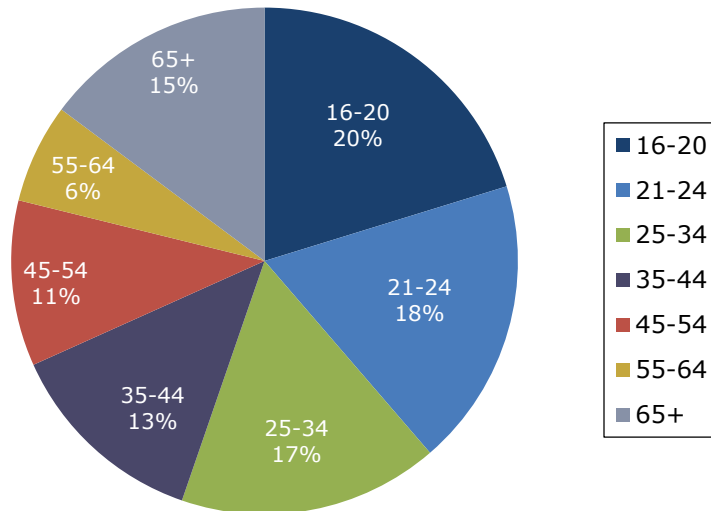
Source: RIDOT/OHS.

Table 4.5 Motor Vehicle Fatalities by Restraint System Use and Nonuse, 2014

	Driver	Passenger	Total
None Used/Not Applicable	7	1	8
Shoulder and Lap Belt	13	2	15
Unknown	2	0	2
Total	22	3	25

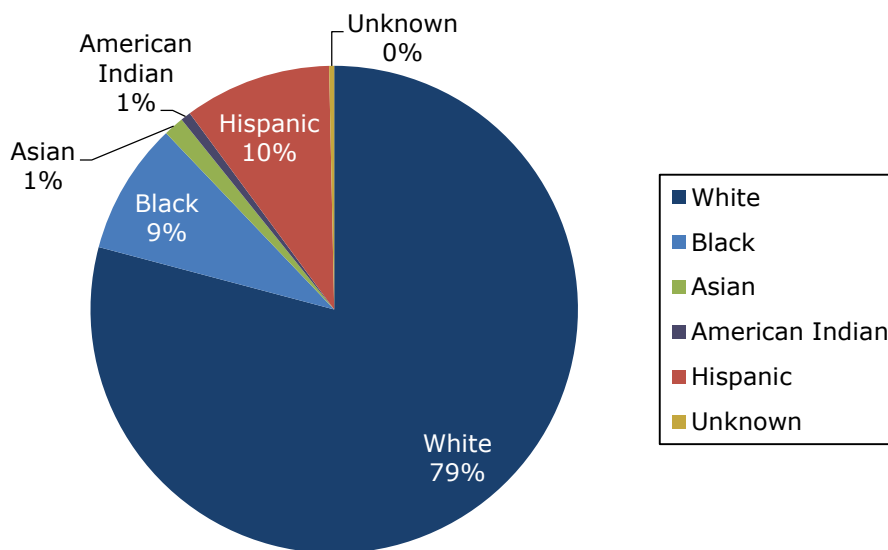
Source: FARS, 2015.

Figure 4.17 Number of Unrestrained Fatalities by Age Group, 2003 to 2013



Source: RIDOT/OHS.

Figure 4.18 Unrestrained Fatalities by Race, 2004 to 2014



Source: RIDOT/OHS.

Table 4.6 Top Six Cities/Towns for Unrestrained Motor Vehicle Occupants, 2003-2013

City/Town	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Total
Providence	2	9	6	4	2	0	3	1	2	3	3	35
Warwick	2	2	3	2	0	1	1	3	3	4	2	23
Cranston	5	3	1	1	0	2	4	0	1	0	1	18
Pawtucket	3	2	2	3	1	1	0	2	1	0	1	16
Johnston	3	2	2	1	0	2	2	1	2	0	0	15
North Kingstown	3	2	1	2	1	1	1	1	3	0	0	15

Source: RIDOT/OHS.

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 2016, OHS will expand this network to include:

- An expanded school-based network to promote safety belt use with a focus on teens via the “buckle up shuffle seat belt challenge” among schools; and
- A community-based network to promote safety belt use by establishing connections with local organizations, senior centers, and religious leaders.
- Performance Targets
- Reduce unrestrained occupant fatalities by 8 percent from 19 (2009 to 2013 average) to 17 by 2016.
- Increase the statewide-observed safety belt use rate for front seat occupants in passenger vehicles, from 87.4 percent in 2014 to 90 percent in 2016.
- Increase safety belt use among pickup truck drivers, as measured by observations, from 76.8 percent in 2014 to 80 percent in 2016.
- Increase awareness of the *Click It or Ticket* slogan, as measured by a DMV intercept survey, from 90.9 percent in 2014 to 92 percent in 2016.
- Increase the perception people will be ticketed for failure to wear safety belts “always” or “nearly always,” as measured by a DMV intercept survey, from 39.2 percent in 2014 to 45 percent in 2016.

Justification – The additional performance measures, specifically related to the survey, will help us to evaluate the effectiveness of our media campaigns. The tracking of safety belt

citations will help us to determine the effectiveness of our paid overtime enforcement activities and assist us on the allocation of funding for future Federal fiscal years. Also, tracking the seat belt rate use of pickup truck drivers will assist us in targeting our efforts on this traditionally high risk population.

List of Countermeasures (Strategies)

1. Increase awareness among drivers that Rhode Island law requires all drivers and passengers to wear safety belts and failure to do so is a “primary offense.” Increase the perception among Rhode Island drivers that a motorist who is not wearing a safety belt, or whose passengers are not wearing their seat belts, will be cited by police:
 - a. Conduct Click It or Ticket (CIOT) media campaigns;
 - b. Conduct a CIOT enforcement campaigns (five weeks from 11/23/15 to 11/29/15; from 3/21/16 to 3/27/16; from 5/23/16 to 6/5/16; and from 9/19/16 to 9/25/16);
 - c. Expand the number of agencies conducting nighttime safety belt enforcement; and
 - d. 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):
 - a. Conduct a CIOT media campaign, including a special component for pickup truck drivers and passengers;
 - b. Maintain aggressive deployment of the RISP Rollover Simulator to demonstrate the value of safety belt use;
 - c. Initiate community-based outreach to at-risk populations; and
 - d. Develop culturally appropriate messages to expand minority outreach efforts.
3. Encourage the use of appropriate child passenger safety (CPS) restraint systems by children under 12 years of age:
 - a. Work with state and local law enforcement and RI Safe Kids to conduct CPS clinics throughout the State; and
 - b. Increase public awareness of the booster seat law that requires use of child restraints up to age eight.
4. Continue to support Traffic Occupant Protection Strategies (TOPS) training for police officers.

5. Collect and analyze Rhode Island occupant protection data:
 - a. Conduct the annual observation surveys of occupant protection use; and
 - b. Conduct DMV offices intercept surveys.
6. Continue to work with NHTSA to implement recommendations of the July 2013 Occupant Protection Program Assessment.
7. Conduct program management and oversight for all activities within this priority area.

Project Descriptions

The FFY 2016 HSP project list to address occupant protection fatalities and serious injuries includes the project number, title, description, budget, and evidence of effectiveness.

Project Number: 402OP-16-02

Project Title: Municipalities Seat Belt Law Enforcement Patrols

Project Description: OHS will fund implementation of the CIOT overtime enforcement patrols by all RI municipal law enforcement agencies. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 23-June 5, 2016 and three state mobilizations (Thanksgiving holiday travel, November 23-29, 2016; March 21-27, 2016; and September 19-28, 2016). The amounts allocated to each municipality were determined based on problem identification, citation and detail history, ability to deploy details, and overall community targeted safety needs.

Project Budget/Source: \$252,000.00 of 402OP

Evidence of Effectiveness: CTW, Chapter 2, Section 2.2

Project Number: 402OP-16-07

Project Title: State Agencies (RISP) Seat Belt Law Enforcement Patrols

Project Description: OHS will fund implementation of the CIOT overtime enforcement patrols by the RISP. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 23-June 5, 2016 and three state mobilizations (Thanksgiving holiday travel, November 23-29, 2015; March 21-27, 2016; and September 19-25, 2016).

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

Evidence of Effectiveness: CTW, Chapter 2, Section 2.2

Project Number: 402OP-16-03

Project Title: Municipalities Child Passenger Safety (CPS)

Project Description: This project provides funds for Rhode Island municipal police departments with qualified personnel (nationally certified Child Passenger Safety Technicians) to conduct CPS checks on an appointment basis. We expect that the car seat inspections will take place regularly throughout the Federal Fiscal Year timeline, except during the winter. As can be seen in table 5.4 we have 34 municipalities participating in this project. Funding is included to enable the agency to send at least one CPST to the RI Safe Kids one-day CPST Update or to the Vermont Office on Highway Safety CPS Conference in 2016. The amounts allocated to each municipality were determined based on the problem identification, citation and detail history, ability to deploy details, and overall community targeted safety needs.

Project Budget/Source: \$189,000.00 of Section 402OP

Evidence of Effectiveness: CTW, Chapter 2, Section 7.3

Project Number: 402OP-16-06

Project Title: State Agencies (RISP) Child Passenger Safety (CPS)

Project Description: This project provides funds for RISP personnel to conduct CPS checks on an appointment basis at any of the five RISP barracks (Scituate, Lincoln Woods, Wickford, Hope Valley, and Portsmouth) by officers who are CPSTs. We expect that the car seat inspections will take place regularly through the Federal Fiscal Year, except during the winter.

Project Budget/Source: \$4,000 of Section 402OP

Evidence of Effectiveness: CTW, Chapter 2, Section 7.3

Project Number: M2CPS-16-01

Project Title: Car Seat Distribution/CPS Education for to Low-Income Families/ Pediatric Practice CPST/CPST Update Continuing Education Event

Project Description: OHS will solicit applications from organizations affiliated with a Level 1 Trauma Center to provide car seats and booster seats to needy families, consistent with Section 405B rules, by conducting outreach targeting families participating in WIC and Food Stamp programs. In accordance with the Section 405B regulation, no more than five percent of 405B funds will be expended on car seats.

OHS will reimburse Safe Kids RI for the expenses related to providing a full-time CPST at a pediatric office to assist families with car seat installation and use. Families coming to the pediatric practice for a regularly scheduled appointment will be able to have their car seat installation checked by the CPST. The CPST also will answer caregivers' questions about child restraints and will provide families with educational materials. Safe Kids RI will evaluate the program by having parents fill out a knowledge survey at the initial interaction, and then

reassess families approximately four months later with both a second survey to compare to the first and a second car seat check. Families that participate in the follow-up will be provided with a backless booster seat.

Project Budget/Source: \$130,000 of Section 405B

Evidence of Effectiveness: CTW, Chapter 2, Section 7.2

Project Number: M2 PE-16-03

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 in June, according to NHTSA regulations.

Project Budget/Source: \$60,000 of Section 405B

Evidence of Effectiveness: N/A

Project Number: 402PM-16-01 and M2PE-16-12

Project Title: Paid Media (OP)

Project Description: OHS will develop and implement a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2015, March 2016, May 2016, and September 2016. The target audience will be 18- to 34-year-old males. Media materials will be produced in both English and Spanish with the venues chosen based on market data for each audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.

Project Budget/Source: \$200,000 of Section 402PM; and \$210,000 of Section 405B

Evidence of Effectiveness: CTW, Chapter 2, Section 3.2

Project Number: M2PE-16-02

Project Title: CIOT DMV Intercept Survey

Project Description: “Pre” and “Post” DMV office intercept surveys will be conducted to assess the public awareness and effectiveness of the CIOT media and enforcement campaigns conducted with the national mobilization of 5/23/16 to 6/5/16.

Project Budget/Source: \$11,000 of Section 405B

Evidence of Effectiveness: N/A

Project Number: 402SA-16-02

Project Title: Safe Communities Partnership – Woonsocket COZ

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 Budget/Source: \$50,000 of Section 402SA

Evidence of Effectiveness: CTW, Chapter 2, Sections 3.2, 7.2, 7.3

Project Number: M2HVE-16-03

Project Title: Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program

Project Description: OHS will contract with a qualified consultant 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 Budget/Source: \$40,000 of Section 405B

Evidence of Effectiveness: N/A

Project Number: 402OP-16-05

Project Title: State Agencies (RISP) – Rollover Simulator Demonstrations

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.) For each demonstration, two persons are required to operate the Simulator. Wherever possible, one RISP officer and an OHS Program Manager (all have been trained for these demonstrations) will attend the event. If a program manager is not available, OHS will fund two RISP officers for the event.

Project Budget/Source: \$16,400 of Section 402OP

Evidence of Effectiveness: N/A

Project Number: M2PE-16-09

Project Title: Student Safety Educational Information (OP)

Project Description: OHS will create appropriate educational and resource material and develop new dissemination points across RI. This material will include city/town and state programs for all age levels addressing, among other issues, CPS and CIOT.

Project Budget/Source: \$25,000 of Section 405B

Evidence of Effectiveness: CTW, Chapter 2, Section 3.1

Project Number: M2 PE-16-04

Project Title: Creative Media (OP)

Project Description: OHS will use State of RI Master Price Agreement #478 to enter into a contract with a public relations firm for creative media services to create and produce ads for major occupant restraint campaigns.

Project Budget/Source: \$150,000 of Section 405B

Evidence of Effectiveness: CTW, Chapter 2, Section 3.1

Project Number: M2PE-16-07

Project Title: Paid Media (CPS)

Project Description: OHS will inform the public via paid media of all the steps of child restraints, including infant seats, convertible seats, forward facing seats, booster seats, and safety belts. The media buy is expected to cover online/web/Internet and “out of home” (billboard/bus) with the target market of parents and caregivers, with emphasis on women between 18 and 40. The media buy will coincide with the National Child Passenger Safety Week. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.

Project Budget/Source: \$25,000 of Section 405B

Evidence of Effectiveness: CTW, Chapter 2, Section 6.2

Project Number: M2PE-16-10

Project Title: ThinkFast Interactive High School Education Program

Project Description: Up to 50 high schools and middle schools will be offered the opportunity to experience the ThinkFast Interactive program. This game-show-style program blends critical highway safety messaging with engaging pop culture references to command the attention of a school assembly. Programming will be strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.). This project will be evaluated before and after implementation to ascertain the participants' knowledge of highway safety, specifically relating to young drivers (occupant protection, speed, underage drinking and distracted driving). We will also evaluate monthly the effectiveness of the program, and make adjustments to the presentations to strengthen impact.

Project Budget/Source: \$50,000 of Section 405B

Evidence of Effectiveness: CTW, Chapter 1, Section 6.5, Chapter 2, 7.1

Project Number: M2PE-16-11

Project Title: Youth Educator and Influencer Program (MADD)

Project Description: MADD RI aims to engage two key demographics in the community through three innovative components of this project: 1) "Youth in Action" helps young people focus on law enforcement, education and policy-level changes that affect underage drinking; and (2); "Team Spirit" is a successful program that offers students in grades 9 to 12 with the opportunity to experience a three-and-one-half-day leadership training seminar followed by a school year implementing action plans developed at the seminar. The seminar highlights prevention, education, community/school alcohol and drug prevention strategies, team building, traffic safety education and substance-free alternative activities.

Project Budget/Source: \$43,000 of Section 405B

Evidence of Effectiveness: N/A

Project Number: M2PE 16-08

Project Title: Protect Providence With One Click Campaign (Providence Community Opportunity Corporation)

Project Description: The Providence Housing Authority through its non-profit organization the Providence Community Opportunity Corporation (PPOC), will continue to enhance the "Protect Providence with One Click" campaign and online resources created and implemented in the previous year of funding. The proposed continuation of the PPOC campaign will effectively promote and increase seatbelt education, Primary Seatbelt Law, awareness and usage in the urban community by expanding its reach and scope in two ways: 1) program outreach will include residents from the PHA's 10 public housing sites in addition to all PHA staff and 2) the ProtectProvidence.com online resource (developed during FY 2014 RIDOT funding) will be further developed and enhanced with an interactive mapping of Providence's

Most Dangerous Traffic Locations as well as a marketing strategy and a comprehensive network of partners.

Project Budget/Source: \$36,000 of Section 405B

Evidence of Effectiveness: CTW, Chapter 2, Section 3.2

Project Number: M2PE 16-05

Project Title: Buckle Up Before You Start Up (Oasis International)

Project Description: Oasis International will work with African Groups, Mosques and Faith Based Organizations to continue providing seatbelt education to the African Immigrant and African American residents of Providence with emphasis on residents of the Southwest Providence. Oasis is looking through this grant to double the percentage of the population reached in the past to 4, 000 people. To measure behavioral changes among participants in all the workshops, they will use a pre and post survey.

Project Budget/Source: \$23,691 of Section 405B

Evidence of Effectiveness: CTW, Chapter 2, Section 1

Project Number: M2PE 16-01

Project Title: Seat Belt – Education on Reduction of Fatalities on our Roads (African Alliance)

Project Description: African Alliance of Rhode Island (AARI) will continue to carry out a highway safety program focused on increasing seatbelt use among residents of Providence and Pawtucket made up of primarily Africans, Latinos, Bhutanese, Haitians, and Southeast Asians. AARI will utilize its established collaborations with faith-based community and ethnic organizations to reach out to the target population and engage them in the “Continuing Primary Seatbelt Education” project in order to reduce fatalities in RI roads.

Project Budget/Source: \$21,000 of Section 405B

Evidence of Effectiveness: CTW, Chapter 2, Section 1

Project Number: 402 OP 16-01

Project Title: Primary Seatbelt Education and Statewide Public Outreach (Connecting for Children and Families Inc.)

Project Description: Connecting for Children and Families (CCF) proposes to build upon their successful seatbelt safety program “Shield for Life” that educates Rhode Islanders about the state’s primary seatbelt law and promotes driver safety habits, including seatbelt use. The project’s objective is to increase awareness about and adherence to driver and seatbelt safety

laws, with a primary focus on strategies that are tailored to reach an economically, culturally and ethnically diverse audience of males ages 18-35. This is a multi- pronged approach to education about and promotion of seatbelt use. Some of the activities CCF will conduct with this grant are: Hair Salon/Barber Shop Outreach, Mother's Day Awareness event at Woonsocket Public Library, College Student Organization, High School Outreach, Driver Education/Instruction Partnership, Information and Material Dissemination, "Shield for Life" Public Service Presentations on Radio/Internet, Partnership with Progreso Latino to reach out to the Latino Public Radio in order to better reach Latino Rhode Islanders.

Project Budget/Source: \$50,000 of Section 402

Evidence of Effectiveness: CTW, Chapter 2, Section 1

Project Number: 402 SA 16-02

Project Title: Safe Communities Partnership Woonsocket; "SHIELD FOR LIFE"

Project Description: Connecting for Children and their families will build upon their successful seatbelt safety program "Shield for Life" that educates Rhode Islanders about the state's primary seatbelt law. The program also promotes driver safety habits, including seatbelt use. The project's objective is to increase awareness about and adherence to seatbelt laws, with a primary focus on strategies that are tailored to reach an economically, culturally, and ethnically diverse audience of males age 18-35.

Project Budget/Source: \$50,000 of Section 402

Evidence of Effectiveness: CTW, Chapter 2, Section 1

4.6 Older Road Users

Problem Identification and Analysis

The ability to drive safely often deteriorates with age. As people get older, their driving patterns change. Retirement, different schedules, and new activities affect when and where they drive. Most older adults drive safely because they have a lot of experience behind the wheel. But when they are involved in crashes, they are often hurt more seriously than younger drivers. Age-related declines in vision, hearing, and other abilities, as well as certain health conditions and medications, can affect driving skills. (NIH Senior Health)

According to NHTSA in 2012, there were 5,560 people 65 and older killed and 214,000 injured in motor vehicle traffic crashes. These older people made up 17 percent of all traffic fatalities and 9 percent of all people injured in traffic crashes during the year. Compared to 2011, fatalities among people 65 and older increased by 3 percent. Among people injured in this age group there was a 16-percent increase from 2011.

Unlike other states where older citizens constitute the fastest growing segment of the population, Rhode Island does not have an extensive problem with older drivers. Between 2009 and 2013, 69 older drivers were involved in fatal crashes and the average age of the people involved in fatalities was 75.9. While tragic, these deaths account for a small percent of the overall total fatalities in Rhode Island and are below national and regional averages.

OHS does not have active programs for elder drivers, but AAA of Southern New England has an outstanding program for older drivers and teaches more than 45 classes annually, reaching more than 1300 older drivers in Rhode Island on a yearly basis. OHS intend to support these efforts by developing printed materials to be disseminated at RIDMV to older drivers, leading them towards the free classes and resources offered by AAA of Southern New England.

OHS Community Approach to Educate Aging Road Users

OHS is currently working with the Providence Housing Authority to provide a series of bilingual educational presentations (English-Spanish) about Aging Road Users and Safety to residents of 6 elderly housing developments. The purpose of these sessions is to introduce audiences to older driver issues and topics. If successful, our plan is to expand this program into other elderly housing developments across the state.

As the demographic evolve in Rhode Island, it is important that our programs reflect the racial and ethnic diversity changes of the population. For this reason the program and material we will provide to the residents of these housing developments will be culturally-relevant and multi-lingual as necessary, and appropriate to the target audience.

Partnering with the Providence Housing Authority in this pilot project will allow OHS to reach out to 1087 culturally diverse residents in 6 elderly and disable high rises. This elderly and disable population needs to be addressed in a particular manner because their view of health and highway safety issues is shaped by their cultural traditions, norms, and values.

OHS' new community approach is to work with social and aging service providers at the state and community levels. OHS will be contacting the RI Department of Elderly Affairs and Social Service Agencies to learn more about the transportation programs offered to older drivers who can no longer drive safely, and what options are available, in terms of mobility for them as they transition from driving. By partnering with these organizations, as well as law enforcement organizations we can help reduce traffic crashes, fatalities, and injuries on public roads.

Our community outreach efforts will include the developing and distribution of an Older Driver guidebook that provides vital information to aging road users. One of the places where dissemination of this guidebook will be effective is at the Department of Motor Vehicle locations when older drivers 65+ come to renew their driver's license.

Educating the aging road users about the dangers of distracted driving particularly cell phone use and hands-free devices, is another action step we will implement to tackle this problem.

By partnering with AARP, AAA, Senior Centers, and other organizations that have programs that reach the aging road users population, we can effectively educate the aging road users about the dangers of prescription drug use and how it can impair their driving and walking ability. Equally important is to promote courtesy on the road and educate drivers under age 65 particularly young drivers about sharing the road safely with all users specifically aging road users. In addition, we will provide information to AAA, insurance companies, DMV, driving schools, and others.

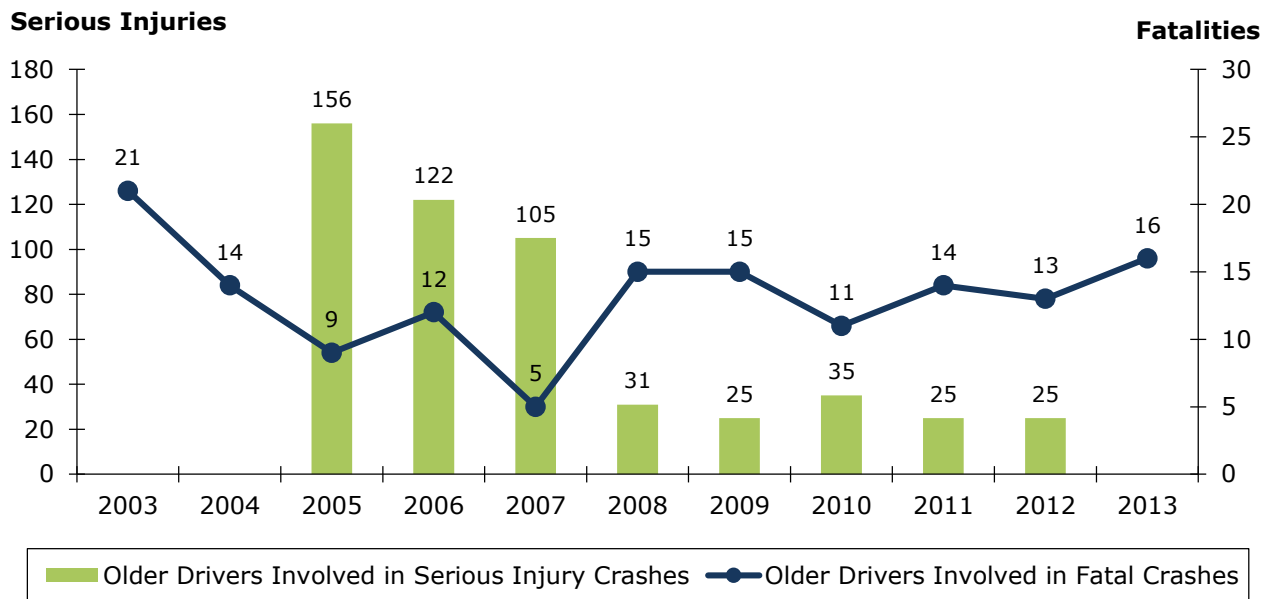
OHS will educate aging road users about transit opportunities, schedules, how to use, etc. (i.e., program in Providence that educates aging road users about their service and how to safely use it). Furthermore, OHS will examine options in areas where transit is not available to provide transportation options to aging road users reaching out to senior centers in the State.

OHS will conduct programs that help aging road users drive for as long as possible. Moreover, it will educate aging road users about infrastructure improvements such as road diets, roundabouts, and other changes.

OHS will provide information and tips to families and caregivers about talking to aging road users about ceasing to drive, as well as incentives for aging road users to give up their keys.

The following data is used to develop appropriate educational, training, and marketing materials and target enforcement activities to reduce older driver fatalities.

Figure 4.19 Older Drivers Involved in Fatal and Serious Injury Crashes



Source: RIDOT/OHS.

Table 4.7 Fatal Crashes and Fatalities Involving Drivers Ages 75 and Older in Rhode Island, New England, and U.S., 2009 to 2013

	2009	2010	2011	2012	2013
Rhode Island					
Fatal Crashes	7	5	8	7	12
Drivers Ages 75 and Older Killed	4	4	5	5	11
New England					
Fatal Crashes	86	112	90	99	109
Drivers Ages 75 and Older Killed	69	92	68	82	87
The United States					
Fatal Crashes	2,495	2,614	2,457	2,470	2,500
Drivers Ages 75 and Older Killed	2,036	2,129	2,012	1,988	2,005

Source: Transanalytics, LLC, Analysis of Fatal Crash Data Rhode Island 2009 to 2013.

Table 4.8 Fatalities in Older Driver-Involved Crashes: Older Drivers, Passengers of Older Drivers, and Other Road Users (Ages 65-74)

	2009	2010	2011	2012	2013	Rhode Island 2009-2013 Percent
Victims	(N=8)	(N=6)	(N =7)	(N = 6)	(N=12)	(N= 39)
Older Driver	4	4	4	4	11	69.2%
Passengers	0	1	0	0	1	5.1%
Other Road Users	4	1	3	2	0	25.6%

Source: Transanalytics, LLC, Analysis of Fatal Crash Data Rhode Island 2008-2012.

Table 4.9 Top Six Cities/Towns for Fatal Speeding Crashes Involving Older Drivers Age 65+

City/Town	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Total
Cranston	3	1	0	2	0	2	0	0	1	1	1	11
Portsmouth	1	0	1	1	0	1	1	0	1	1	3	10
Westerly	1	0	1	0	0	0	2	1	2	1	0	8
Johnston	1	0	2	1	0	1	0	0	1	1	0	7
Providence	2	0	0	1	1	0	0	1	1	0	1	7
Warwick	2	0	0	1	0	0	0	0	2	0	2	7

Source: RIDOT/OHS.

Strategic Partners

OHS will continue to work with AAA to improve outreach and education to older drivers in Rhode Island. In addition, we are partnering with the RI Department of Motor Vehicle, as well as the Providence Housing Authority and the RI Department of Elderly Affairs to educate older drivers living in high rises about how aging, health and other factors affects their driving skills. We hope to offer this population other options to get around, without giving up independence, when driving is not safe anymore.

Performance Targets

- Reduce the number of older drivers involved in fatal crashes by 28 percent from 14 (2008 to 2012 average) to 9 by 2016.

Justification – In Rhode Island, 15.5 percent of the population is age 65 or older. This exceeds the national average of 14.1 percent. The Census Bureau estimates that the number of people age 65 or older will double by 2030. Currently, 17 percent of all licensed drivers in the state are within this age bracket. Using the most recent data, between 2006 and 2012, 9 percent of the total of fatal and serious injury crashes involved a driver 65 or older.

List of Countermeasures (strategies)

1. Continue a partnership with AAA on older driver programs; and
2. Will create a pilot project with the Providence Housing Authority to educate older road users in six elderly and disable high rises.

Project Descriptions

The following HSP projects address older driver fatalities and serious injuries and include AAA projects. OHS funds will support programs following additional staff training and the development of additional OHS projects supported with NHTSA funds. Our goal is to have the programs available to the general public by FY 2017. These new programs will support best prevention-practice to reduce death and serious injury within this demographic.

Project Title: AAA Driver Improvement for Mature Operators

Project Description: The program is a six- to eight-hour defensive driving class. RI insurance companies offer a reduction or rebate for drivers 55+ who complete the course. The class reviews changes in traffic laws (such as Slow Down, Move Over, primary belt, etc.) as well as risks common to older drivers. The curriculum also addresses changes in roadway engineering, vehicle design and traffic control devices. The program is offered at AAA Southern New England Headquarters in Providence, or can be held off site.

Evidence of Effectiveness: CTW, Chapter 7, Section 1.1

Project Title: The Older and Wiser Driver

Project Description: A very popular program, frequently delivered at senior centers of to community or service groups. It is offered as a one-hour program addressing the changes (physical and neurological) that come with age and how drivers must compensate for those changes. We often adapt this program to meet the needs of the community or practical information such as driving in winter weather. We also can extend this program to walk seniors through a 30-minute on-line evaluation (Roadwise Review).

Evidence of Effectiveness: CTW, Chapter 7, Section 1.1

Project Title: Keeping The Keys

Project Description: Through this program AAA educates and assists families in creating a plan for mobility for aging relatives. This program encourages seniors to write a “contract” to address limiting their driving or “retiring” from driving and their mobility needs. Families will work together to ensure that the senior has a ride or mode of transportation to meet their needs (including social, spiritual, and physical).

Evidence of Effectiveness: CTW, Chapter 7, Section 1.2

4.7 Pedestrians and Bicyclists

Problem Identification and Analysis

Although crashes in Rhode Island are dominated by personal automobiles, other modes of transportation require consideration. 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. For example, from 2003 to 2013, pedestrian fatalities comprised 16 percent of all fatalities and bicycles comprised one percent. Bicycle fatalities have been at one or two in each of the last five years, except for 2013 when three bicycle fatalities occurred.

A total of 133 pedestrians were killed in motor vehicle crashes in Rhode Island from 2004 through 2014, as illustrated in Figure 4.15, and total fatalities involving pedestrians have fluctuated greatly during this time. As shown in Figure 4.16, Rhode Island far exceeds the national percentage for pedestrian fatalities. The majority of pedestrian fatalities are white males between the ages of 45 to 54. However, the largest group of pedestrian fatalities are 75 years old and over, when looking only at age groups; and white people are 77% of the pedestrian fatalities between 2003 and 2013. The top communities for pedestrian fatalities from 2003 to 2012 are Providence, Cranston, and Warwick. However, in 2012, three of the top five cities did not have any pedestrian fatalities.

The total number of crashes and number of serious injuries sustained involving bicyclists decreased between 2006 and 2009, as shown in Figure 4.19. However, between 2009 and 2011, the serious injuries increased from 11 to 33. They have since declined and were at 18 in 2013. In 2009, 2011, and 2014 Rhode Island had zero bicycle fatalities, in 2012, two bicycle fatalities were reported, and in 2013, there were three. As shown in Figure 4.20, Rhode Island was above the national average for bicyclist fatalities in 2010, 2012, and 2013. The majority of bicycle fatalities are white males between the ages of 65 to 74. The top communities for bicycle fatalities from are Providence and Charlestown.



Bike Safety Day

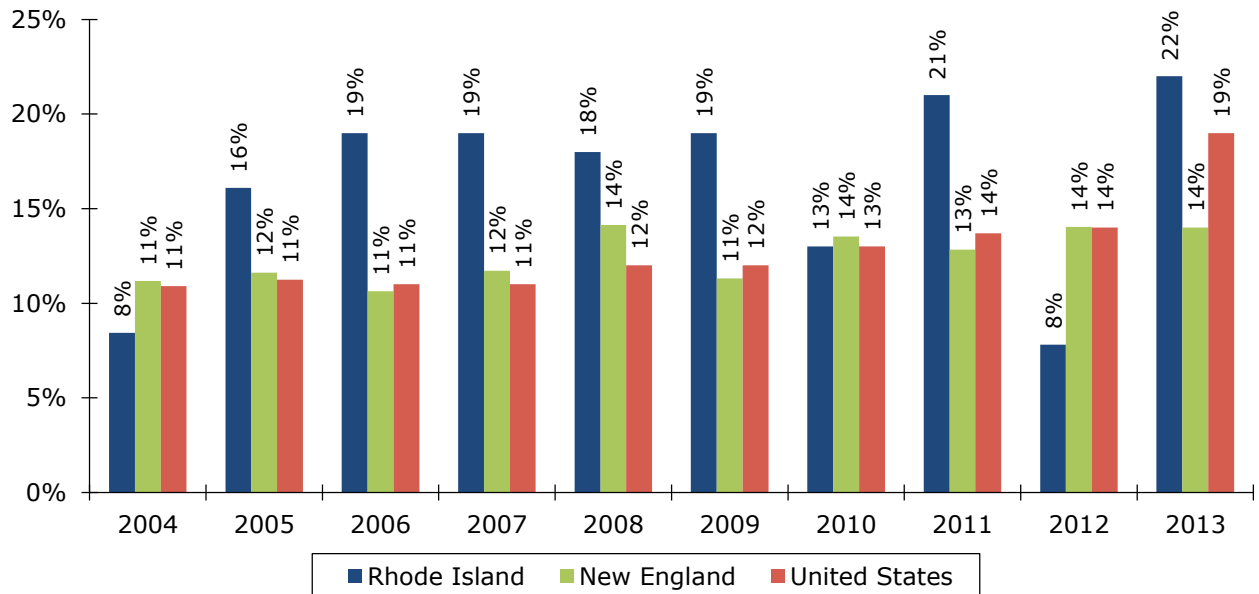
All of this information will be used to develop appropriate educational and marketing materials and target enforcement activities to reduce pedestrian and bicycle fatalities and serious injuries.

Figure 4.20 Total Fatalities and Serious Injuries Involving Pedestrians



Source: RIDOT/OHS.

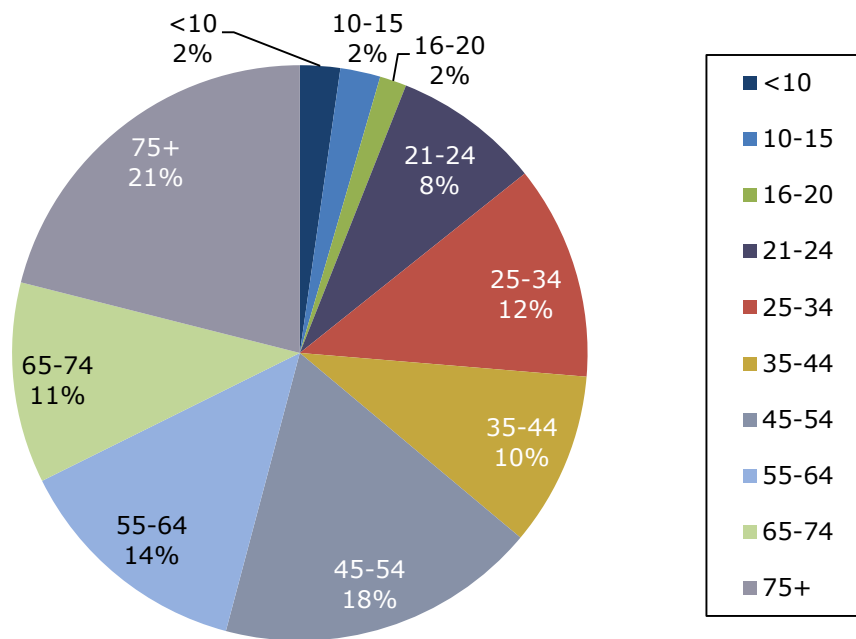
Figure 4.21 Pedestrian Fatalities as a Percent of Total Fatalities Rhode Island Compared to New England and U.S.



Source: Transanalytics, LLC; FARS; Note: Reflects NHTSA imputed data for 2004 to 2013.

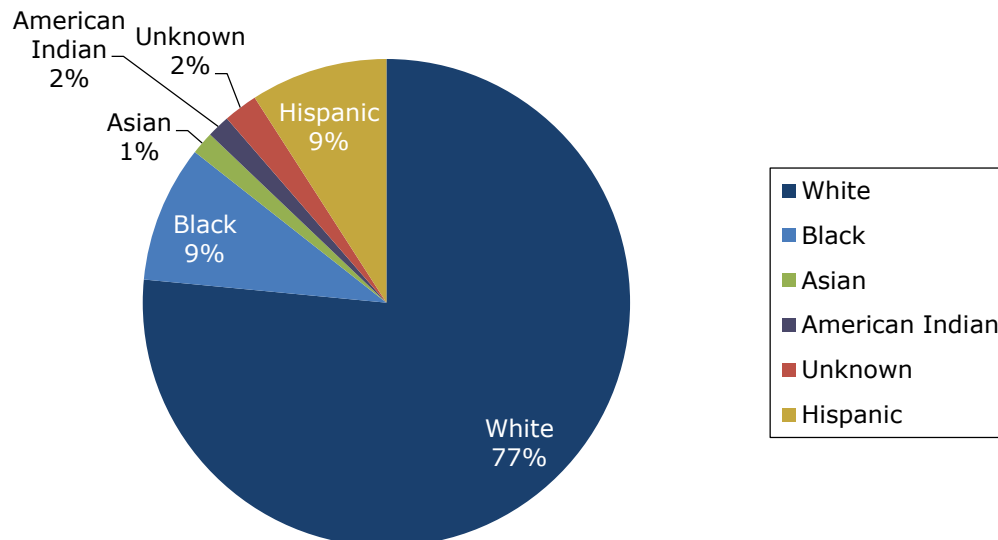
Note: New England and U.S. 2013 data unavailable.

Figure 4.22 Pedestrian Fatalities by Age Group
2004-2014



Source: RIDOT/OHS.

Figure 4.23 Pedestrian Fatalities by Race
2003 to 2013



Source: RIDOT/OHS.

Table 4.10 Top Five Cities/Towns for Pedestrian Fatalities
2003 to 2013

City/Town	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Total
Providence	3	2	5	4	5	4	1	5	1	2	5	37
Cranston	3	1	1	1	2	1	1	1	3	0	1	15
Warwick	0	0	0	1	1	2	1	0	3	1	1	10
Pawtucket	0	1	1	1	2	0	1	0	0	0	3	9
Woonsocket	0	0	1	0	1	2	0	0	3	0	0	7

Source: RIDOT/OHS.

Table 4.11 Pedestrian Fatalities by Age Group with BAC Test of 0.08 or Greater
2009 to 2013

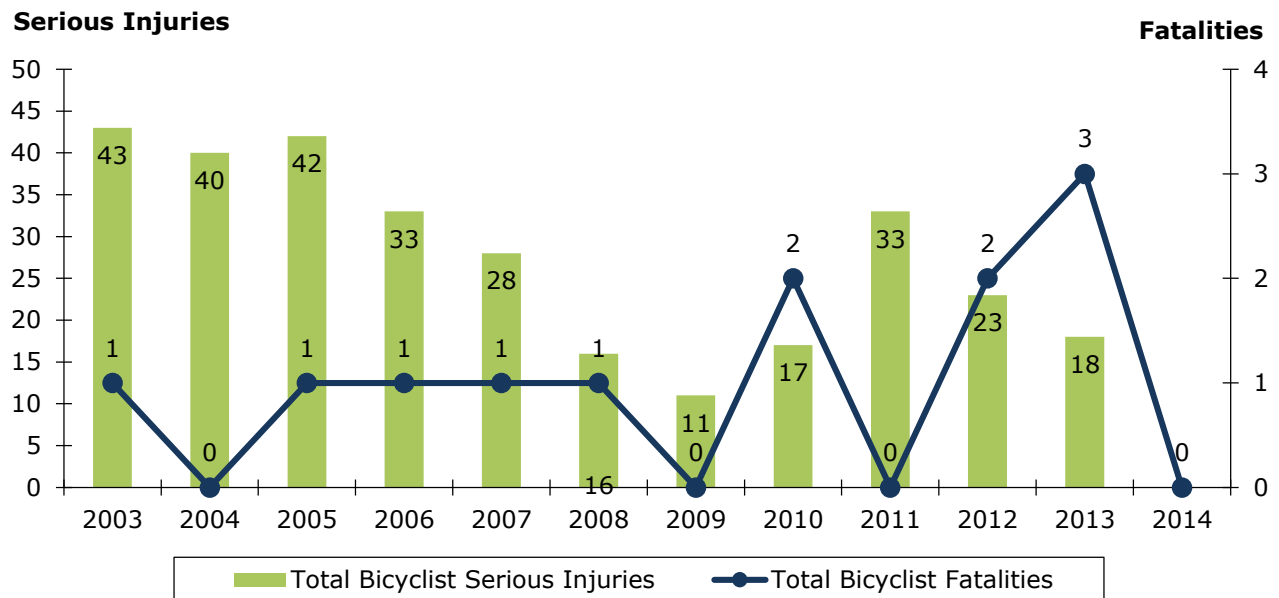
Age Group	Rhode Island	Region	U.S.
	0.08 Percent or Greater N=17 of 50 ^a	0.08 Percent or Greater N=1114 of 498 ^a	0.08 Percent or Greater N=5,900 of 15,547 ^a
16-20	N/A	13.5%	27.0%
21-24	66.7%	40.5%	51.8%
25-34	71.4%	39.2%	52.1%
35-44	50.0%	41.7%	49.1%
45-54	36.4%	39.0%	50.1%
55-64	0.0%	17.7%	35.9%
65+	6.7%	3.7%	9.7%
Total	34.0%	22.9%	38.0%

Source: Transanalytics, LLC, Analysis of Fatal Crash Data Rhode Island 2009 to 2013.

^a Persons with known BACs.

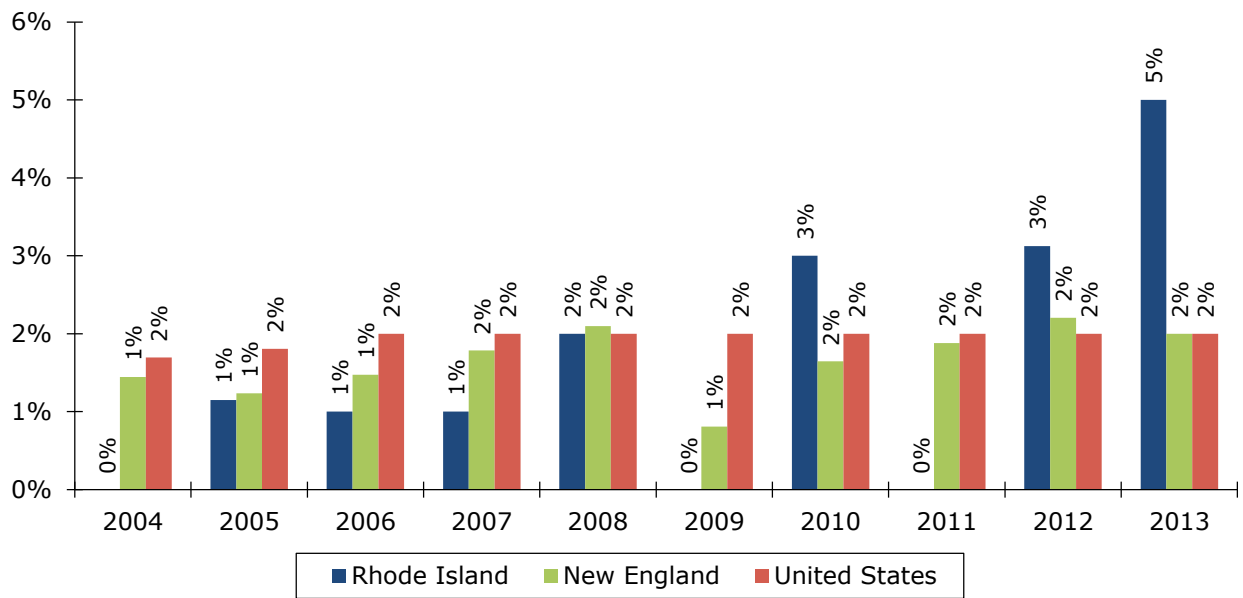
Note: The age 16-20 age group only includes one individual.

Figure 4.24 Total Bicyclist Fatalities and Serious Injuries



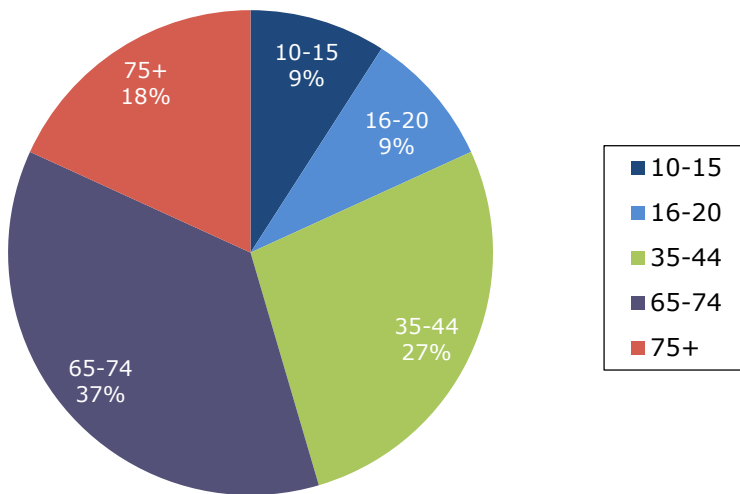
Source: RIDOT/OHS.

Figure 4.25 Bicyclist Involved Fatalities as Percent of Total Fatalities Rhode Island Compared to U.S.



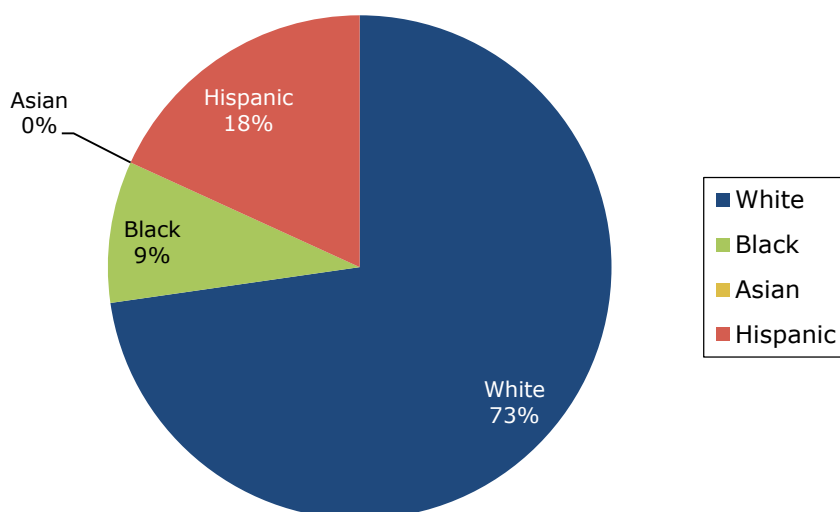
Source: Transanalytics, LLC; FARS.

Figure 4.26 Bicyclist Fatalities by Age Group 2004 to 2014



Source: RIDOT/OHS.

Figure 4.27 Bicyclist Fatalities by Race
2004 to 2014



Source: RIDOT/OHS.

Table 4.12 Top Five Cities/Towns for Bicycle Fatalities
2004 to 2014

City/Town	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Total
Providence	0	0	0	0	0	0	1	0	0	0	0	2
Charlestown	0	1	0	1	0	0	0	0	0	0	0	2
East Providence	0	0	0	0	0	0	0	0	0	1	0	1
Middletown	0	0	0	0	0	0	0	0	1	0	0	1
Narragansett	0	0	1	0	0	0	0	0	0	0	0	1
Newport	0	0	0	0	0	0	0	0	1	0	0	1
North Providence	0	0	0	0	0	0	0	0	0	1	0	1
North Smithfield	0	0	0	0	0	0	1	0	0	0	0	1
South Kingstown	0	0	0	0	0	0	0	0	0	1	0	1
Warwick	0	0	0	0	1	0	0	0	0	0	0	1

Source: RIDOT/OHS.

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 Northeast. In cooperation

with the RIDOT, these groups promote transportation safety and the incorporation of bicycle and/or pedestrian-friendly policies in transportation planning.

Performance Targets

- To maintain the number of crash fatalities among pedestrians at or below the five-year average (2009-2013) of 12 in 2016.
- To maintain zero crash fatalities among bicyclists in 2016.
- To decrease by 10 percent the number of pedestrian fatalities with a BAC of 0.08 or greater, from the five-year NHTSA imputed average (2006-2010) of four to three in 2016.

List of Countermeasures (Strategies)

1. Partner with local schools/agencies to participate in their safety programs.
2. Increase public awareness of the diversity of road users:
 - a. Conduct program management and oversight for all activities within this priority area.

Project Descriptions

The FFY 2016 HSP project list to address other road user fatalities and serious injuries includes the project number, title, description, budget, and evidence of effectiveness.

Project Number: 402 SA 16-01

Project Title: Safe Communities Partnership 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 the Cranston COZ reaches 3000 students and their families a minimum of 12 times annually in person.

Project Budget/Source: \$50,000 of Section 402PS

Evidence of Effectiveness: CTW, Chapter 9, Section 1.3

Evidence of Effectiveness: N/A

Project Number: 402 PS 16-02

Project Title: Bike Newport –Newport Road Share Education

Project Description: OHS will partner with BikeNewport to broaden the reach of the “share the road” and “be safe be seen” message to residents and tourists on Aquidneck Island by increasing outreach through their existing programs, bike safety classes, school assemblies, distribution of information at Bike Rental facilities, Night Bright, Open Garage nights, Police Bike Patrol trainings, as well as print and on-line information regarding bike safety. This activity is different from the other bicycle safety days in that it works directly with a single group (BikeNewport) to bring targeted, effective bicycle safety, outreach and education programming to a city that has had the highest number of bicycle related fatalities in recent years and also has one of the largest bicycling populations of migrant workers in the state. The educational materials are also published in Spanish to reach the food service workers that travel by bicycle to and from work.

Project Budget/Source: \$27,400.00 of Section 402PS

Evidence of Effectiveness: CTW, Chapter 9, Section 4.2

Project Number: 402 PS 16-01

Project Title: Pedestrian Safety and Occupant Protection

Project Description: The AAA Northeast project expand on the success of early –elementary presentations and lessons using a robotic automobile “Buster the School Bus” would be an ideal fit for teaching occupant protection, school bus safety and pedestrian safety to school age children, setting them on their path to safe behavior at an early age. The program would be offered to 150 school locations annually impacting approximately 10,000 students during the grant period. AAA will provide students educational booklets that contain relevant traffic safety laws

Project Budget/Source: \$28,848.00 of Section 402PS

Evidence of Effectiveness: CTW, Chapter 9, Section 1.3

4.8 Speed

Problem Identification and Analysis

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

Speed was a likely factor in two-fifths of all fatalities for the five-year average between 2009 and 2013. Rhode Island's percentage of speeding-related fatalities to total fatalities ranged from a low of 30.8 percent in 2008 to a high of 49.3 percent in 2010, and was considerably greater than those of both the NHTSA Region 1 and the nation in 2009, 2010, and 2012. In 2013, 26 percent of Rhode Island's traffic fatalities were recorded as speed-related, compared to 30 percent for the region and 29 percent nationwide.

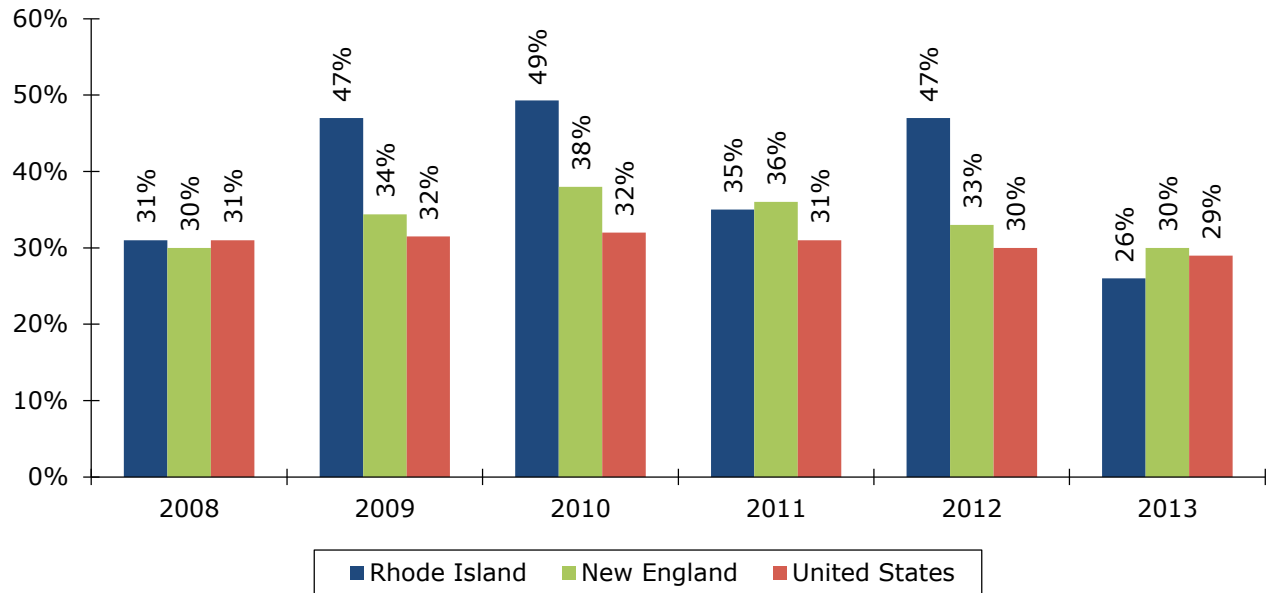
Additional analysis for 2009 to 2013 shows that the majority of drivers in speed-related fatal crashes are white and between the ages of 16 to 34. The cities of Providence and Warwick have the highest numbers of speeding crashes.

As shown in Table 4.14, in Rhode Island from 2008 to 2012, 43.7 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (31.5 percent), and both were higher than the nationwide percentage of 12.5 percent. Eighty percent of the speeding-related fatalities in the State occurred on roads with a speed limit less than 50 mph. This percentage was higher than the region (68 percent) and the nation as a whole (47 percent).

Enforcement efforts have improved annually and Rhode Island increased the number of citations issued by 15 percent from 2012 to 2013, exceeding 8,000 speeding citations issued on overtime patrols paid for with Highway Safety funds. OHS seeks to increase the citation level to 8,500+ in FFY 2016.

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

Figure 4.28 Percent of Fatalities Resulting from Crashes Involving Speeding Versus Total Fatalities
Rhode Island, New England, and U.S.



Source: Transanalytics, LLC; FARS.

Table 4.13 Speed-Related Fatalities by Posted Speed Limit

Posted Speed	Rhode Island					Total 2008-2012		
	2009 (N=39)	2010 (N=33)	2011 (N=23)	2012 (N=30)	2013 (N=17)	Rhode Island (N=142)	Region (N=1,760)	U.S. (N=51,115)
30 or less	16	9	12	18	7	43.7%	31.5%	12.5%
35	10	6	5	4	7	22.5%	16.2%	12.4%
40	1	5	3	1	2	8.5%	9.1%	7.2%
45	0	2	1	4	0	4.9%	11.5%	14.5%
50	2	6	1	2	0	7.7%	8.9%	4.5%
55	6	3	0	1	0	7.0%	7.7%	26.7%
60	0	0	0	0	0	0.0%	0.6%	3.5%
65+	2	1	0	0	0	2.1%	9.5%	15.3%
No limit	0	0	0	0	0	0.0%	1.0%	0.3%
Unknown	2	1	1	0	1	3.4%	3.9%	3.1%
Total	39	33	23	31	17	100.0%	100.0%	100.0%

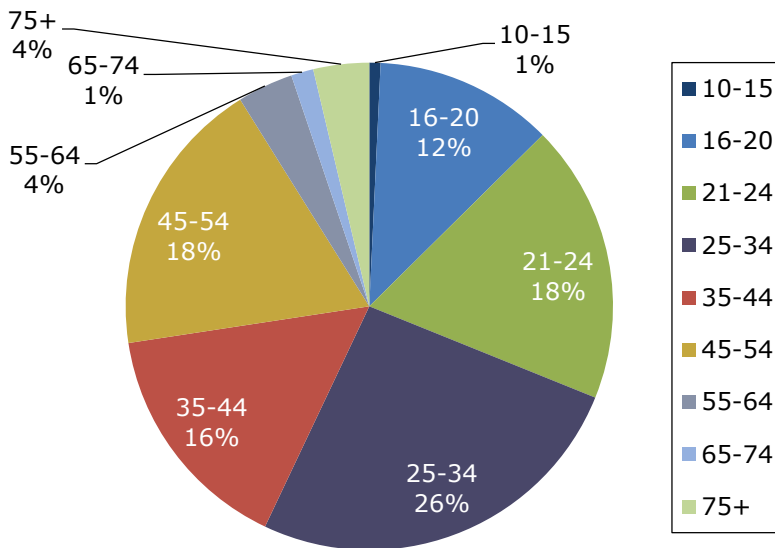
Source: Transanalytics, LLC.

Table 4.14 Top Five Cities/Towns by Fatal Speeding Crashes

City/Town	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Total
Providence	3	9	7	5	1	0	8	5	4	4	2	48
Warwick	3	4	1	4	1	3	2	3	3	2	2	28
Smithfield	0	2	4	2	0	0	3	4	0	0	1	16
Pawtucket	5	2	3	2	0	1	0	2	1	0	0	16
Cranston	3	3	1	2	1	1	1	0	0	2	1	15

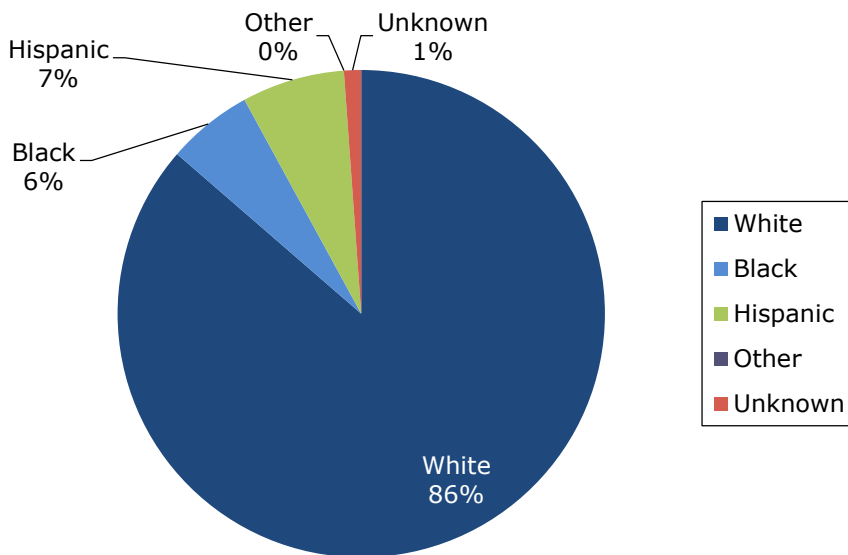
Source: RIDOT/OHS, 2013 data is preliminary.

Figure 4.29 Age of Drivers in Fatal Speeding Crashes
2009 to 2013



Source: RIDOT/OHS.

Figure 4.30 Ethnicity of Drivers in Fatal Speeding Crashes
2009 to 2013



Source: RIDOT/OHS.

Strategic Partners

OHS has partnerships with local community safety organizations which promote respect to speed limits, the Rhode Island Department of Health, The Cranston Family Center and COZ, Woonsocket Safe Communities, state and local law enforcement agencies, and AAA Northeast. In cooperation with the RIDOT, these groups promote transportation safety and the incorporation of safe roadway behavior including driving at posted speed limits.

Performance Targets

- Decrease by 3.4 percent annually, the number of speeding-related fatalities from a five-year average of 29 (2009 to 2013) to 26 in 2014; and
- Increase the number of speeding citations issued during grant-funded enforcement activities from 7,317 in 2013 to 9,030 in 2015.

Justification –The tracking of speeding citations will help us to determine the affectivity of our paid overtime enforcement activities and assist us on the allocation of funding for future Federal fiscal years.

List of Countermeasures (Strategies)

1. Use variable message signs (VMS) to increase visibility of speed enforcement activities.
2. Conduct a statewide speeding/aggressive driving campaign targeted to males 16 to 34 years old.
3. Conduct sustained monthly enforcement for statewide high-publicity speed activities as well as one annual high-visibility “speed wave” enforcement.
4. Target speed enforcement patrols on non-Interstate roadways with speed limits of 35 mph or less.
5. Continue overtime speed patrols with the State Police and Operation Blue RIPTIDE.
6. Employ speed-activated roadside displays showing speed limit and actual speed traveled.
7. Conduct program management and oversight for all activities within this priority area.
8. Use recently purchases radar units and software to analyze speed data in enforcement areas and compare to crash locations for all Police Departments.
9. Develop a method to collect speed-related data from crash reconstruction reports on fatal and serious injury crashes and forward data to RIDOT.

10. Conduct a speed data workshop and obtain information from surrounding states on their policies regarding the collection of speed-related serious injury data; document the proceedings and develop items for future action.
11. Develop policies on the collection of speed-related serious injury data, including a review of current state policies, laws, and regulations with assistance from the Rhode Island Police Chief's Association's Traffic Safety Committee. (TSRP/Attorney General).
12. Expand existing and planned high-visibility enforcement programs and speed enforcement patrols.
13. Use highway message boards to communicate a speed prevention message during the periods of the speed campaign.
14. Utilize DDACTS (Data Driven Approaches to Crime and Traffic Safety) to conduct regular coordinated enforcement efforts with state and local law enforcement in known trouble spots for speed violations. (LEL/OHS).
15. Review appropriateness of speed limits statewide.
16. Review the placement and use of speed limit signs statewide.
17. Use variable speed limits on limited access highways in Rhode Island.

Project Descriptions

The FFY 2016 HSP project list to address speed-related fatalities and serious injuries includes the project number, title, description, budget, and evidence of effectiveness.

Project Number: 402PT-16-02

Project Title: Municipalities Speed 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 police departments. OHS is expecting participation from potentially 38 communities. Patrols are conducted 24-hours and there is mandatory participation in one annual enforcement period, during the first week of August. The amounts allocated to each municipality were determined based on problem identification, citation and detail history, ability to deploy details, and overall community targeted safety needs.

Project Budget/Source: \$258,721.00 of Section 402PT

Evidence of Effectiveness: CTW, Chapter 3, Section 2.2

Project Number: 404PT-16-03

Project Title: State Agencies (RISP) Speed Enforcement

Project Description: OHS will fund implementation of the “Obey the Sign or Pay the Fine” overtime speed enforcement patrols by the Rhode Island State Police. Patrols are conducted 24-hours and there is mandatory participation in one annual enforcement period, during the first week of August. This also includes RISP C.A.R.E. patrols and travel.

Project Budget/Source: \$101,000 of Section 404PT

Evidence of Effectiveness: CTW, Chapter 3, Section 2.2

Project Number: 405PT-16-02

Project Title: State Agencies (URI) Speed Enforcement

Project Description: OHS will fund implementation of the “Obey the Sign or Pay the Fine” overtime speed enforcement patrols by the University of Rhode Island Police. Patrols are conducted during 24-hours and there is mandatory participation in one annual enforcement period, during the first week of August.

Project Budget/Source: \$2,000 of Section 405PT

Evidence of Effectiveness: CTW, Chapter 3, Section 2.2

Project Number: 402PM-16-02

Project Title: Paid Media (PT)

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. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.

Project Budget/Source: \$150,000 of Section 402PM

Evidence of Effectiveness: CTW, Chapter 3, Section 4.1

Project Number: 402-PT-16-01

Project Title: Creative Media (PT)

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. This task will

meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.

Project Budget/Source: \$150,000 of Section 402PM

Evidence of Effectiveness: CTW, Chapter 3, Section 4.1

Project Number: 403PT-16-03

Project Title: Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program

Project Description: OHS will contract with a qualified consultant 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 Budget/Source: \$43,000 of Section 402PT

Evidence of Effectiveness: N/A

Project Number: 402SA 16-02

Project Title: Safe Communities Partnership Woonsocket

Project Description: Connecting for Children and their families will build upon their successful seatbelt safety program "Shield for Life" that educates Rhode Islanders about the state's primary seatbelt law. The program also promotes driver safety habits, including seatbelt use. The project's objective is to increase awareness about and adherence to seatbelt laws.

Project Budget/Source: 50,000.00 section 402

Evidence of Effectiveness: CTW, Chapter 2, section 1

4.9 Traffic Records

Problem Identification and Analysis

The traffic records system allows for 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 completed the Rhode Island Traffic Records Coordinating Committee Five-Year Strategic Plan (FFY 2012 to FFY 2016) and continues to update the living document as necessary. OHS safety stakeholders continue to support the exchange of information but need improvement in the areas of timely, accurate, complete, uniform, and integrated systems. OHS participated in a NHTSA Traffic Records Assessment from November 2014 through April 2015.

As an outcome of the Assessment, a comprehensive listing of core system deficiencies was developed. This list has been expanded as the TRCC has identified more room for improvement since the date of the Assessment. The projects included in this Highway Safety Plan directly address the deficiencies identified by the Assessment team and TRCC members. Projects are proposed by TRCC members and voted on based on the project's potential for eliminating system deficiencies.

Rhode Island has a goal to develop our core data collection systems into purely electronic structures. In 2007, RI used the legislative process to push our crash reporting system to 100 percent electronically submitted reports. The electronic citation system, E-Citation, is very much underway with 29 municipal departments and the State Police submitting at least partial electronic citations by May, 2013. Projects in this plan look to expand the E-Citation system to Providence Police Department, New Shoreham Police Department, and the URI police department in an effort to increase the timeliness, accuracy, and completeness of the adjudication core data system.

The Linear Referencing System (LRS) project remains in place and eventually will provide a framework to begin linking several databases. Some datasets included will be crash records from the crash core system and traffic counts, roadway characteristics, and pavement conditions – all from the road network core system. The Model Minimum Roadway Elements (MIRE) project which will be completed by September 2015 will help create a more robust dataset that will eventually be linked within the LRS.

Unfortunately crash records in the RIDOT database often lack location information, leading to poor accuracy. Using NHTSA Section 405C funding, the RI TRCC plans to initiate a project that will give departments the capability to accurately geocode crashes with latitudinal and longitudinal information, improving both accuracy and completeness.

The 2012 update to the Rhode Island Strategic Highway Safety Plan (SHSP) identified several areas with data deficiencies. The TRCC remains the identified body that will work to address the data-related action steps highlighted in the SHSP. Data issues identified by the SHSP include:

- Lack of data integration;
- Flawed injury data;
- Lack of serious injury data for speed-related crashes;
- Lack of roadway/roadside inventory data;
- Incomplete toxicology reports for impaired driving;
- Lack of data on contributing factors in run-off-road fatalities; and
- Low numbers for distracted driving crashes.

Strategic Partners

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

Performance Targets

- The percentage of citation records with no missing critical data elements. Once the State completes the crash revision, the State will use the newly MMUCC-compliant data elements for this measure. The State can assess overall completeness by dividing the number of records missing no elements by the total number of records entered into the database within a period defined by the State.
- The percentage of appropriate records in the crash database that are linked to another system or file. Linking the crash database with the five other core traffic records databases can provide important information. The percentage of appropriate records in the crash database that are linked to another traffic records database (e.g., Citation, EMS, Driver, Vehicle, and Roadway).
- The percentage of appropriate records in the crash database that are linked to crime data. Linking the crash database with crime data can provide important information. This linkage can be used in order to allocate resources effectively and ultimately reduce traffic crashes throughout the state.

Justification – The tracking crash reports submitted with latitude and longitude will help us to determine our improvement on increasing the accuracy of these records. The tracking patient care reports submitted will help us to determine our improvement on increasing the completeness of these records.

List of Countermeasures (Strategies)

1. Conduct three TRCC meetings in FFY 2016. (Meetings will be schedule for October 15, 2015, January 14, 2016, and April 7, 2016.)
2. Expand and improve highway safety databases.
3. Improve and refine data integration and coordination with highway safety stakeholders.
4. 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). Expand the effort beyond the municipal departments.
5. Expand sharing of problem identification data among shareholders, partners, and traffic safety advocates.
6. Monitor NHTSA section 405C grant-funded projects.
7. Increase the data linkage of traffic records with other data systems within the State and local highway and traffic safety programs.
8. Improve the maintenance, coordination, accuracy, and analysis of current transportation safety data:
 - a. Conduct regularly scheduled meetings of the TRCC;
 - b. Utilize NHTSA 405C grant funding to partner with other state agencies in data coordination, management, and analysis; and
 - c. Utilize contractor services in regards to data coordination, management, and analysis.
 - d. Increase the availability of safety data and traffic records to highway safety stakeholders:
 - e. Use On-line System for Crash Analysis and Reporting (OSCAR) interface to generate community-wide data analysis. This analysis will be made available to highway safety stakeholders through improved web site access;
 - f. Hold informational meetings with potential grantees.
 - g. Expand the total number of potential program partners.
 - h. Continue working with the RIDOT to update the Rhode Island SHSP.
 - i. Provide information on highway safety problem identification, process, program planning, and evaluation to potential grantees.

- ii. Redesign the OHS web page to include a secure traffic records information section, which highway safety stakeholders can access. Create a public side to this page for public access to static information.
- iii. Identify, adjust, track, and document systemwide and project-level performance measures for inclusion in final report to NHTSA on Section 405c.
- iv. Continue development of a comprehensive inventory of highway safety information sources in the Rhode Island Traffic Records Coordinating Committee Five-Year Strategic Plan.
- v. Conduct program management and oversight for all activities within this priority area.

Project Descriptions

The FFY 2016 HSP project list to address traffic records includes the project number, title, description, and budget.

Project Number: M3 DA 16-09

Project Title: Traffic Records Coordinating Committee Consultant Services

Project Description: The RI TRCC will retain the services of Appriss, LLC for a fourth consecutive year. Appriss provides assistance with required TRCC documents (annual grant application, Interim Progress Report, etc.) and advises on many operational aspects of the TRCC. The consultant also will provide meeting minutes following each TRCC meeting.

Project Budget/Source: \$37,000 of Section 405c

Project Number: M3 DA 16-04

Project Title: Department of Health State Agencies Integration

Project Description: The percentage of appropriate records in the crash database that are linked to another system or file. Linking the crash database with the five other core traffic records databases can provide important information. For example, a State may wish to determine the percentage of in-State drivers on crash records that link to the driver file.

The percentage of appropriate records in the crash database that are linked to another traffic records database (e.g., Citation, EMS, Driver, Vehicle, and Roadway).

Project Budget/Source: \$45,600.00 of Section 405c

Project Number: M3 DA16-05

Project Title: Providence Brought Into E-Citation

Project Description: The Providence Police Department's RMS software does not currently have an E-Citation module. This project will fund software and/or equipment (computers/printers) that will enable electronic citation collection/transmission.

Project Budget/Source: \$110,000 of Section 405C

Project Number: M3 DA 16-08

Project Title: Trauma Registry

Project Description: The Rhode Island Department of Health will contract with a data systems vendor to develop a trauma database that all hospitals can access via the web. Each hospital will enter demographic information, incident details, and medical information for each patient whose traumatic injuries lead to death, surgery, admission to the hospital or ICU. Information from the RI-EMSIS EMS database will automatically carry over into the hospital database report in an effort to facilitate data entry and ensure accuracy and consistency of the record.

The database will be housed and maintained at the Rhode Island Department of Health. Since the database will be accessible online, hospitals are not required to purchase additional hardware or software. We will provide training to the hospitals and work with them to develop a schedule for data reporting that is mutually convenient. We anticipate that many hospitals will provide reports weekly while others may schedule monthly data reporting.

By linking data in the hospital record to crash scene details, we will have the ability to match patient outcomes to specific locations, crash types, use of safety devices, time of day, etc. We have the opportunity to design the database to include the data elements and create the reports that are most relevant to our state needs. Instituting a State Trauma Registry will also allow us to contribute to national trauma research efforts by giving us the opportunity to submit our state data to the National Trauma Data Bank.

Basis for Project: The American College of Surgery, the Institute of Medicine, and various Federal agencies support the development and implementation of state trauma registries. The 2006 article "Are statewide trauma registries comparable? Reaching for a national trauma dataset" in the Society for Academic Emergency Medicine found that 32 states already had a centralized trauma registry. RI is one of the few remaining states that do not have a trauma registry.

The information collected in this database will allow us to see the actual medical impact of traffic related trauma in our state. By linking the information in RI-EMSIS with a trauma registry, we can specifically identify medical risks of various environmental and behavioral factors. This will also aid in our ability to track the health impact of our intervention strategies.

Project Budget/Source: 256,400.00 of section 405c

Project Number: M3 DA 16-07

Project Title: Traffic Records Data Warehouse

Project Description: Develop a data warehouse into which all traffic records systems submit data; develop linkages between the various data sets and provide data warehouse drill down and reporting capabilities that support highway safety decision-making.

Project Budget/Source: 358,507.00 of Section 405c

Project Number: M3 DA-16-02

Project Title: Crash MMUCC Revision

Project Description: The Rhode Island Uniform Crash Report will be revised to include new fields and make the crash report consistent with the latest version of the MMUCC. Additional fields for consideration are mile marker identification (to improve crash location accuracy) and a “lane departure” checkbox. Funds will be used to modify the state’s RMS systems for data input and the RIDOT import service for crash records.

Project Budget/Source: 65,000.00 of Section 405C

Project Number: M3 DA 16-06

Project Title: RIPCA Statewide RMS/Traffic Records System

Project Description: The Rhode Island Police Chief’s Association (RIPCA) respectfully requests consideration for grant funding to allow for a project manager who will continue with the implementation of a Statewide Records Management, Traffic Records and Computer Aided Dispatch System (RMS/CAD). The project will consolidate all Rhode Island law enforcement agencies onto a single RMS/CAD platform. Updating the system will allow police departments to contribute and receive information from one central records management system.

RIDOT/NHTSA will be a true partner and have access to real-time and accurate data. The RIPCA feels that the benefits of a single statewide RMS/CAD is critical to providing increased accuracy in traffic crash data amongst police agencies, providing for responder safety, and reducing long-term costs to all Rhode Island communities. Since 1998, all police agencies, except Providence and New Shoreham, have utilized IMC by TriTech for their RMS/CAD. While one would assume consistent data sharing exists, however this is not the case. The RIPCA recognized this as a problem and undertook an effort to see if it would be feasible to create a single statewide RMS/CAD. After study, it was identified that contracts would be expiring in the next few years and the time was ripe to undertake this statement RMS/CAD development. Additionally, it was identified that the State of Delaware recently completed a similar project, which could act as a model. Any investment would look at the statewide RMS/CAD from a holistic perspective to include the needs of other agencies, such as RIDOT/NHTSA, that would

be affected by this system. The implementation of the system will be based on the items identified in the needs assessment and implementation plan. The grant will fund a dedicated, high level project manager to review the RFP (under development) and assist with the selection of the most appropriate vendor to provide and construct the system. The project manager will remain in place through the complete implementation to all law enforcement agencies. Funding will also be used for hardware (e.g., servers) and software.

Project Budget/Source: \$345,000.00 of Section 405c

Project Number: M3 DA 16-03

Project Title: Crash Analyst for DDACTS

Project Description: This project will provide funds for a full-time position for a data analyst in order to implement DDACTS. The analyst will be housed in the Fusion Center and will work solely on the statewide DDACTS initiative and will be providing crash hotspot information to all 39 police agencies in the State in order to allocate resources effectively and ultimately reduce traffic crashes throughout the State. This project will fund the proportionate salary dedicated to produce the highway crash information reports.

Project Budget/Source: \$67,000 of Section 405C

Project Number: M3DA-16-10

Project Title: URI e-citation

Project Description: The University of Rhode Island is among the last public law enforcement agencies that have not been equipped to participate in the statewide E-Citation program. To continue a statewide effort to have all departments submitting citations electronically, it is imperative to involve this agency. URI currently has six (6) active MDTs.

Project Budget/Source: \$24,923.00 of Section 405C

Project Number: M3 DA 16-11

Project Title: LRS Project completion

Project Description: The Enterprise LRS and Road Inventory Implementation project will provide the foundation for the integration and analysis of roadway and safety data. Because much of the data required for analysis of safety data exists in many different systems without any relationships other than location, it is critical to develop a common and consistent method for referencing location. This project will develop a common method that can be used amongst all the system with location-based information. This will lead to consolidation of redundant data, simplified integration, and consumption of data by different systems, and expanded spatial capabilities across the enterprise.

A Linear Referencing Systems (LRS) is a way to define a feature or location by its linear distance from a known point on a route such as highways, rail lines, or bike paths. Analyzing linearly referenced data lets you identify trends, locate problems, and search for causes.

Unlike traditional spatial information which is located using a cartographic coordinate system, most infrastructure and transportation data is located using a system of linear references. Pavement conditions, accident data, project limits, traffic counts, road inventory are referenced by location to known locations on a linear network such as a bridge, street intersection, or mileposts along a highway.

Using Dynamic Segmentation, tabular data can be visualized on a map and displayed, queried and analyzed in a GIS. A major benefit is that individual tables can be more easily updated when attributes, performance characteristics, or usage patterns change over time.

Once an event has been dynamically segmented, it can be used in spatial analyses to generate simulation models, maps and reports.

This data will be used not only by the infrastructure group, but also by our OHS office to expedite the FARS file completion and problem identification.

The data is to be collected for all public roadways in Rhode Island.

Project Budget/Source: 125,000.00 of section 405c

4.10 Young Driver

Problem Identification and Analysis

Over the years, crash statistics in Rhode Island have shown young drivers are overrepresented in serious injury and fatal crashes. For example, in 2012, young drivers ages 16 to 20 years represented 4.1 percent of Rhode Island's licensed driver population, yet comprised 4.6 percent of drivers involved in fatal crashes and 8.4 percent on 2013.

Between 2009 and 2013, young driver fatalities, as a proportion of total fatalities, were typically higher than the averages for the region and the nation, but were less in 2011, 2012, and 2013. The top communities for young driver fatalities from 2003 to 2012 are Providence and Cranston.

RIDOT OHS has made substantial inroads combating issues in young driver safety. As part of the multifaceted approach to this issue RIDOT OHS has developed a pilot project to reach young drivers through fun educational activities like THINKFAST and the Save a Life tour with the hope that students will more readily retain important Highway Safety messaging if they are engaged in a fun activity as opposed to a classroom environment. Consultants have submitted final analysis of these programs and both were very well received. The ThinkFast intervention produced statistically significant improvements in knowledge about highway safety (teens gained 28.66 points from pre to post score) and significant improvement in attitudes towards the GDL related behaviors of being out after curfew, not obeying passenger restrictions, talking on a cell while driving, and speeding.

RIDOT also became involved with the AT&T "It Can Wait" campaign along with the Attorney General and has visited more than 40 High Schools with this compelling message. More than 10,000 students have signed a pledge to DRIVE NOW TEXT LATER.

Legislation was also passed last session to mandate "Distracted Driving information be taught and tested as part the state's Drivers Licensing program."

A "hands free" law has been introduced again this legislative session that will assist police to enforce the cell phone laws for young drivers. We have also introduced legislation to change the definition from "cell phone" to the NHTSA preferred definition of "personal wireless communication devices."

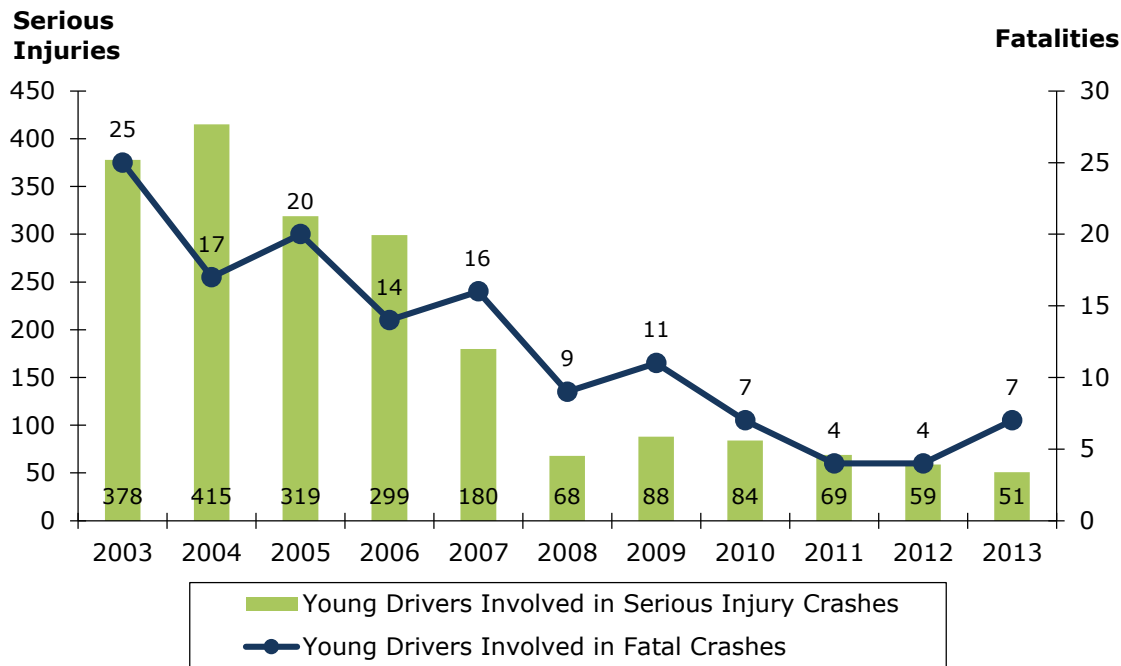
We may see other problems in the future. Research by the AAA Foundation and the Insurance Institute recently reported that national trends indicate more and more young drivers are waiting until they are 18 before they get their driver's license. When asked why they are waiting, teenagers sited cost as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

What does this mean for Rhode Island? We may have an entire generation of uneducated drivers. To quote the AAA foundation: "Given the large proportion of new drivers who are 18 years old or older, further research is needed to investigate their levels of safety or risk, to

evaluate the potential. The high rate of motor vehicle-related serious injuries and fatalities can be attributed to more than just inexperience. National studies have shown young drivers are more likely to participate in risky behaviors like distracted driving and not wearing a seat belt. These reasons point to the need for targeted education and enforcement for this population.”

GDL was passed in 1997 in Rhode Island. Current Rhode Island data is not available, the last study was conducted in 2006 and indicated 23% of teens were delayed getting their driver’s license in order to fulfill a GDL requirement. <http://newsroom.aaa.com/wp-content/uploads/2013/07/Teens-Delay-Licensing-FTS-Report.pdf>, <http://www.lifesaversconference.org/handouts2014/McCartt.pdf>

Figure 4.31 Total Young Driver Involved in Fatality and Serious Injury Crashes



Source: RIDOT/OHS.

Table 4.15 Fatal Crashes and Fatalities Involving Young Drivers (Age 16 to 20) in Rhode Island, New England, and U.S. 2009 to 2013

	2009	2010	2011	2012	2013
Rhode Island					
Fatal Crashes	11	6	4	4	7
Young Drivers Killed	6	4	2	3	2
New England					
Fatal Crashes	140	134	112	107	117
Young Drivers Killed	71	68	64	54	61
The United States					
Fatal Crashes	4,871	4,348	4,176	4,084	3,746
Young Drivers Killed	2,302	1,917	1,970	1,843	1,651

Source: Transanalytics, LLC, *Analysis of Fatal Crash Data Rhode Island 2009 to 2013*.

Table 4.16 Fatalities in Young Driver-Related Crashes
Young Drivers, Passengers of Young Drivers, and Other Road Users

	2009	2010	2011	2012	2013	Rhode Island 2009- 2013 Percent	Region 2009- 2013 Percent	U.S. 2009- 2013 Percent
Victims	(N=14)	(N=7)	(N = 6)	(N = 4)	(N = 8)	(N= 40)	(N= 717)	(N= 26,082)
Young Driver	6	4	2	3	2	44.00%	47.00%	40.30%
Passengers	5	3	1	0	3	31.00%	23.00%	24.60%
Other Road Users	3	0	3	1	2	26.00%	30.00%	35.10%

Source: Transanalytics, LLC, *Analysis of Fatal Crash Data Rhode Island 2009 to 2013*.

Table 4.17 Top Five Cities/Towns for Fatal Crashes Involving Young Drivers

City/Town	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Total
Providence	2	3	2	1	2	2	1	2	1	0	0	16
Cranston	3	1	1	1	0	1	3	0	0	1	0	11
Warwick	0	1	0	1	2	1	1	1	0	0	1	8
Smithfield	0	0	2	2	0	0	1	0	0	1	1	7
Burrillville	0	2	0	1	1	0	0	1	0	0	1	6

Source: RIDOT/OHS Strategic Partners.

The Rhode Island Division of Motor Vehicles (RIDMV) is charged with licensing drivers. 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 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, SADD, AAA, the Rhode Island Attorney General’s Office, Rhode Island Traffic Tribunal Court, the minority community, and law enforcement throughout the State.

Performance Targets

- To maintain the number of young drivers age 16 to 20 involved in fatal crashes at or below the five-year average (2010-2014) of 2.8;
- To continue to decrease the number of young driver (age 16 to 20) involved fatalities by 3.2 percent annually, from two in 2013 to one in 2016; and
- To decrease the number of young driver (age 16 to 20) involved serious injuries by 3.2 percent annually, from 140 in 2010 to 127 in 2016.

List of Countermeasures (Strategies)

1. Improve and expand educational outreach to middle and high schools (including School Resources Officers), colleges, and community partners:
 - a. Emphasize young drivers in impaired driving and occupant protection media campaigns.
 - b. Create and distribute an alcohol-related informational brochure for high school and/or college students.

- c. Evaluate and coordinate public/private efforts in the area of young driver safety efforts statewide, using our contractor Preusser Research Group to conduct an oversample of young drivers to obtain a statistically valid number to determine the effective reach of current Young Driver programming.
 - d. Work with RIDMV to 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.
 - e. 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.
 - f. 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.
 - g. Continue to work with the CCRI driver education administrator to identify and implement potential improvements to the drivers' training program.
 - h. Develop culturally appropriate messages and expand minority outreach efforts.
 - i. Implement young driver/GDL enforcement in and around high schools.
 - j. Develop distracted driving awareness programs in high schools.
 - k. Support large-scale awareness efforts such as "Drive Now Text Later" and "It Can Wait" efforts by AT&T.
2. Collect and analyze age-related data on highway safety.
 3. Conduct program management and oversight for all activities within this priority area.

Project Descriptions

The FFY 2016 HSP project list to address young driver fatalities and serious injuries includes the project number, title, description, budget, and evidence of effectiveness.

Project Number: 402PM 16-03

Project Title: Occupant Protection, Distracted Driving, 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 and local, school-specific media. We will specifically target Young Driver audiences with our **Occupant Protection, Distracted Driving, and Underage Drinking media buys.** This task

will meet the requirements within the Grand Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition this project will be evaluated based on the criteria set out in the section 402 Advertising Space Guidance.

Project Budget/Source: \$100,000 of Section 402PM

Evidence of Effectiveness: CTW, Chapter 1, Section 6.5; Chapter 2, Section 7.1

Project Number: M8 PE 16-04

Project Title: ThinkFast Interactive High School Education Program

Project Description: Up to 50 high schools and middle schools will be offered the opportunity to experience the ThinkFast Interactive program. This game show style program blends critical highway safety messaging with engaging pop culture references to command the attention of a school assembly. Programming will be strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.).

Project Budget/Source: \$25,000.00 of Section 402AL; \$50,000 of Section 402OP; \$25,000 of Section 405E

Evidence of Effectiveness: CTW, Chapter 1, Section 6.5, Chapter 2, 7.1

Project Number: M8 PE 16-05

Project Title: Youth Educator and Influencer Program

Project Description: MADD RI aims to engage two key demographics in the community through these two innovative programs. Youth in Action helps young people focus on law enforcement, educational, and policy-level changes, which affect underage drinking. Power of Parents is an interactive training session for parents who are looking for guidance when dealing with youth and destructive decisions. Team Spirit is a successful program that offers students in grades 9-12 with the opportunity to experience a three and one half day leadership training seminar followed by a school year implementing action plans developed at the seminar. The seminar highlights prevention, education, community and school alcohol and drug prevention strategies, team building, traffic safety education and substance free alternative activities.

Project Budget/Source: 43000.00 of 405 e)

Evidence of Effectiveness: NA

Project Number: M8 PE 16-02

Project Title: Distracted Driving- Public Education Campaign

Project Description: RIDOT OHS will develop and implement a distracted driving outreach and education initiative to support the Distracted Driving program area and in particular emphasize NHTSA's National Teen Driver Safety Week in October 2014 as well as the April National Distracted Driving Awareness Month. The program will consist of enforcement, education, outreach and paid media to support "Drive Now Text Later" throughout the school year as well as during the weeks leading up to the National campaign. We will work with local law enforcement agencies, RI Division of Motor Vehicles, AAA of Southern New England and the Driver's Education program to reach young drivers and emphasize the dangers of texting and driving.

Project Budget/Source: \$70,000 of 405(e)

Evidence of Effectiveness: CTW, Chapter 4, Section 2.2

Project Number: M8 PE 16-03

Project Title: SIDNE High School Education Program

Project Description: Up to 50 high schools and middle schools will be offered the opportunity to experience the SIDNE Interactive driving program. SIDNE® is a behind the wheel driving experience that makes the dangers of distracted and impaired driving real and personal. This program blends critical highway safety messaging with engaging activities to command the attention of a school assembly. Programming will be strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.) as well as offered throughout the year as requested.

Project Budget/Source: 26,500.00 of 405 (e)

Evidence of Effectiveness: CTW, Chapter 1, Section 6.1, Chapter 2, 7.1, Chapter 4, 2.2

4.11 Planning and Administration

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

Strategic Partners

OHS will continue to work with the State Traffic Safety Stakeholders, including state and local law enforcement agencies and all grant recipients.

Performance Targets

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

List of Countermeasures (Strategies)

1. Administer the statewide traffic safety program:
 - a. Implement the FFY 2016 HSP;
 - b. Develop projects to support the current programs goals;
 - c. Provide sound fiscal management on all the traffic safety programs;
 - d. Coordinate state plans with other Federal, state, and local agencies;
 - e. Assess program and projects outcomes; and
 - f. Share this vital information and relevant data with the public.
2. Provide data required for Federal and State reports.
3. Provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs.
4. Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.
5. Identify and prioritize highway safety problems for future OHS attention, programming, and activities.
6. Implement program management, oversight, and monitoring for activities within this priority area.

Project Descriptions

The FFY 2016 HSP project list to address planning and administration items includes the project number, title, description, and budget.

Project Number: 402PA-16-03

Project Title: Office Supplies

Project Description: This project will allow OHS the purchase of office supplies and equipment necessary to support programming of all NHTSA projects, including phone, postage, computer equipment and miscellaneous.

Project Budget/Source: \$20,000, Section 402PA

Project Number: 402PA-16-01

Project Title: Memberships and dues

Project Description: This project will allow OHS cover the payment of the Governor's Highway Safety Association Membership as well as other dues to professional organizations related to our Highway Safety Programs, like National Association of State Motorcycle Safety Administrators dues, Child Passenger Safety Technicians Licenses.

Project Budget/Source: \$ 8,000, Section 402PA

Project Number: 402PA-16-06

Project Title: Travel and Training

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

Project Budget/Source: \$23,000, Section 402PA

Project Number: 402PA-16-05

Project Title: Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report (CS)

Project Description: RIDOT OHS will contract for the development and production of the Highway Safety Performance Plan and the Annual Program Evaluation Reports required by NHTSA.

Project Budget/Source: \$60,000, Section 402PA

Project Number: 402PA-16 04

Project Title: OHS Vehicle

Project Description: The OHS a vehicle that is readily available to attend meetings, trainings, and presentations. It will be used specifically for events, programs, and meetings directly related to the work of staff associated within the OHS.

Project Budget/Source: \$30,000.00 of Section 402PA

Project Number: M8X-16-11/164PA-16-11/402TR-16-11 /M5IDC-16-11/402MC-16-11/M2X-16-11/402PS-16-03/402PT-16-03/402TR-16-11/M3DA-16-01

Project Title: Salaries (Distracted Driving, Impaired Driving, Motorcycle, Occupant Protection, Speed, Traffic Records, Pedestrian/Bicycle)

Project Description: Fees charged to NHTSA accounts for Sharon Bazor, Despina Metakos Harris, Elvys Ruiz, Jim Barden and two new coordinators' salaries. The Rhode Island Department of Transportation also receives 403 program funds to cover the FARS Analyst salary. We do not track these funds in GTS, which is why we do not have a project number for it.

Project Budget/Source: \$60,000, Section 405E; \$15,000, Section 164PA; \$15,000, Section 410PA; \$150,000, Section 405D; \$170,000.00, Section 402MC; \$15,000, Section 405; \$373,000, Section 405B; \$393,000.00 Section 402PS; \$20,000, Section 402PT; \$75,000, Section 408; and 402-50,000.00 and M3DA-16-11 75,000.00,

Project Number: 164PA-16-00/402PA-16-00/ M2X-16-00/M3DA-15-00/M5X-16-00/M8X-16-00/M9X-16-00

Project Title: Audit Fees

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

Project Budget/Source: \$2,650, Section 164; \$1,250, Section 402PA; Section 405B; \$650, Section 405C; \$1,500, Section 405D; \$150, Section 405E; and \$50, Section 405F

Project Number: 402PA-16-02

Project Title: Office Equipment

Project Description: This project will fund OHS office copier/fax machine lease and maintenance.

Project Budget/Source: \$8,000 of Section 402PA

Project Number: 402AL-16-07

Project Title: Program Assessment: DUI and SFST

Project Description: This project will fund all the necessary costs associated with the NHTDA designated team to assess RI's Impaired Driving Safety program.

Project Budget/Source: 100,000.00 of Section 402PA

4.12 NHTSA Equipment Approval

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

4.13 Paid Advertising

The Office on Highway Safety will follow all Federal and state guidelines for purchasing media/advertising with Federal highway safety funds.

To support alcohol-impaired driving and occupant protection, high-visibility enforcement efforts in the diverse communities of Rhode Island, OHS will place culturally relevant and linguistically appropriate advertising in a variety of multicultural/multiethnic media outlets, including sports venues. OHS will use paid, earned, and owned media, including social media, to address the program areas in the HSP. Outdoor advertising (e.g., billboards, outdoor message boards) also will be included in the plan, if appropriate. OHS incorporates NHTSA's Communications Calendar into its media plan activities; the 2016 media plan will be finalized once NHTSA releases the 2016 calendar.

The following page identifies the schedule of Variable Message System (VMS) messages displayed on Rhode Island highways. The calendar details RIDOT's messaging plan through calendar year 2015. The schedule will be updated once NHTSA releases the CY 2016 Communications Calendar.

OHS' paid media buys will cover all media and statewide campaigns, including television, radio, and billboards. The creative and media buys will be targeted to reach key demographic groups (e.g., males between 21 and 34 years of age) with critical safety messages (e.g., Click It or Ticket, Drive/Ride Sober or Get Pulled Over) at key times of the year (e.g., late/spring and summer for teen drivers, in conjunction with national mobilizations).

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

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

Figure 4.32 RIDOT OHS CY 2014-2015 Master DMS Calendar

Start Date	End Date	Peak Days	Peak Times	Program	Campaign	Suggested Messages	Icon	National Crackdown/Mobilization	Require Icons
November 24, 2014	November 30, 2014	All	9:00 a.m. - 3:00 p.m. 8:00 p.m. - 6:00 a.m.	Occupant Protection	Seat Belt Enforcement	CLICK IT OR TICKET SEAT BELTS SAVE LIVES		No	No
December 10, 2014	December 31, 2014	Wed.-Sun.	8:00 p.m. - 3:00 a.m.	Impaired Driving	Drunk Driving Enforcement	DRIVE SOBER OR GET PULLED OVER .08 IS THE LAW. STRICTLY ENFORCED		Yes	No
January 30, 2015	February 1, 2015	Fri-Sun (Super Bowl)	8:00 p.m. - 3:00 a.m.	Impaired Driving	Drunk Driving Enforcement	DRIVE SOBER OR GET PULLED OVER .08 IS THE LAW. STRICTLY ENFORCED		No	No
March 13, 2015	March 17, 2015	Fri-Tue	8:00 p.m. - 3:00 a.m.	Impaired Driving	Drunk Driving Enforcement	DRIVE SOBER OR GET PULLED OVER .08 IS THE LAW. STRICTLY ENFORCED		No	No
March 23, 2015	March 29, 2015	All	9:00 a.m. - 3:00 p.m. 8:00 p.m. - 6:00 a.m.	Occupant Protection	Seat Belt Enforcement	CLICK IT OR TICKET SEAT BELTS SAVE LIVES		No	No
TBD	TBD	All	9:00 a.m. - 3:00 p.m. 8:00 p.m. - 6:00 a.m.	N/A	Slow Down & Move Over	PROTECT THOSE WHO WORK ON THE ROADWAY MOVE OVER		No	No
April 11, 2015	April 20, 2015	All	9:00 a.m. - 3:00 p.m. 8:00 p.m. - 6:00 a.m.	Distracted Driving	Distracted Driving	DRIVE NOW. TEXT LATER		No	Yes
April 21, 2015	April 30, 2015	All	8:00 p.m.-Midnight	Motorcycles	Motorcycle Safety Awareness	SHARE THE ROAD		No	No
May 1, 2015	May 5, 2014	All	8:00 p.m. - 3:00 a.m.	Impaired Driving	Drunk Driving Enforcement	DRIVE SOBER OR GET PULLED OVER .08 IS THE LAW. STRICTLY ENFORCED		No	No
May 6, 2015	May 10, 2015	All	8:00 p.m.-Midnight	Motorcycles	Motorcycle Safety Awareness	SHARE THE ROAD		No	No
May 11, 2015	May 25, 2015	All	9:00 a.m. - 3:00 p.m. 8:00 p.m. - 6:00 a.m.	Occupant Protection	Seat Belt Enforcement	CLICK IT OR TICKET SEAT BELTS SAVE LIVES		Yes	Yes
June 14, 2015	June 27, 2015	All	8:00 p.m.-Midnight	Motorcycles	Motorcycle Safety Awareness	SHARE THE ROAD FOR BIKERS SAFETY		No	No
July 3, 2014	July 5, 2015	All	8:00 p.m. - 3:00 a.m.	Impaired Driving	Drunk Driving Enforcement	DRIVE SOBER OR GET PULLED OVER .08 IS THE LAW. STRICTLY ENFORCED		No	No
August 2, 2015	August 9, 2015	All	9:00 a.m. - 3:00 p.m. 8:00 p.m. - 6:00 a.m.	Speed	Speed Enforcement	STOP SPEEDING BEFORE IT STOPS YOU		No	No
August 19, 2015	September 7, 2015	Wed.-Sun.	8:00 p.m. - 3:00 a.m.	Impaired Driving	Drunk Driving Enforcement	DRIVE SOBER OR GET PULLED OVER .08 IS THE LAW. STRICTLY ENFORCED		Yes	Yes
September 13, 2015	September 19, 2015	All	9:00 a.m. - 3:00 p.m. 8:00 p.m. - 6:00 a.m.	Occupant Protection	CPS	IS YOUR CHILD PROPERLY RESTRAINED? VISIT DOT.RI.GOV/SAFETY		Yes	No
September 21, 2015	September 27, 2015	All	9:00 a.m. - 3:00 p.m. 8:00 p.m. - 6:00 a.m.	Occupant Protection	Seat Belt Enforcement	CLICK IT OR TICKET SEAT BELTS SAVE LIVES		No	No
November 23, 2015	November 29, 2015	All	9:00 a.m. - 3:00 p.m. 8:00 p.m. - 6:00 a.m.	Occupant Protection*	Seat Belt Enforcement	CLICK IT OR TICKET SEAT BELTS SAVE LIVES		No	No
December 16, 2015	January 2, 2016	Wed.-Sun.	8:00 p.m. - 3:00 a.m.	Impaired Driving	Drunk Driving Enforcement	DRIVE SOBER OR GET PULLED OVER .08 IS THE LAW. STRICTLY ENFORCED		Yes	Yes
December 26, 2015	December 31, 2015	Sat.-Wed.	9:00 a.m. - 3:00 p.m.	Speed	Speed Enforcement	STOP SPEEDING BEFORE IT STOPS YOU		No	No



As Internet-based communication continues to be a growing means for the dissemination of information, RIDOT will continue to develop and employ web sites accessible to the public. DOT's web site houses data, publications, event/campaign information, etc. A new connected OHS site will be developed for impaired driving, occupant protection, speeding, and other road users (including motorcycles). This connected site will be appealing to younger audiences and will give greater flexibility towards social marketing.

In FFY 2015, the OHS will conduct a Driver Attitude Survey using intercept surveys administered at DMV offices throughout the State. As part of the survey, participants can respond to their awareness/knowledge of various Highway Safety campaigns.

5.0 Cost Summary

The following table includes a summary of the proposed projects per program fund. It indicates the estimated State match, estimated carry forward, new funds, and share to local for the NHTSA Federal funds.

Program	Award Number	Award Full Name	State Funds	Carry Forward	New Funds	Budget	Funding Source	Share to Local
Impaired Driving	164 AL 16 01	African Alliance – Alcohol Impaired Drinking Education	\$0.00	\$10,500.00		\$10,500.00	164 AL	\$0.00
Impaired Driving	164 AL 16 02	Alcohol Program Resources	\$0.00	\$25,000.00		\$25,000.00	164 AL	\$0.00
Impaired Driving	164 AL 16 03	Alcohol Survey	\$0.00	\$11,000.00		\$11,000.00	164 AL	\$0.00
Impaired Driving	164 AL 16 04	Connecting for Children and Families – Preventing Alcohol Impaired Driving	\$0.00	\$40,000.00		\$40,000.00	164 AL	\$40,000.00
Impaired Driving	164 AL 16 05	Creative Media (AL)	\$0.00	\$100,000.00	\$50,000.00	\$150,000.00	164 AL	\$0.00
Impaired Driving	164 AL 16 06	Incentive Rewards Program (Chiefs Challenge)	\$0.00	\$3,400.00		\$3,400.00	164 AL	\$3,400.00
Impaired Driving	164 AL 16 07	Nobidade TV – Cape Verdean Communities Don't Drive Impaired	\$0.00	\$40,000.00		\$40,000.00	164 AL	\$0.00
Impaired Driving	164 AL 16 08	Program Assessments DUI and SFST	\$0.00	\$100,000.00	\$797.00	\$100,000.00	164 AL	\$0.00
Impaired Driving	164 AL 16 09	Town of Narragansett – Narragansett Designated Drive Program	\$0.00	\$36,265.00		\$36,265.00	164 AL	\$36,265.00
Impaired Driving	164 AL 16 10	DRE: Data Collection and Management Program	\$0.00	\$57,000.00		\$57,000.00	164 AL	\$0.00
Planning and Administration	164 PA 16 00	Audit Fees	\$0.00	\$2,650.00		\$2,650.00	164 PA	\$0.00
Planning and Administration	164 PA 16 01	Salaries (Impaired Driving)	\$0.00	\$15,000.00		\$15,000.00	164 PA	\$0.00
Impaired Driving	164 PM 16 01	Paid Media (AL)	\$0.00	\$212,671.00	\$168,532.00	\$382,000.00	164 PM	\$382,000.00
TOTALS			\$0.00	\$653,486.00	\$219,329.00	\$872,815.00		\$461,665.00
Motorcycle	402 MC 16 01	Creative Media (MC) Awareness, Personal Protective Gear and Impaired Riding	\$0.00		\$100,000.00	\$100,000.00	402 MC	\$100,000.00
Motorcycle	402 MC 16 02	Motorcycle Public Education, Awareness and Outreach Campaign	\$0.00		\$30,000.00	\$30,000.00	402 MC	\$30,000.00
Motorcycle	402 MC 16 03	Paid Media (MC) Awareness Campaign (May)	\$0.00		\$45,000.00	\$45,000.00	402 MC	\$0.00
Motorcycle	402 MC 16 04	Salaries (Motorcycle)	\$0.00		\$15,000.00	\$15,000.00	402 MC	\$0.00

Program	Award Number	Award Full Name	State Funds	Carry Forward	New Funds	Budget	Funding Source	Share to Local
Motorcycle	402 MC 16 05	State Agencies (CCRI) Online Registration and Database Development Project	\$0.00	\$0.00	\$100,000.00	\$100,000.00	402 MC	\$25,000.00
Occupant Protection	402 OP 16 01	Connecting for Children and Families – Primary Seatbelt Education and Public Outreach	\$0.00	\$0.00	\$50,000.00	\$50,000.00	402 OP	\$50,000.00
Occupant Protection	402 OP 16 02	Municipalities Seat Belt Law Enforcement Patrols	\$0.00	\$0.00	\$252,000.00	\$252,000.00	402 OP	\$252,000.00
Occupant Protection	402 OP 16 03	Municipalities Child Passenger Safety (CPS)	\$0.00	\$0.00	\$189,000.00	\$189,000.00	402 OP	\$189,000.00
Occupant Protection	402 OP 16 04	Seat Belt Series Statewide Seatbelt Challenge	\$0.00	\$0.00	\$5,000.00	\$5,000.00	402 OP	\$0.00
Occupant Protection	402 OP 16 05	State Agencies (RISP) – Rollover Simulator Demonstrations	\$0.00	\$0.00	\$16,400.00	\$16,400.00	402 OP	\$16,400.00
Occupant Protection	402 OP 16 06	State Agencies (RISP) Child Passenger Safety (CPS)	\$0.00	\$0.00	\$4,000.00	\$4,000.00	402 OP	\$4,000.00
Occupant Protection	402 OP 16 07	State Agencies (RISP) Seat Belt Law Enforcement Patrols	\$4,700,000.00	\$0.00	\$10,000.00	\$10,000.00	402 OP	\$10,000.00
Occupant Protection	402 OP 16 08	Student Safety Educational Information	\$0.00	\$0.00	\$25,000.00	\$25,000.00	402 OP	\$0.00
Planning and Administration	402 PA 16 00	Audit Fees	\$0.00	\$0.00	\$1,250.00	\$1,250.00	402 PA	\$0.00
Planning and Administration	402 PA 16 01	Memberships and Dues	\$0.00	\$0.00	\$8,000.00	\$8,000.00	402 PA	\$0.00
Planning and Administration	402 PA 16 02	Office Equipment	\$0.00	\$0.00	\$8,000.00	\$8,000.00	402 PA	\$0.00
Planning and Administration	402 PA 16 03	Office Supplies	\$0.00	\$0.00	\$20,000.00	\$20,000.00	402 PA	\$0.00
Planning and Administration	402 PA 16 04	OHS Vehicle	\$0.00	\$0.00	\$30,000.00	\$30,000.00	402 PA	\$0.00
Planning and Administration	402 PA 16 05	Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report (CS)	\$0.00	\$0.00	\$60,000.00	\$60,000.00	402 PA	\$0.00
Planning and Administration	402 PA 16 06	Travel and Training	\$0.00	\$0.00	\$23,000.00	\$23,000.00	402 PA	\$0.00
Occupant Protection	402 PM 16 01	Paid Media (OP)	\$0.00	\$200,000.00	\$200,000.00	\$200,000.00	402 PM	\$200,000.00
Speed	402 PM 16 02	Paid Media (PT)	\$0.00	\$150,000.00	\$150,000.00	\$150,000.00	402 PM	\$150,000.00

Program	Award Number	Award Full Name	State Funds	Carry Forward	New Funds	Budget	Funding Source	Share to Local
Young Driver	402 PM 16 03	Paid Media (YD) – Occupant Protection, Distracted Driving, and Underage Drinking	\$0.00	\$100,000.00		\$100,000.00	402 PM	\$0.00
Other Road Users	402 PS 16 01	AAA Northeast – Pedestrian Safety& Occupant Protection	\$0.00		\$28,848.00	\$28,848.00	402 PS	\$0.00
Other Road Users	402 PS 16 02	Bike Newport – Newport Road Share Education	\$0.00		\$27,400.00	\$27,400.00	402 PS	\$0.00
Planning and Administration	402 PS 16 03	Salaries (Pedestrian/Bicycle)	\$0.00		\$20,000.00	\$20,000.00	402 PS	\$0.00
Speed	402 PT 16 01	Creative Media (PT)	\$0.00	\$150,000.00		\$150,000.00	402 PT	\$0.00
Speed	402 PT 16 02	Municipalities Speed Enforcement	\$0.00		\$258,721.00	\$258,721.00	402 PT	\$258,721.00
Speed	402 PT 16 03	Salaries (Speed)	\$0.00		\$75,000.00	\$75,000.00	402 PT	\$0.00
Speed	403 PT 16 03	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program	\$0.00		\$43,000.00	\$43,000.00	402 PT	\$43,000.00
Speed	404 PT 16 03	State Agencies (RISP) Speed Enforcement	\$4,500,000.00		\$101,000.00	\$101,000.00	402 PT	\$101,000.00
Speed	405 PT 16 03	State Agencies (URT) Speed Enforcement	\$0.00		\$2,000.00	\$2,000.00	402 PT	\$2,000.00
Other Road Users	402 SA 16 01	Cranston Child Opportunity Zone (COZ)	\$0.00		\$50,000.00	\$50,000.00	402 SA	\$50,000.00
Occupant Protection	402 SA 16 02	Safe Communities Partnership Woonsocket (WSCP)	\$0.00		\$50,000.00	\$50,000.00	402 SA	\$50,000.00
Planning and Administration	402 TR 16 01	Salaries(Traffic Records Research)	\$0.00		\$50,000.00	\$50,000.00	402 TR	\$0.00
TOTALS			\$9,200,000.00	\$600,000.00	\$1,697,619.00	\$2,297,619.00		\$1,531,121.00
Occupant Protection	M2 CPS 16 01 (405B)	RI Hospital- Child Passenger Safety in Rhode Island	\$0.00	\$20,000.00	\$110,000.00	\$130,000.00	M2 (405B)	\$0.00
Occupant Protection	M2 HVE 16 01 (405B)	Incentive Rewards Program (Chiefs Challenge)	\$0.00		\$3,400.00	\$3,400.00	M2 (405B)	\$0.00
Occupant Protection	M2 HVE 16 02 (405B)	Municipalities Occupant Protection	\$0.00	\$20,000.00	\$100,000.00	\$125,000.00	M2 (405B)	\$0.00
Occupant Protection	M2 HVE 16 03 (405B)	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert	\$0.00		\$20,000.00	\$40,000.00	M2 (405B)	\$0.00

Program	Award Number	Award Full Name	State Funds	Carry Forward	New Funds	Budget	Funding Source	Share to Local
		(DRE) Training and Statewide Program						
Occupant Protection	M2 HVE 16 04 (405B)	State Agencies (URI) Seat Belt Law Enforcement Patrols	\$0.00		\$2,000.00	\$2,000.00	M2 (405B)	\$0.00
Occupant Protection	M2 HVE 16 05 (405B)	State Agencies (RISP) Occupant Protection	\$300,000.00	\$20,000.00	\$399,000.00	\$350,000.00	M2 (405B)	\$0.00
Occupant Protection	M2 PE 16 01 (405B)	African Alliance (AARTI) – Seat Belt Education on Reeducation of Fatalities on our Roads	\$0.00		\$21,000.00	\$21,000.00	M2 (405B)	\$0.00
Occupant Protection	M2 PE 16 02 (405B)	CIOT DMV Intercept Survey	\$0.00		\$11,000.00	\$11,000.00	M2 (405B)	\$0.00
Occupant Protection	M2 PE 16 03 (405B)	CIOT Observational Surveys	\$0.00	\$20,000.00	\$60,000.00	\$60,000.00	M2 (405B)	\$0.00
Occupant Protection	M2 PE 16 04 (405B)	Creative Media (OP)	\$0.00	\$20,000.00	\$150,000.00	\$150,000.00	M2 (405B)	\$0.00
Occupant Protection	M2 PE 16 05 (405B)	Oasis International – Buckle Up Before You Start Up	\$0.00		\$23,691.00	\$23,691.00	M2 (405B)	\$0.00
Occupant Protection	M2 PE 16 06 (405B)	Occupant Protection Program Resources	\$0.00	\$20,000.00	\$25,000.00	\$25,000.00	M2 (405B)	\$0.00
Occupant Protection	M2 PE 16 07 (405B)	Paid Media(CPS)	\$0.00	\$20,000.00	\$25,000.00	\$25,000.00	M2 (405B)	\$0.00
Occupant Protection	M2 PE 16 08 (405B)	Providence Community Opportunity Corporation	\$0.00		\$30,000.00	\$36,000.00	M2 (405B)	\$0.00
Occupant Protection	M2 PE 16 09 (405B)	Student Safety Education	\$0.00		\$25,000.00	\$25,000.00	M2 (405B)	\$0.00
Occupant Protection	M2 PE 16 10 (405B)	ThinkFast Interactive/Save A Life Tour High School Education Program	\$0.00	\$20,000.00	\$25,000.00	\$50,000.00	M2 (405B)	\$0.00
Occupant Protection	M2 PE 16 11 (405B)	Youth Educator and Influencer Program (MADD) OP	\$0.00		\$43,000.00	\$43,000.00	M2 (405B)	\$0.00
Occupant Protection	M2 PE 16 12 (405B)	Paid Media (OP)	\$0.00	\$20,000.00	\$150,000.00	\$210,000.00	M2 (405B)	\$0.00
Planning and Administration	M2 X 16 00 (405B)	Audit Fees	\$0.00		\$650.00	\$650.00	M2 (405B)	\$0.00
Planning and Administration	M2 X 16 01 (405B)	Salaries (Occupant Protection)	\$0.00	\$20,000.00	\$300,000.00	\$393,000.00	M2 (405B)	\$0.00
	TOTALS		\$300,000.00	\$200,000.00	\$1,523,741.00	\$1,723,741.00		\$0.00
Planning and Administration	M3 DA 16 00 (405C)	Audit Fees	\$0.00		\$1,500.00	\$1,500.00	M3 (405C)	\$0.00

Program	Award Number	Award Full Name	State Funds	Carry Forward	New Funds	Budget	Funding Source	Share to Local
Planning and Administration	M3 DA 16 01 (405C)	Salaries (Traffic Records)	\$0.00		\$75,000.00	\$75,000.00	M3 (405C)	\$0.00
Traffic Records	M3 DA 16 02 (405C)	Crash MMUCC Revision	\$0.00		\$65,000.00	\$65,000.00	M3 (405C)	\$0.00
Traffic Records	M3 DA 16 03 (405C)	Crash Analyst For DDACTS	\$330,000.00		\$67,000.00	\$67,000.00	M3 (405C)	\$0.00
Traffic Records	M3 DA 16 04 (405C)	State Agencies Dept of Health Integration	\$0.00		\$45,600.00	\$45,600.00	M3 (405C)	\$0.00
Traffic Records	M3 DA 16 05 (405C)	Providence Brought Into E-Citation	\$0.00		\$110,000.00	\$110,000.00	M3 (405C)	\$0.00
Traffic Records	M3 DA 16 06 (405C)	RI Police Chiefs Association Statewide RMS/Traffic Records System	\$0.00	\$175,000.00	\$170,000.00	\$345,000.00	M3 (405C)	\$0.00
Traffic Records	M3 DA 16 07 (405C)	Traffic Records Data Warehouse	\$0.00	\$175,000.00	\$183,507.00	\$358,507.00	M3 (405C)	\$0.00
Traffic Records	M3 DA 16 08 (405C)	Trauma Registry	\$0.00	\$200,000.00	\$56,400.00	\$256,400.00	M3 (405C)	\$0.00
Traffic Records	M3 DA 16 09 (405C)	TRCC Consultant Services	\$0.00		\$37,000.00	\$37,000.00	M3 (405C)	\$0.00
Traffic Records	M3 DA 16 10 (405C)	State Agencies URI PD – E-Citation	\$0.00		\$24,923.00	\$24,923.00	M3 (405C)	\$0.00
Traffic Records	M3 DA 16 11 (405C)	LRS Project	\$0.00	\$100,000.00	\$50,000.00	\$150,000.00	M3 (405C)	\$0.00
	TOTALS		\$330,000.00	\$650,000.00	\$885,930.00	\$1,535,930.00		\$0.00
Impaired Driving	M5 BAC 16 01 (405D)	Municipalities Impaired Driving – BAT (Breath Alcohol Testing) Mobile – Providence	\$0.00	\$252,782.50	\$252,782.50	\$505,565.00	M5 (405D)	\$0.00
Impaired Driving	M5 CS 16 01 (405D)	Court Monitoring (MADD) AL	\$0.00	\$32,500.00	\$32,500.00	\$65,000.00	M5 (405D)	\$0.00
Impaired Driving	M5 CS 16 02 (405D)	State Agencies (HEALTH) – Forensic Toxicologist (TSRFT) and Preliminary Breath Testing and Intoxilyzer 9000s Implementation Program	\$0.00	\$137,000.00	\$137,000.00	\$274,000.00	M5 (405D)	\$0.00
Impaired Driving	M5 CS 16 03 (405D)	State Agencies (AG) – Traffic Safety Resource Prosecutor (TSRP)	\$0.00	\$69,386.50	\$69,386.50	\$138,773.00	M5 (405D)	\$0.00
Impaired Driving	M5 HVE 16 01 (405D)	Municipalities Impaired Driving Law Enforcement Patrols (Including DRE)	\$0.00	\$155,000.00	\$155,000.00	\$310,000.00	M5 (405D)	\$0.00

Program	Award Number	Award Full Name	State Funds	Carry Forward	New Funds	Budget	Funding Source	Share to Local
Impaired Driving	M5 HVE 16 02 (405D)	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program	\$0.00	\$40,000.00	\$40,000.00	\$80,000.00	M5 (405D)	\$0.00
Impaired Driving	M5 HVE 16 03 (405D)	State Agencies (URI) Impaired Driving Law Enforcement Patrols (Including DRE)	\$0.00	\$1,000.00	\$1,000.00	\$2,000.00	M5 (405D)	\$0.00
Impaired Driving	M5 HVE 16 04 (405D)	State Agencies (RISP) Impaired Driving Law Enforcement Patrols (Including DRE)	\$4,700,000.00	\$75,000.00	\$75,000.00	\$150,000.00	M5 (405D)	\$0.00
Impaired Driving	M5 OT 16 01 (405D)	Rhode Island Impaired Driving Task Force	\$0.00	\$200,000.00	\$200,000.00	\$400,000.00	M5 (405D)	\$0.00
Impaired Driving	M5 OT 16 02 (405D)	SIDNE® High School Education Program	\$30,000.00	\$13,250.00	\$13,250.00	\$26,500.00	M5 (405D)	\$0.00
Impaired Driving	M5 OT 16 03 (405D)	The BAY Team – Teen Driving Project – Barrington	\$0.00	\$5,500.00	\$5,500.00	\$11,000.00	M5 (405D)	\$0.00
Impaired Driving	M5 OT 16 04 (405D)	ThinkFast Interactive/Save A Life Tour High School Education Program	\$0.00	\$25,000.00	\$25,000.00	\$50,000.00	M5 (405D)	\$0.00
Impaired Driving	M5 OT 16 05 (405D)	Youth Educator and Influencer Program (MADD) AL	\$0.00	\$21,500.00	\$21,500.00	\$43,000.00	M5 (405D)	\$0.00
Impaired Driving	M5 PEM 16 01 (405D)	Paid Media (AL) Impaired Riding Motorcycle	\$0.00	\$40,000.00	\$40,000.00	\$80,000.00	M5 (405D)	\$0.00
Planning and Administration	M5 IDC 16 01 (405D)	Salaries (Impaired Driving)	\$0.00	\$85,000.00	\$85,000.00	\$170,000.00	M5 (405D)	\$0.00
Planning and Administration	M5 X 16 00 (405D)	Audit Fees	\$0.00	\$750.00	\$750.00	\$1,500.00	M5 (405D)	\$0.00
TOTALS			\$4,730,000.00	\$1,153,669.00	\$1,153,669.00	\$2,307,338.00		\$0.00
Young Driver	M8 DDLE 16 01 (405E)	Municipalities Distracted Driving	\$0.00	\$25,000.00	\$125,000.00	\$125,000.00	M8 (405E)	\$0.00
Young Driver	M8 DDLE 16 02 (405E)	State Agencies (RISP) Distracted Driving Law Enforcement Patrols	\$0.00	\$12,500.00	\$25,000.00	\$25,000.00	M8 (405E)	\$0.00
Young Driver	M8 DDLE 16 03 (405E)	The BAY Team – Teen Driving Project – Barrington	\$0.00	\$11,000.00	\$11,000.00	\$11,000.00	M8 (405E)	\$0.00
Young Driver	M8 DDLE 16 04 (405E)	Young Voice – Youth-to-Youth Reduce Texting While Driving	\$0.00	\$17,000.00	\$17,000.00	\$16,464.00	M8 (405E)	\$0.00
Young Driver	M8 PE 16 01 (405E)	Distracted Driving Program Resources	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00	M8 (405E)	\$0.00

Program	Award Number	Award Full Name	State Funds	Carry Forward	New Funds	Budget	Funding Source	Share to Local
Young Driver	M8 PE 16 02 (405E)	Distracted Driving- Public Education Campaign	\$0.00		\$70,000.00	\$108,036.00	M8 (405E)	\$0.00
Young Driver	M8 PE 16 03 (405E)	SIDNE@ High School Education Program	\$30,000.00		\$26,500.00	\$26,500.00	M8 (405E)	\$0.00
Young Driver	M8 PE 16 04 (405E)	ThinkFast Interactive/Save A Life Tour High School Education Program	\$0.00		\$25,000.00	\$25,000.00	M8 (405E)	\$0.00
Young Driver	M8 PE 16 05 (405E)	Youth Educator and Influencer Program (MADD) DD	\$0.00		\$43,000.00	\$43,000.00	M8 (405E)	\$0.00
Planning and Administration	M8 X 16 00 (405E)	Audit Fees	\$0.00		\$150.00	\$150.00	M8 (405E)	\$0.00
Planning and Administration	M8 X 16 01 (405E)	Salaries (Distracted Driving)	\$0.00		\$60,000.00	\$60,000.00	M8 (405E)	\$0.00
TOTALS			\$30,000.00	\$37,500.00	\$427,650.00	\$465,150.00		\$0.00
Planning and Administration	M9 X 16 00 (405F)	Audit Fees	\$0.00	\$25.00	\$25.00	\$50.00	M9 (405F)	\$0.00
Motorcycle	M9 MA 16 01 (405F)	Motorcycle Public Education, Awareness and Outreach Campaign	\$0.00	\$5,000.00	\$15,000.00	\$20,000.00	M9 (405F)	\$0.00
Motorcycle	M9 MA 16 02 (405F)	Paid Media (MC) Awareness Campaign (May)	\$0.00	\$5,000.00	\$30,000.00	\$35,000.00	M9 (405F)	\$0.00
Motorcycle	M9 MA 16 03 (405F)	State Agencies (RISP) Motorcycle	\$0.00	\$5,000.00	\$20,000.00	\$25,000.00	M9 (405F)	\$0.00
TOTALS			\$0.00	\$15,025.00	\$65,025.00	\$80,050.00		\$0.00
TOTALS			\$14,590,000.00	\$3,309,680.00	\$5,972,963.00	\$9,282,643.00		\$1,992,786.00

Department	Alcohol NHTSA M5 HVE 16 01 (405D)	CIOT NHTSA 402 OP 16 02	CPS NHTSA 402 OP 16 02	Speed NHTSA 402 PT 16 02	CPS Seats NHTSA 402 OP 16 03	CPS Training NHTSA 402 OP 16 03	SIDNE		Total
							NHTSA M5 OT 16 03 (405D)	NHTSA M8 PE 16 03 (405E)	
Barrington	\$7,000.00	\$9,000.00	\$5,000.00	\$6,000.00	\$625.00	\$80.00			\$27,705.00
Bristol	\$9,800.00	\$4,900.00	\$4,900.00	\$4,900.00	\$542.00	\$160.00			\$25,202.00
Burrillville	\$5,000.00	\$10,000.00	\$5,000.00	\$9,000.00	\$625.00	\$40.00			\$29,665.00
Central Falls	\$23,520.00	\$16,800.00	\$6,720.00	\$20,160.00	\$625.00	\$160.00			\$67,985.00
Charlestown	\$3,000.00	\$3,000.00	\$0.00	\$5,000.00	\$0.00	\$0.00			\$11,000.00
Coventry	\$12,000.00	\$10,000.00	\$15,000.00	\$4,000.00	\$625.00	\$280.00			\$41,905.00
Cranston	\$19,969.00	\$19,969.00	\$14,977.00	\$24,961.00	\$649.00	\$80.00	\$64,985.00		\$145,590.00
Cumberland	\$5,000.00	\$8,000.00	\$7,000.00	\$4,000.00	\$625.00	\$120.00			\$24,745.00
East Greenwich	\$5,000.00	\$3,000.00	\$325.00	\$3,000.00	\$625.00	\$50.00			\$12,000.00
East Providence	\$1,000.00	\$8,000.00	\$12,000.00	\$1,000.00	\$625.00	\$120.00			\$22,745.00
Foster	\$5,040.00	\$3,060.00	\$1,800.00	\$3,960.00	\$624.80	\$40.00			\$14,524.80
Glocester	\$2,500.00	\$3,500.00	\$0.00	\$7,500.00	\$0.00	\$0.00			\$13,500.00
Hopkinton	\$3,000.00	\$5,000.00	\$0.00	\$2,500.00	\$0.00	\$0.00			\$10,500.00
Jamestown	\$7,018.00	\$5,033.60	\$871.00	\$3,000.00	\$625.00	\$80.00			\$16,627.60
Johnston	\$3,000.00	\$2,000.00	\$18,000.00	\$10,000.00	\$625.00	\$160.00			\$33,785.00
Lincoln	\$4,000.00	\$6,000.00	\$2,000.00	\$2,000.00	\$625.00	\$120.00			\$14,745.00
Little Compton	\$1,000.00	\$1,500.00	\$1,000.00	\$2,000.00	\$500.00	\$40.00			\$6,040.00
Middletown	\$3,000.00	\$5,000.00	\$1,000.00	\$4,500.00	\$625.00	\$120.00			\$14,245.00
Narragansett	\$8,000.00	\$5,000.00	\$1,000.00	\$8,000.00	\$625.00	\$80.00			\$22,705.00
New Shoreham	\$2,000.00	\$1,500.00	\$0.00	\$1,500.00	\$0.00	\$0.00			\$5,000.00
Newport	\$2,000.00	\$2,000.00	\$1,000.00	\$1,000.00	\$625.00	\$8.00			\$6,633.00

Department	Alcohol NHTSA M5 HVE 16 01 (405D)	CIOT NHTSA 402 OP 16 02	CPS NHTSA 402 OP 16 02	Speed NHTSA 402 PT 16 02	CPS Seats NHTSA 402 OP 16 03	CPS Training NHTSA 402 OP 16 03	SIDNE		Total
							NHTSA M5 OT 16 03 (405D)	NHTSA M8 PE 16 03 (405E)	
North Kingstown	\$13,500.00	\$2,000.00	\$2,000.00	\$1,000.00	\$625.00	\$160.00			\$19,285.00
North Providence	\$7,000.00	\$8,000.00	\$2,375.00	\$4,500.00	\$625.00	\$80.00			\$22,580.00
North Smithfield	\$5,000.00	\$1,000.00	\$0.00	\$2,000.00	\$0.00	\$0.00			\$8,000.00
Pawtucket	\$20,000.00	\$10,000.00	\$5,000.00	\$17,500.00	\$625.00	\$80.00			\$53,205.00
Portsmouth	\$5,000.00	\$5,000.00	\$2,000.00	\$5,000.00	\$625.00	\$80.00			\$17,705.00
Providence	\$20,000.00	\$20,000.00	\$4,000.00	\$25,000.00	\$1,600.00	\$240.00			\$70,840.00
Richmond	\$9,000.00	\$5,000.00	\$1,000.00	\$3,000.00	\$625.00	\$40.00			\$18,665.00
Scituate	\$5,000.00	\$3,000.00	\$0.00	\$2,500.00	\$0.00	\$0.00			\$10,500.00
Smithfield	\$5,000.00	\$3,000.00	\$10,000.00	\$5,000.00	\$625.00	\$200.00			\$23,825.00
South Kingstown	\$19,980.00	\$7,452.00	\$8,964.00	\$9,990.00	\$650.00	\$280.00			\$47,316.00
Tiverton	\$7,000.00	\$5,000.00	\$3,000.00	\$7,000.00	\$625.00	\$240.00			\$22,865.00
Warren	\$2,000.00	\$2,000.00	\$1,000.00	\$3,000.00	\$625.00	\$80.00			\$8,705.00
Warwick	\$30,000.00	\$22,500.00	\$20,000.00	\$16,250.00	\$625.00	\$360.00			\$89,735.00
West Greenwich	\$10,000.00	\$5,000.00	\$1,000.00	\$15,000.00	\$542.00	\$40.00			\$31,582.00
West Warwick	\$6,000.00	\$3,000.00	\$2,000.00	\$6,000.00	\$625.00	\$80.00			\$17,705.00
Westerly	\$7,000.00	\$5,000.00	\$2,000.00	\$3,000.00	\$625.00	\$80.00			\$17,705.00
Woonsocket	\$5,000.00	\$12,000.00	\$2,000.00	\$5,000.00	\$625.00	\$200.00			\$24,825.00
	\$308,327.00	\$251,214.60	\$163,932.00	\$258,721.00	\$20,732.80	\$3,978.00			\$1,071,890.40

6.0 Certifications and Assurances

APPENDIX A TO PART 1200 – CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: Rhode Island Fiscal Year: 2016

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor’s Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State’s application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- 49 CFR Part 18 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: a) Title VI of the Civil Rights Act of 1964 (Pub. 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 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- 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;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - 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).
- Notifying the employee in the statement required by paragraph a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- 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 –
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - 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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to subrecipients as well as States)

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.

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

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

Instructions for Primary 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.

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.

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.

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 ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or reevaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

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 is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;

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

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations 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.

I sign these Certifications and Assurances based upon personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Governor's Representative for Highway Safety

6.12.15

Date

Peter Aliviti, Jr.

Printed name of Governor's Representative for Highway Safety

7.0 Section 405 Grant Program

For FFY 2016, Rhode Island is applying for the following 405 incentive grants programs:

- **Part 1** – Occupant Protection (23 CFR 1200.21);
- **Part 2** – State Traffic Safety Information System Improvements (23 CFR 1200.22);
- **Part 3** – Impaired Driving Countermeasures (23 CFR 1200.23);
- **Part 4** – Distracted Driving (23 CFR 1200.24);
- **Part 5** – Motorcyclist Safety (23 CFR 1200.25); and

The 405 application, which is signed by Rhode Island’s Governor’s Representative for Highway Safety and includes the completed sections of the Appendix D to Part 1200 – Certification and Assurances for National Priority Safety Program Grants and the accompanying documentation, will be sent separately to NHTSA.



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

Region 1
Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

Volpe Center
Kendall Square
55 Broadway, RTV-8E
Cambridge, MA 02142-1093
Tel. 617-494-3427
Fax 617-494-3646

August 27, 2015

The Honorable Gina Raimondo
Governor of Rhode Island
222 State House
Providence, Rhode Island 02903

Dear Governor Raimondo:

We have reviewed Rhode Island's fiscal year 2016 Highway Safety Plan as received on July 1, 2015. Based on this submission and subsequent revisions, we find your State's Highway Safety Plan to be in compliance with the requirements of 23 CFR Part 1200 and the Highway Safety Plan is approved.

Specific details relating to the plan have been provided to your State Representative for Highway Safety, Director Peter Alviti.

We congratulate Rhode Island on its accomplishments in advancing our traffic safety mission; however, there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and the State Highway Safety Office and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on Rhode Island' roads.

If you would like any additional information on the Highway Safety Plan review, please feel free to contact me at 617-494-3427.

Sincerely,

Michael N. Geraci
Regional Administrator

cc: Peter Alviti, Governor's Representative for Highway Safety
Maggie Gunnels, NHTSA ROPD Associate Administrator
Carlos C. Machado, FHWA RI Division Administrator



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888-327-4236
www.safertruck.gov
www.safercar.gov



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

Region 1
Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

Volpe Center
Kendall Square
55 Broadway, RTV-8E
Cambridge, MA 02142-1093
Tel. 617-494-3427
Fax 617-494-3646

August 27, 2015

Mr. Peter Alviti, Director
Rhode Island Department of Transportation
State Office Building, Smith Street
Providence, RI 02909

Dear Director Alviti:

We have reviewed Rhode Island's fiscal year 2016 Highway Safety Plan (HSP) as received on July 1, 2015. Based on this submission and subsequent revisions, we find your State's HSP to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

This approval determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry forward funds) will be available for immediate use by the State on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), and an updated project list, consistent with the requirements of 23 CFR 1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

As a reminder, approval of the HSP does not constitute approval of equipment purchases over \$5,000. Please provide a written request along with adequate justification for all purchases exceeding the per unit threshold of \$5,000.

We look forward to the implementation of the FY 2016 program and working with the Office on Highway Safety and its partners on the successful execution of this plan. We congratulate Rhode Island on its accomplishments in advancing our traffic safety mission; however, there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and the Office on Highway Safety and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on Rhode Island's roads.

Sincerely,

Michael N. Geraci
Regional Administrator

cc: Maggi Gunnels, NHTSA ROPD Associate Administrator
Carlos C. Machado, FHWA RI Division Administrator
Gabrielle M. Abbate, RIDOT Chief of Highway Safety



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