

State of Rhode Island

HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2015



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 2014



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State of Rhode Island Highway Safety Plan

Federal Fiscal Year 2015

prepared for

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

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Two Capitol Hill
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Cover Photo: Press event for the Impaired Driving Enforcement during the 2013 Holidays.

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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 21 st 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



State of Rhode Island

HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2015

Introduction to the Rhode Island Highway Safety Planning Process

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) 2015 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 2015 highway safety program, OHS relied primarily on 2003 to 2012 trend data. Whenever possible, 2013 data points are included; however, all 2013 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 2013 will be complete by December 31, 2014 nationwide.

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 2015 HSP:

- **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 2012, 38 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 2010 to 2011. 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.

- **Motorcycles.** From 2008 through 2013, motorcyclist fatalities in Rhode Island fluctuated between a low of 7 in 2008 to a high of 19 in 2009. In 2013, motorcycle fatalities increased 38 percent from 2012, and unhelmeted fatalities rose 20 percent. After hitting a low of two in 2008, unhelmeted fatalities have shown increasing trends since then.
- **Occupant Protection.** In 2011, Rhode Island became the 33rd state in the country to enact 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 86 percent in 2013 from 78 percent in 2012, the number of unrestrained passenger vehicle occupant fatalities still accounted for nearly 30 percent of the deaths on Rhode Island's roadways in 2013.
- **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, in partnership with AAA of Southern New England, is addressing older driver crashes through education and training.
- **Other Road Users.** 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. Between 2004 and 2009, pedestrian fatalities were averaging around 14 per year. However between 2005 and 2012, pedestrian fatalities dropped to an average of 12 per year (14 in 2011, and 5 in 2012). In 2012, pedestrian fatalities comprised eight percent of all fatalities. Pedestrian injuries have been on an increase since 2008. Between



2008 and 2012, pedestrian serious injuries increased by 128 percent from 29 to 66. 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 2012. Data indicates this percentage varies greatly from year to year with a high of 49 percent in 2010 to a low of 31 percent in 2008. In 2012, 46.9 percent of all fatalities were recorded as speed related, and that was both higher than the values for NHTSA Region 1 and Rhode Island's five-year average. However, enforcement efforts have improved annually and Rhode Island increased the number of citations issued by 3.3 percent from 2011 to 2012.
- **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. During FFY 2013, Rhode Island police departments first began transmitting electronic race data records. This effort has continued during FFY 2014.
- **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 and 8.4 percent on 2013. Between 2008 and 2010, 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 and 2012. In 2012, 4.7 percent of Rhode Island's traffic fatalities were young drivers, compared to 5.4 percent for the region and 5.5 percent nationwide, with 3.1 percent in 2013.
- **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.

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.

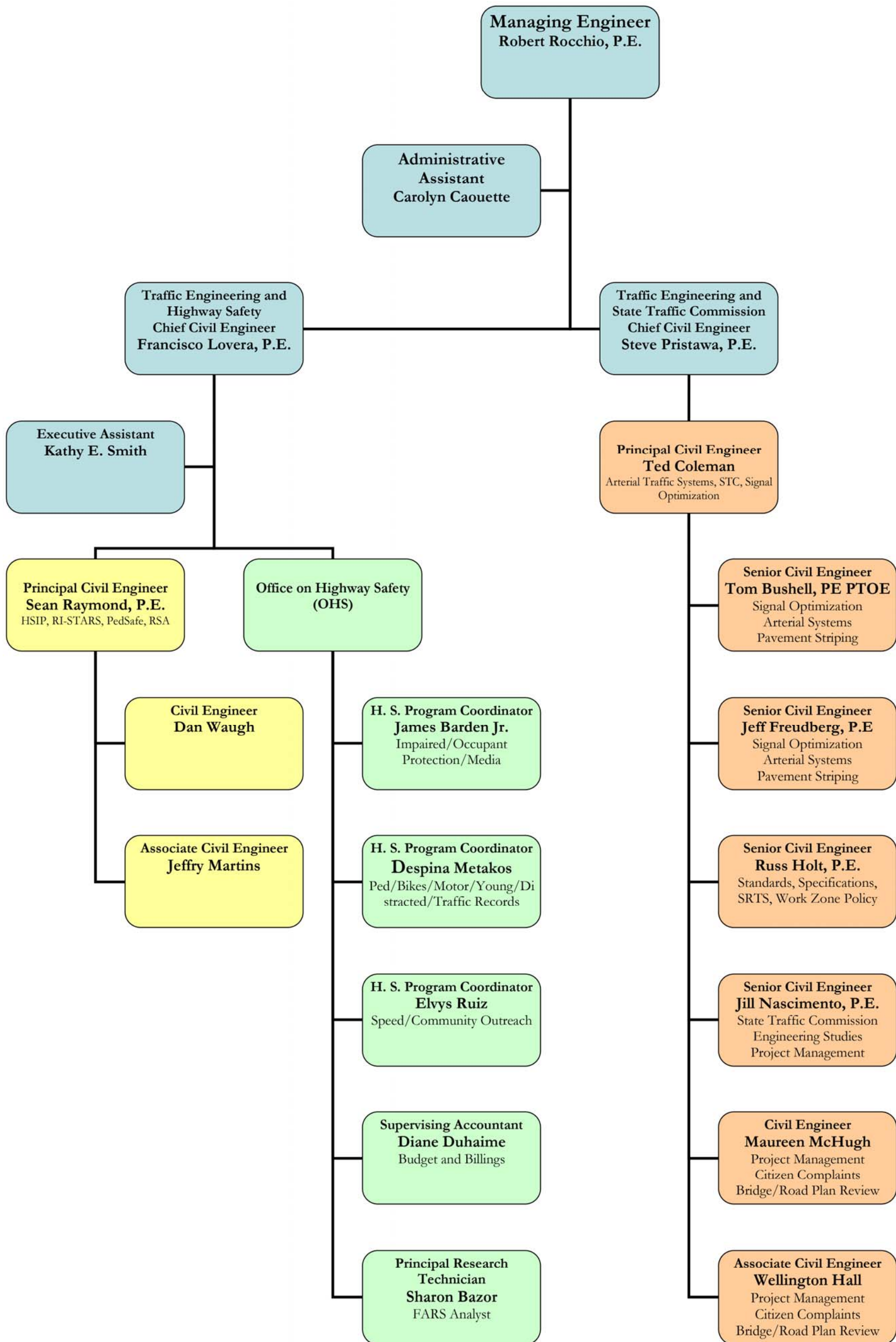
The OHS provides the required resources to plan and carry out activities to fulfill this mission. To ensure effectiveness, relationships are developed and maintained with advocacy groups, citizens, community safety groups, complementary state and Federal agencies, and local and state police departments. 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 2015* 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 Manager is responsible for developing, implementing, and/or overseeing specific programs. The program areas addressed by OHS are assigned to the Program Managers based on their individual safety expertise, as noted below. 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 Organization



Francisco Lovera, P.E. – Chief Civil Engineer (OHS Supervisor)

Mr. Lovera became the OHS Supervisor in 2012. He is an engineer by training and was part of the Traffic Engineering Design Section for six years prior to his assignment to OHS. He currently oversees the development of Highway Safety Infrastructure Improvement Projects and of the Highway Safety Programs for the DOT.

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

- Speed Management in 2009;
- Highway Safety Program Management in 2013;
- Managing Federal Finances in 2013; and
- GHSA Executive Seminar in 2013.

James Barden, Jr. – Highway Safety Program Coordinator

Mr. Barden has been a Highway Safety Program Coordinator with OHS for the past 13 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;
- 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 eight 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.

Ms. Metakos coordinates the Motorcycle, Bicycle, Pedestrian, Older Drivers, Young Drivers, and Traffic Records Programs. She also is this office main point of contact to coordinate public outreach and earned media events.

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. He is the newest program coordinator in our office. His main responsibilities are related to this office's outreach to minority communities, where he has an extensive network of contacts and recognition. 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 four years. She joined the RIDOT Financial Management Office nine 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 ensure 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 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; and
- Highway Safety Program Management expected for 2014.

Sharon Bazor - Principal Research Technician

Ms. Bazor has been with OHS for 17 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 15 years and is the support staff within the office. She serves as assistant to the Supervisor of OHS and all the staff members housed within DOT, and serves as backup for Traffic Engineering staff. 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.

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 experienced and skilled to perform 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:
 - The Enforcing Underage Drinking Laws (EUDL) law enforcement subcommittee;
 - TRCC;

- Rhode Island SHSP;
- Colin Foote Law (habitual offender) retraining Committee; and
- Rhode Island Marijuana Attorney General’s Marijuana Task Force.

John Sullivan, III, Esq. – Traffic Safety Resource Prosecutor

Mr. Sullivan is a Senior Prosecutor within the Rhode Island Attorney’s General Office. He has 24 years of litigation experience and personally prosecutes all the DUI cases in Providence County while overseeing Junior Prosecutors that prosecute DUI cases in other counties in the State. RIDOT’s OHS funds two-thirds of his salary. Mr. Sullivan 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;
- Coordinator of the Zero Fatalities underage drunk driving program;
- 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; and
 - Chariho Substance Abuse Task Force.

In FFY 2014, RIDOT’s OHS funded two-thirds of the salary of a Traffic Safety Resource Prosecutor (TSRP), John Sullivan III, Esq, within the Attorney General’s Office. The TSRP implements training programs for prosecutors and law enforcement to improve prosecution rates in driving under the influence (DUI) cases, and assists RIDOT’s OHS in evaluating the impact of Rhode Island’s chemical test refusal law on impaired driving arrest rates.

As noted previously, RIDOT’s OHS is funding a Law Enforcement Highway Safety Training Coordinator (LEHSTC), Colonel (Retired) Richard Sullivan, through the Rhode Island Municipal Police Academy. Colonel Sullivan works with law enforcement agencies for all enforcement campaigns and essential training programs.

1.4 TIMELINE AND PLANNING PROCESS

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 to minority communities.
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 <i>Click It or Ticket</i> (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. The Section also generates its own project proposals. Applications for Grant Funding (HS-1) are issued or received 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 2015 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 2014 Annual Report.
November-December	<ul style="list-style-type: none"> The FFY 2014 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 listening session to gather input on safety problems and effective countermeasures being implemented by other agencies. Opportunities to enhance partnerships and collaboration also were identified. The list of invited stakeholders is provided below:

- 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);
- Bruno United Futbol Club;
- 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);
- Institute for Labor Studies and Research (ILSR);
- 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; and
- West End Community Center.

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

- Thirty-eight local police departments;
- Enforcing the Underage Drinking Laws (EUDL) Advisory Committee;
- 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;
- Statewide Substance Abuse Task Forces;
- 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.

The first option is for a potential grantee to submit an HS-1 to OHS for review. Each applicant is required to provide a problem identification statement, 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 are reviewed and approved or rejected by the OHS Supervisor and the appropriate Program Manager. OHS has managers for the following programs: Impaired Driving, Motorcycles, Occupant Protection, Older Road Users, Other Road Users, Speed, Traffic Records, and Young Drivers.

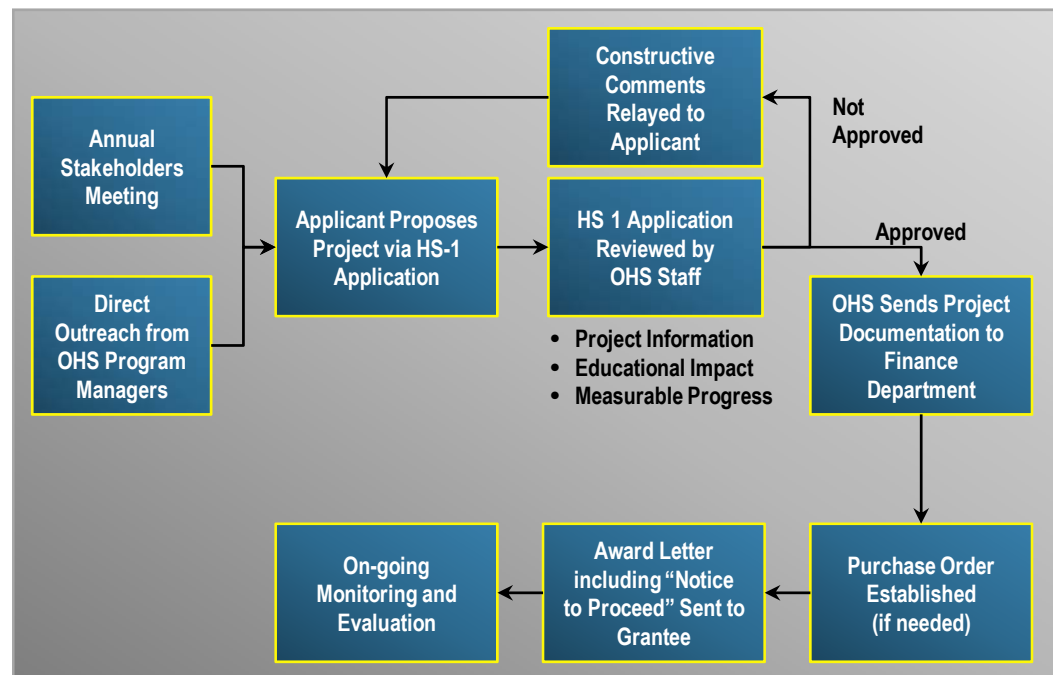
When the problem identification and budget have been approved, the next step is to determine if the goods or services can be provided by any other entity. If these services cannot be provided by others (excluding state and municipal agencies), a grant can be issued after a Grants and Assurances document 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 Program Manager, including invoices, timesheets, and any other 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 the appropriate state and Federal procedures are being followed.

OHS grant partners are an essential component of the success of any program as they implement the programs that address the highlighted issues of concern included within the Highway Safety Plan. The OHS grant application funding process for projects is shown in Figure 1.1.

Figure 1.2 OHS Application Process



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 is 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 4.0 shows what activities will take place in FFY 2015 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 2015 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 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:

- Impaired Driving;
- Occupant Protection;
- Speeding;
- Young Drivers; and
- Intersections and Run-Off-Road Crashes.

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, which equates to a 3.4 percent reduction per year in fatalities and serious injuries; which also is the percentage reduction for fatalities and serious injuries in each of the emphasis areas. This is consistent with the overall goal for the HSP and for the HSP behavioral areas that are part of the SHSP (Impaired Driving, Occupant Protection, Young Drivers, and Speed). In addition to fatality and serious injury goals, the SHSP also includes several additional performance measures for three of the four behavioral emphasis areas which match the HSP. These include the following:

- **Impaired Driving** - Number of impaired driving arrests and changes in public attitudes toward drinking and driving;
- **Occupant Protection** - Safety belt use rate and public awareness of the issue; and
- **Speed** - Number of speeding citations.

As noted, 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 in italics:

- **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 program (merchants association, 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*. About 38 communities received safety belt grants from OHS. OHS has completed a survey that reported 86 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.



State of Rhode Island

HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2015

FFY 2014 Performance Report

2.0 FFY 2014 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 2014 HSP.

Table 2.1 Progress in Meeting FFY 2014 Performance Targets

Program Area	Performance Target	Performance Measures
Overall OHS Program Area Goals	<ul style="list-style-type: none"> Reduce fatalities 3.4 percent annually from the five-year average (2006 to 2010) of 73 to 62 in 2014. Reduce the number of traffic fatalities and serious injuries by 3.4 percent annually from the five-year average of 927 (2005 to 2009) to 788 in 2014. Reduce the number of serious injuries 3.4 percent annually from 426 in 2009 to 362 in 2014. Maintain the fatality per 100 million vehicle miles traveled (VMT) below 1.00 in 2014. 	<ul style="list-style-type: none"> The five-year average number of traffic-related fatalities is 69 in 2013. The five-year average number of traffic-related fatalities and serious injuries is 535 in 2013. The five-year average number of traffic-related serious injuries is 466 in 2013. 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 blood alcohol concentration (BAC) of 0.08 or greater by 3.4 percent annually, from a five-year average (2007 to 2011) of 26 (NHTSA imputed data) to not more than 27 in 2010 to 2014. Decrease alcohol-impaired driving serious injuries involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or greater by 3.4 percent annually, from a five-year average (2008 to 2012) of 9 to not more than 9 in 2010 to 2014. Increase the number of impaired driving arrests made during grant-funded enforcement activities in FFY 2013. 	<ul style="list-style-type: none"> The five-year average alcohol-impaired driving fatalities is 27 from 2008 to 2012. The five-year average of alcohol-impaired driving serious injuries (those involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or greater) is 9 from 2009 to 2013. Number of impaired driving arrests made during grant-funded enforcement activities rose to 438 in 2013 from 417 in 2012.

Program Area	Performance Target	Performance Measures
	<ul style="list-style-type: none"> • Increase the percentage of survey participants responding “Very Likely” or “Somewhat Likely” to the likelihood of being stopped by law enforcement after drinking to excess and driving from 60.6 percent in 2012 to 62 percent in 2014. • Increase percent of survey respondents that recognize the DSoGPO impaired driving enforcement slogan from 45.3 percent recognition in 2012. 	<ul style="list-style-type: none"> • 59.4 percent of survey participants in 2013 responded with “Very Likely” or “Somewhat Likely” to the likelihood of being stopped after drinking to excess and driving. • 27.7 percent of survey respondents in 2013 recognized the DSoGPO impaired driving enforcement slogan.^a
Occupant Protection	<ul style="list-style-type: none"> • Increase annually by 2.5 percentage points the statewide-observed safety belt use rate for front seat occupants in passenger vehicles, from 80 percent in 2013 to 82.5 percent in 2014. • Decrease the number of unrestrained passenger vehicle occupant fatalities, in all seat positions, by 3.4 percent annually from the five-year average (2008 to 2012) of 27 to 26 in 2014. • Decrease by 7.3 points the percent of unrestrained passenger vehicle occupant fatalities, in all seat positions, from 39.6 percent in 2012 to 32.3 percent in 2014. • Decrease the number of unrestrained passenger vehicle occupant serious injuries, in all seat positions, by 3.4 percent annually from the five-year average (2008 to 2012) of 113 for to 112 in 2014. • Increase the number of safety belt citations issued during grant-funded enforcement activities during the May to June <i>Click It or Ticket</i> National Mobilization, from 3,995 in 2012. • Increase safety belt use among pickup truck drivers, as measured by observations, from 63.9 percent in 2012. • Increase the perception people will be ticketed for failure to wear safety belts “always” or “most of the time,” as measured by a telephone survey, from 38.8 percent in 2012. 	<ul style="list-style-type: none"> • Observed seat belt in 2013 is 86 percent. • Five-year average number of unrestrained passenger vehicle occupant fatalities, in all seating positions is 24 in 2013. • In 2013, 26 percent of all passenger vehicle occupant fatalities (in all seat positions) were unrestrained. • 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 5,346 in 2013. • In 2013, 72 percent of observed pickup truck drivers used safety belts. • In 2013, 44 percent of DMV survey participants believed a ticket is likely “always” or “most of the time” for failure to wear a safety belt.

Program Area	Performance Target	Performance Measures
Speed	<ul style="list-style-type: none"> • Decrease by 3.4 percent annually, the number of speeding-related fatalities from a five-year average of 29 (2006 to 2010) to 24 in 2014. • Maintain the number of speeding citations issued during grant-funded enforcement activities at 6,000 in 2014. 	<ul style="list-style-type: none"> • Five-year average number of speeding-related fatalities is 24 in 2012. • Number of speeding citations issued during grant-funded enforcement activities is 8,446 in 2013.
Young Drivers	<ul style="list-style-type: none"> • Decrease the number of young driver (age 16 to 20) involved fatalities annually, by 3.4 percent from the five-year average of 9 to 8 in 2014. • Decrease the number of young driver (age 16 to 20) involved serious injuries annually, by 3.4 percent from the five-year average of 68 to 65 in 2014. • Implement a minimum of four contacts with parents/care givers to provide information on alcohol and/or safety belt use for young drivers. 	<ul style="list-style-type: none"> • The five-year average number of young driver (age 16 to 20) involved fatalities is 7 in 2013. • In 2013, 51 young drivers (age 16 to 20) were involved serious injury crashes. • There are 10 contacts with parents and care givers.
Motorcycles	<ul style="list-style-type: none"> • Decrease by 3.4 percent annually the number of motorcycle fatalities from the five-year average (2006 to 2010) of 14 to 12 in 2014. • Decrease by 3.4 percent annually the number of unhelmeted motorcycle fatalities by 28 percent from a five-year average (2006 to 2010) of 9 to 8 in 2014. • Decrease by two percentage points motorcycle operator crash fatalities with a known BAC of 0.01 or higher, from the five-year average (2006 to 2010) of 47 percent to 45 percent in 2014. 	<ul style="list-style-type: none"> • The five-year average number of motorcycle fatalities is 14 in 2013. • The five-year average number of unhelmeted motorcycle fatalities is 8 in 2013. • 46 percent of motorcycle operator crash fatalities from 2009 to 2013 had a known BAC of 0.01 or higher.
Other Road Users	<ul style="list-style-type: none"> • Decrease the number of crash fatalities among pedestrians by 3.4 percent annually from the five-year average (2006 to 2010) of 13 to 11 in 2014. • Maintain zero crash fatalities among bicyclists in 2014. 	<ul style="list-style-type: none"> • The five-year average number of pedestrian fatalities is 12 in 2013. • The five-year average number of bicyclist fatalities is 1 in 2013.

Program Area	Performance Target	Performance Measures
	<ul style="list-style-type: none"> 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 to 2010) of four to three in 2014. 	<ul style="list-style-type: none"> The average annual number of pedestrian fatalities with a known BAC or 0.08 or greater between 2009 and 2013 is 3.
Traffic Records	<ul style="list-style-type: none"> Improve the timeliness, accuracy, and/or completeness of crash data entering the RIDOT database by September 30, 2014. Improve the timeliness, accuracy, and/or completeness of traffic stop data entering the RIDOT database by December 31, 2013. Improve the timeliness, accuracy, and/or completeness of citation data entering the RIDOT database by September 30, 2014. Improve the integration of core data sets relevant to the state roadway network by September 30, 2014. Improve the accuracy and completeness of the roadway network core data system by September 30, 2014. Increase the accessibility of the crash data stored within the crash database by September 30, 2014. 	<ul style="list-style-type: none"> Days needed for records to enter the database, error rate for inaccurate records attempting to enter the database, and number of fields with complete information (14 days on average). Days needed for records to enter the database, error rate for inaccurate records attempting to enter the database, and number of fields with complete information (14 days on average). Days needed for records to enter the database, error rate for inaccurate records attempting to enter the database, and number of fields with complete information. Error rate improved to 1.74. Project is in the process of being advertised. Project is in the process of being awarded. Project is on hold.
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"> As of November 2012, Integrated recommendations from NHTSA's Special Management Review Performance Enhancement Plan (PEP). Conducted stakeholders' meeting on March 12, 2014 to receive input for development of the FFY 2015 HSP. FFY 2013 Annual Report delivered by December 31, 2013. Deliver FFY 2014 HSP by July 1, 2015.

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



State of Rhode Island

HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2015

Highway Safety Performance Plan

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.

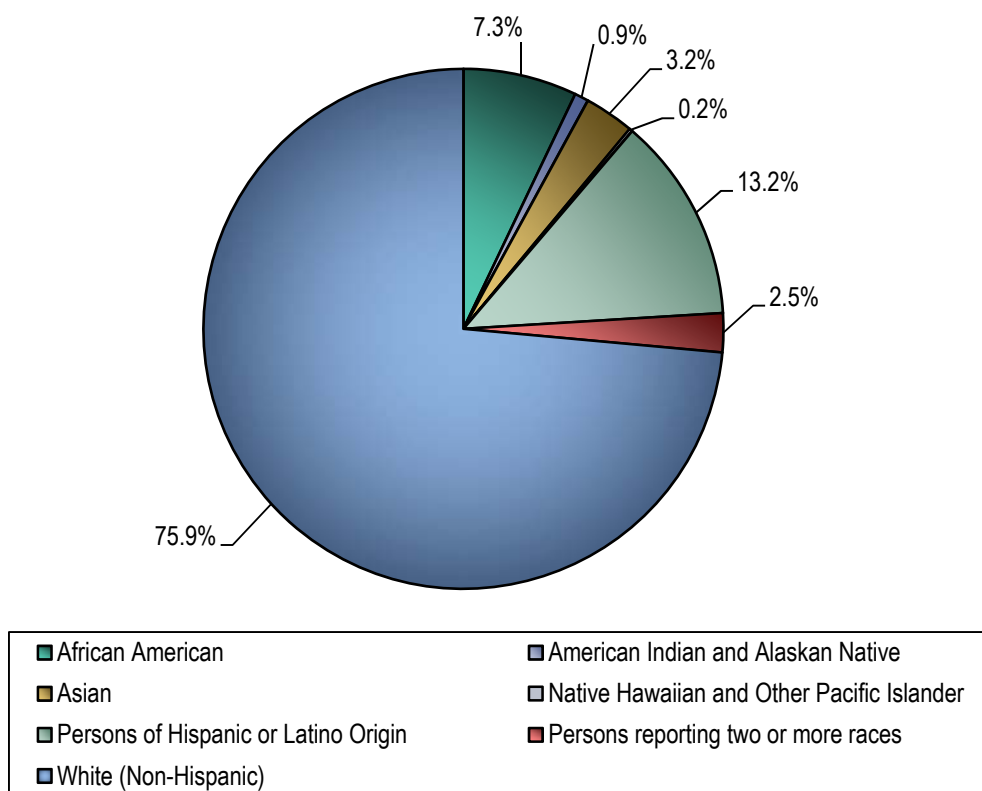
3.2 STATEWIDE DEMOGRAPHICS

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 6,500

miles of public roadway, including 72 miles of Interstate Highway (51 urban miles and 21 rural miles).

Nearly one-fifth (20.9 percent) of all Rhode Island inhabitants are under 18 years of age; 5.3 percent are under the age of five. About 90 percent 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 13 percent of Rhode Island's population. As shown in Figure 3.1, African Americans, Asian Americans, and Native Americans now comprise more than 10 percent of the State's population.

Figure 3.1 Rhode Island Population Estimate
 2012



Source: U.S. Census Bureau, 2014.

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 1,051,511 in 2013. Table 3.1 shows the 2013 population totals by county and town. As shown in Table 3.2 and Figure 3.2, in 2013, there were 910,460 registered motor vehicles (including 32,146 motorcycles and mopeds) and 717,870 licensed drivers (with 77,179 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
2013

County and Town	2013 Population Estimates
Bristol County	49,220
Barrington	16,293
Bristol	22,385
Warren	10,542
Kent County	165,035
Coventry	34,935
East Greenwich	13,131
Warwick	81,971
West Greenwich	6,105
West Warwick	28,893
Newport County	82,397
Jamestown	5,472
Little Compton	3,503
Middletown	16,154
Newport	24,027
Portsmouth	17,383
Tiverton	15,858
Providence County	628,600
Burrillville	16,109
Central Falls	19,416
Cranston	80,566
Cumberland	34,055
East Providence	47,149
Foster	4,656
Gloucester	9,854
Johnston	29,045
Lincoln	21,299
North Providence	32,238

County and Town	2013 Population Estimates
North Smithfield	12,178
Pawtucket	71,172
Providence	177,994
Scituate	10,433
Smithfield	21,410
Woonsocket	41,026
Washington County	126,259
Charlestown	7,781
Exeter	6,546
Hopkinton	8,116
Narragansett	15,706
New Shoreham	1,041
North Kingstown	26,184
Richmond	7,613
South Kingstown	30,615
Westerly	22,657
Total State Population	1,051,511

Source: U.S. Census Bureau, 2014.

Table 3.2 Rhode Island Drivers, Vehicles, and Population, 2007 to 2013
in Thousands

	2007	2008	2009	2010	2011	2012	2013	Change (2007- 2013)
Licensed Drivers	715,080	714,001	711,969	744,356	746,476	748,327	717,870	0.4%
Endorsed Motorcycle Operators	71,641	73,042	73,764	74,766	75,698	76,904	77,179	7.7%
Registered Vehicles	1,129,250	1,139,120	1,122,255	1,125,490	1,114,211	1,118,688	910,460	-19.4%
Registered Motorcycles (including Mopeds)	29,144	34,541	32,276	31,671	31,745	33,218	33,576	10.3%
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	-0.6%
VMT (in millions)	8,636	8,187	8,250	8,280	7,901	7,807^b	U/A	-9.6%^c

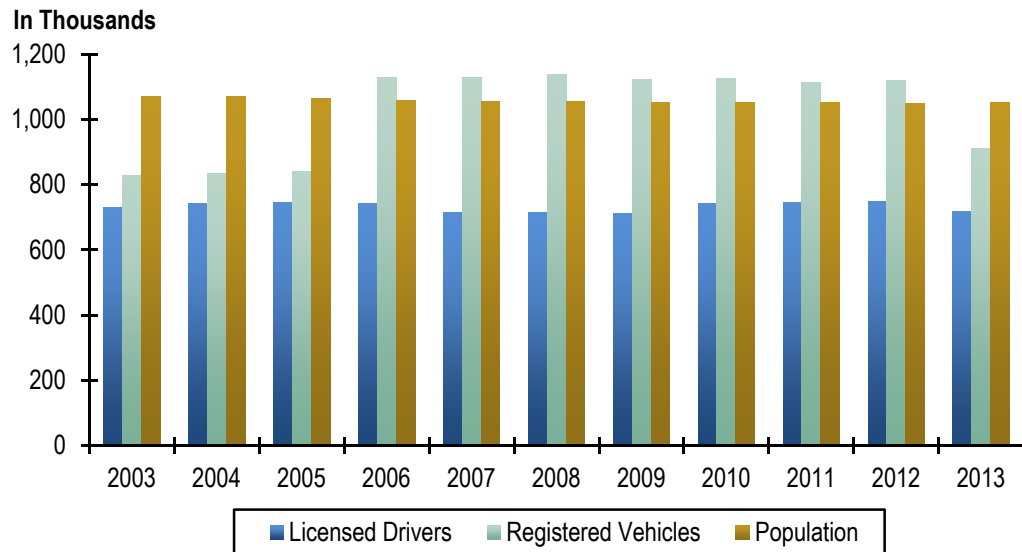
Source: RIDOT/OHS and FARS, 2014.

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

^b 2012 VMT is based on FHWA Office of Highway Policy Information statistics.

^c VMT percent change is from 2007 to 2012.

Figure 3.2 Rhode Island Drivers, Vehicles, and Population
2003 to 2013 (in Thousands)

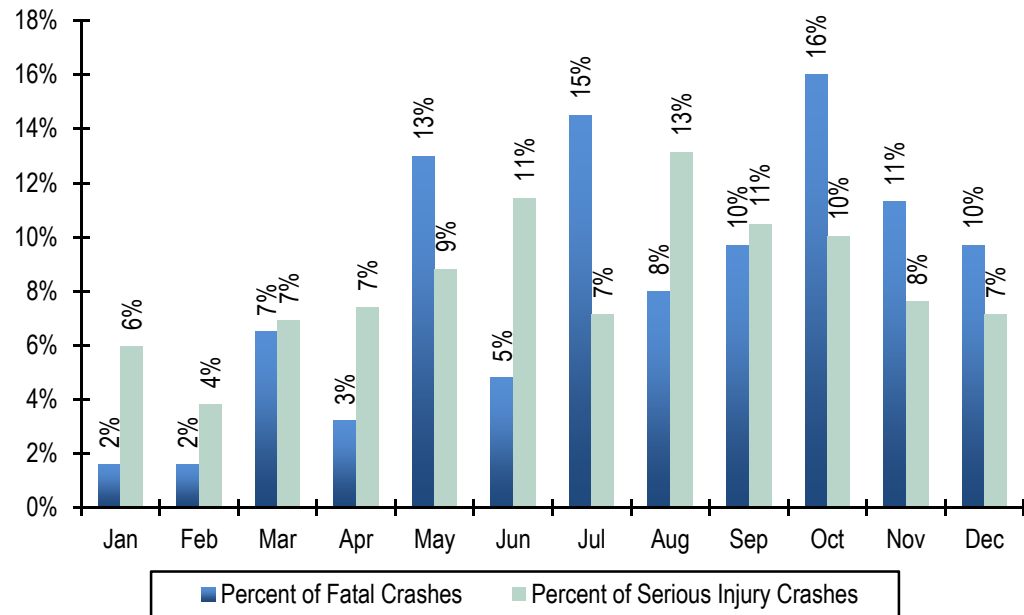


Source: RIDOT/OHS and FARS, 2014. FHWA Office of Highway Policy and Information for 2003 to 2005 registered vehicles.

3.3 HIGHWAY SAFETY PROBLEM AREAS

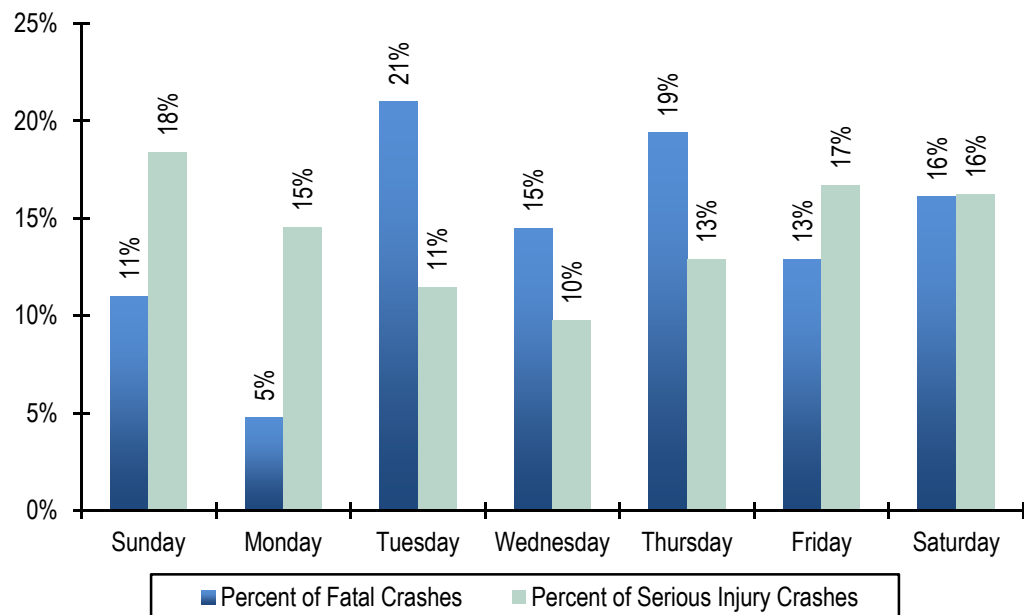
Any traffic deaths in Rhode Island are unacceptable, unaffordable, and avoidable. In 2013, the highest percentage of fatal crashes in Rhode Island was in October, with noticeable spikes also in May and June, as shown in Figure 3.3. Figure 3.4 shows that 21 percent of crashes occurred on Tuesdays with increases on Thursdays and Saturdays. Figure 3.5 makes note that most crashes occurred between the hours of 1:00 p.m. and 7:00 p.m. Figure 3.6 depicts the multiple highway MOU 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 2015 HSP and described in more detail in Section 4.0. Not shown in Figure 3.6, but also priority program areas for FFY 2015, 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/records grant process. The HSP also addresses the agency’s planning and administration functions.

Figure 3.3 Percent of Rhode Island Fatal and Serious Injury Crashes by Month-of-Year 2013



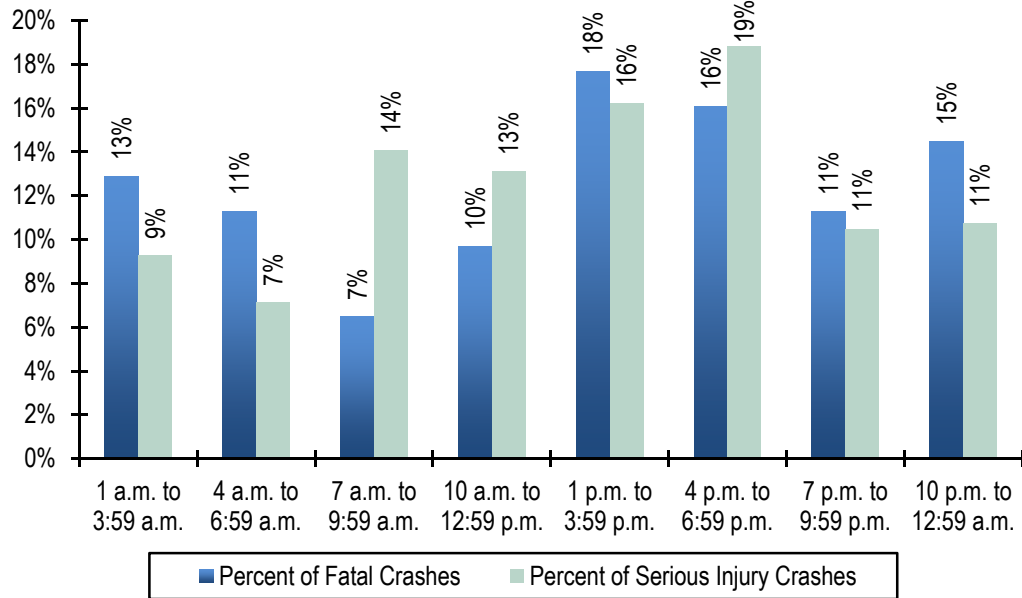
Source: RIDOT/OHS and FARS, 2014.

Figure 3.4 Percent of Rhode Island Fatal and Serious Injury Crashes by Day of Week 2013



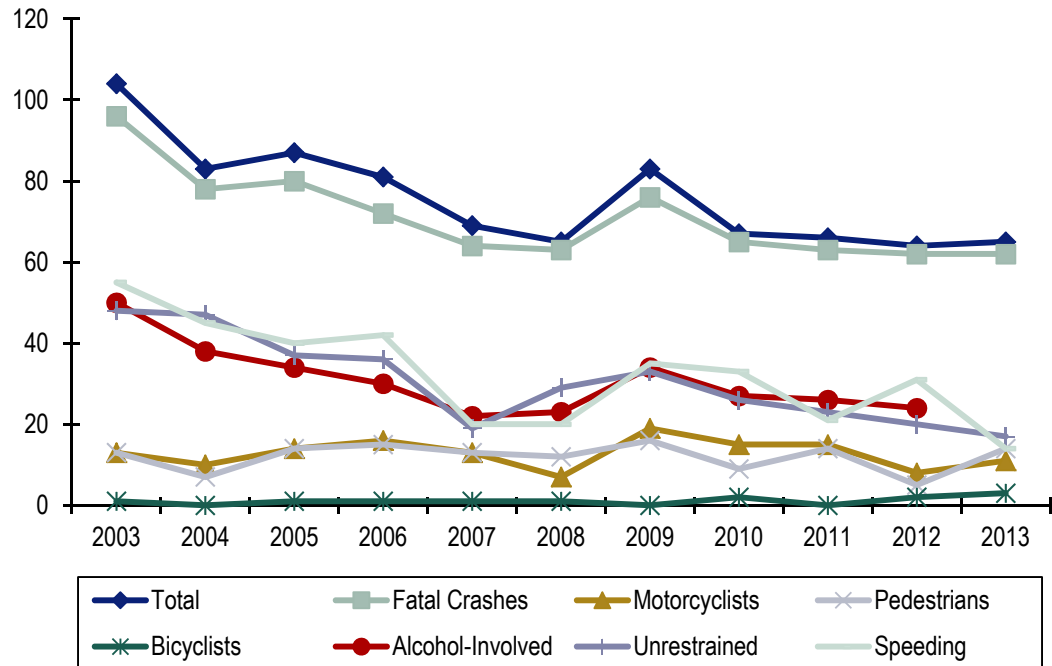
Source: RIDOT/OHS and FARS, 2014.

Figure 3.5 Percent of Rhode Island Fatal and Serious Injury Crashes by Time of Day 2013



Source: RIDOT/OHS and FARS, 2014.

Figure 3.6 Rhode Island Traffic Deaths 2007 to 2013



Source: RIDOT/OHS and FARS, 2014.

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:

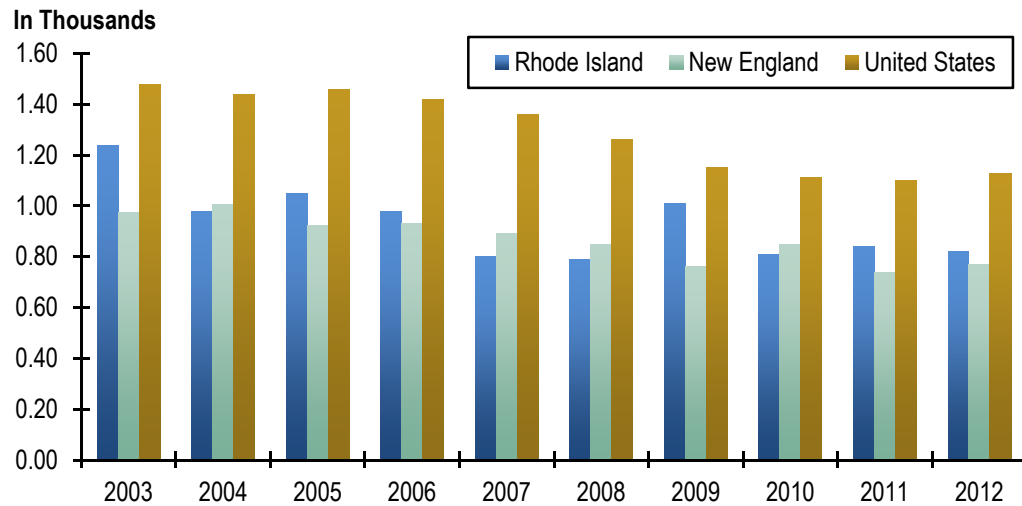
- Rhode Island does not have a universal helmet law for all motorcyclists (Rhode Island's motorcycle helmet use law only covers all passengers (regardless of age) and all operators during the first year of licensure (regardless of age)).
- Sobriety checkpoints are banned by judicial ruling in Rhode Island.
- Required installation of alcohol ignition-interlocks is at the discretion of the sentencing judge and for repeat offenses only; however, the Rhode Island Assembly is very close to pass a law changing this. At the time of this plan is being generated, it is not clear what the changes will be.
- No requirement for behind-the-wheel training for novice drivers; only classroom instruction is required.

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

¹ Transanalytics, LLC (2013). *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. The Transanalytics report data for 2012 is not the final FARS data for 2012.

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.

Table 3.3 Rhode Island and New England Crash Conditions as Percent of Total Fatalities, 2012

	Unbelted Passenger Vehicle Occupant Fatalities	Alcohol-Impaired ^a	Speed-Related	Bicycle	Pedestrian	Motorcycle
Rhode Island	31%	38%	46.9%	3%	8%	13%
New England	33%	34%	33%	2%	14%	16%

Source: RIDOT/OHS; Transanalytics, LLC.

3.4 LEGISLATIVE UPDATES

In 2011, Rhode Island became the 33rd state in the country to enact 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.

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 (IIDs) 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.

3.5 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 2015 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 in serious injuries by 2030 using 2010 as base-year and five-year rolling average for fatalities and three-year rolling average for serious injuries.

Table 3.4 FFY 2015 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 73 (2006 to 2010 average) to 61 by 2015
Serious Injuries	<ul style="list-style-type: none"> Reduce serious injuries by 16 percent from 482 (2008 to 2010 average) to 406 by 2015
Traffic Fatalities per 100 million VMT	<ul style="list-style-type: none"> Reduce traffic fatalities per 100 million VMT by 16 percent from 0.88 (2006 to 2010 average) to 0.74 by 2015
Unrestrained Passenger Vehicle Occupant Fatalities	<ul style="list-style-type: none"> Reduce unrestrained occupant fatalities by 16 percent from 29 (2006 to 2010 average) to 24 by 2015
Fatalities Involving Driver or Motorcycle Operator with $\geq .08$ BAC	<ul style="list-style-type: none"> Reduce impaired driving fatalities by 16 percent from 27 (2006 to 2010 average) to 23 by 2015
Speed-Related Fatalities	<ul style="list-style-type: none"> Reduce speed-related fatalities by 16 percent from 30 (2006 to 2010 average) to 25 by 2015
Motorcyclist Fatalities	<ul style="list-style-type: none"> Reduce motorcyclist fatalities by 16 percent from 14 (2006 to 2010 average) to 12 by 2015
Unhelmeted Motorcyclist Fatalities	<ul style="list-style-type: none"> Reduce unhelmeted motorcyclist fatalities by 16 percent from 9 (2006 to 2010 average) to 8 by 2015
Drivers Age 20 or Younger Involved in Fatal Crashes	<ul style="list-style-type: none"> Reduce the number of drivers age 20 or younger involved in fatal crashes by 16 percent from 11 (2006 to 2010 average) to 10 by 2015
Pedestrian Fatalities	<ul style="list-style-type: none"> Reduce pedestrian fatalities by 16 percent from 13 (2006 to 2010 average) to 11 by 2015
Bicyclist Fatalities	<ul style="list-style-type: none"> Reduce bicyclist fatalities by 16 percent from 1 (2006 to 2010 average) to 1 by 2015

Performance Measures	Target
Observed Seat Belt Use	<ul style="list-style-type: none">• Increase observed seat belt use to 89 percent by 2015.

Source: RIDOT, June 2014; Rhode Island DMV, June 2014; FARS, June 2014; 2003 to 2013 Rhode Island Observed Restraint Use Surveys. Serious injury data was queried as of May 28, 2014.

Table 3.5 depicts the trends from 2003 to 2013 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 (Base Year)	2011	2012	2013	2015 Target
Core Performance Measures												
C-1 Traffic Fatalities (Actual)	104	83	87	81	69	65	83	67	66	64	65	
5-Year Moving Average					85	77	77	73	70	69	69	61
C-2 Serious Injuries (Actual)	1,728	1,650	1,437	1,305	842	421	484	542	512	467	419	
3-Year Moving Average							582	482	513	507	466	406
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	0.83	
5-Year Moving Average					1.01	0.92	0.93	0.88	0.85	0.85	0.86	0.74
C-4 Unrestrained Occupant Fatalities	48	47	37	36	19	29	33	26	23	20	17	
5-Year Moving Average					37	34	31	29	26	26	24	24
C-5 Number of Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC ^a	50	38	34	30	22	23	34	27	26	24	U/A	
5-Year Moving Average					35	29	29	27	26	27	U/A	23
C-6 Speed-Related Fatalities	55	45	40	42	20	20	39	33	23	30	14	
5-Year Moving Average					40	33	32	31	27	29	28	25
C-7 Motorcyclist Fatalities	13	10	14	16	13	7	19	15	15	8	11	
5-Year Moving Average					13	12	14	14	14	13	14	12
C-8 Unhelmeted Motorcyclist Fatalities	6	7	6	11	9	2	12	11	8	5	6	
5-Year Moving Average					8	7	8	9	8	8	8	8

Performance Measures	2003	2004	2005	2006	2007	2008	2009	2010 (Base Year)	2011	2012	2013	2015 Target
C-9 Drivers Age 20 or Younger Involved in Fatal Crashes	25	17	20	14	16	9	11	7	4	4	7	
<i>5-Year Moving Average</i>					18	15	14	11	9	7	7	10
C-10 Pedestrian Fatalities	13	7	14	15	13	12	16	9	14	5	14	
<i>5-Year Moving Average</i>					12	12	14	13	13	11	12	11
C-11 Bicyclist Fatalities	1	0	1	1	1	1	0	2	0	2	3	
<i>5-Year Moving Average</i>					1	1	1	1	1	1	1	1
B-1 Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	74%	76%	75%	74%	79%	72%	75%	78%	80%	78%	86%	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	
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	
Number of Impaired Driving Arrests Made during Grant-Funded Enforcement Activities			2,227	2,519	U/A	U/A	253	288	253	417	438	

Source: RIDOT, June 2014; Rhode Island DMV, June 2014; FARS, June 2014; 2003 to 2013 Rhode Island Observed Restraint Use Surveys.

^a NHTSA imputed-number.

3.6 CORE PERFORMANCE MEASURES

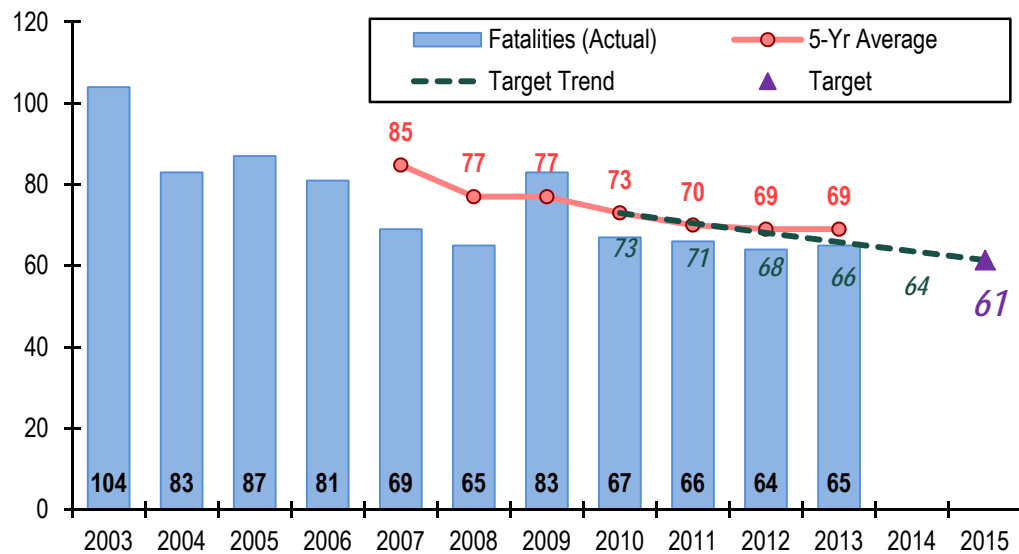
Figures 3.8 through 3.19 provide greater detail on the 11 national core and one behavioral performance measures and include data points and an associated trend line. The 2015 annual targets were established using the 2006 to 2010 five-year rolling average as a baseline and assuming a 3.4 percent annual decrease. This aligns with the targets established in the RI SHSP and results in a 16 percent decrease from 2010 to 2015.

Fatalities

Goal - Reduce traffic fatalities by 12 percent from 69 (2008 to 2012 average) to 61 by 2015.

Justification - Rhode Island’s long-range fatality safety goal and priorities are set in the SHSP. According to that plan, the goal is to reduce the five-year baseline average of total fatalities by 3.4 percent annually, to achieve a 50 percent reduction by 2030. The annual goals set by the HSP represents the pace in which fatality reduction would have to remain to reach the long-term goal. 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, which may present challenges for reaching 61 by 2015.

Figure 3.8 Fatalities



Source: RIDOT/OHS and FARS.

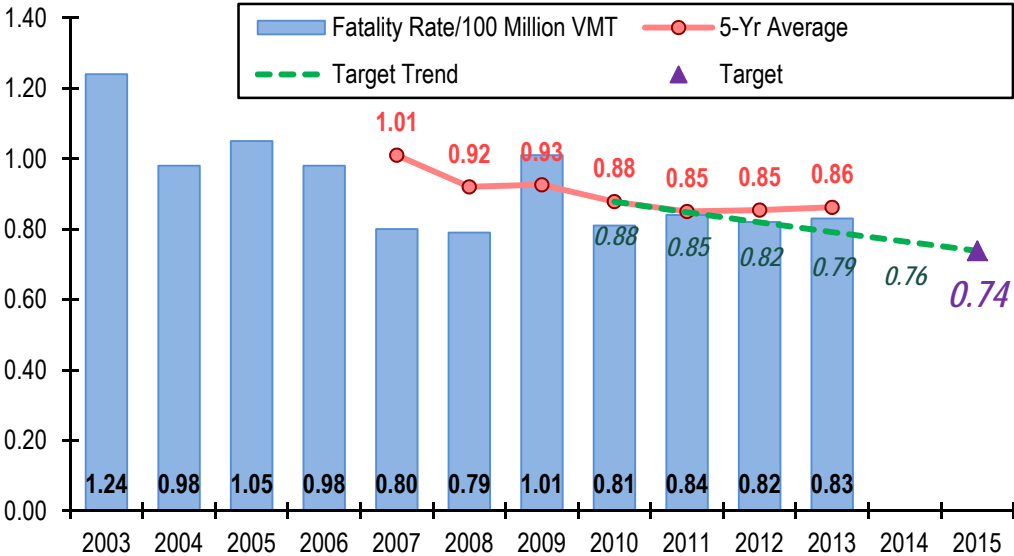
Note: 2013 data are preliminary.

Fatality Rate

Goal - Reduce traffic fatalities per 100 million VMT by 13 percent from 0.85 (2008 to 2012 average) to 0.74 by 2015.

Justification - After decades of consistent growth, VMT has declined each year since 2007. It is possible that VMT may continue to decline or hold constant in future years, even as the economy recovers. As a result, the fatality rate goal follows directly from the overall fatality goal and assumes an annual 3.4 percent decrease from the 2006 to 2010 baseline to reach the 0.74 target by 2015. The fatality rate has held constant for the previous three years due to the small number of fatalities. This may present a challenge for reaching 0.74 by 2015.

Figure 3.9 Fatality Rate per 100 Million VMT



Source: RIDOT/OHS and FARS.

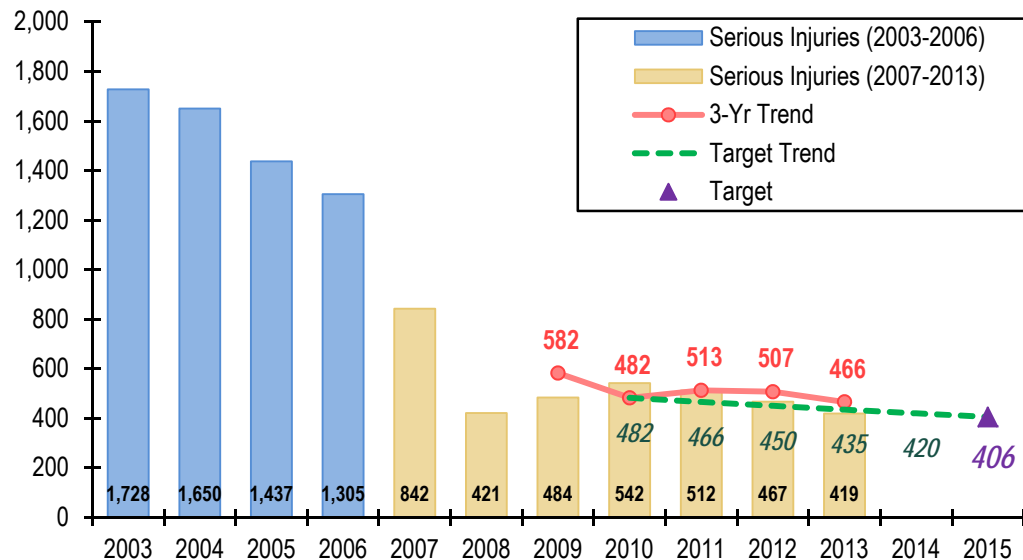
Note: 2013 data are preliminary. 2012 VMT was used to calculate the 2013 rate since VMT for 2013 is not available.

Serious Injuries

Goal – Reduce serious injuries by 20 percent from 507 (2010 to 2012 average) to 406 by 2015.

Justification – Rhode Island’s long-range serious injury safety goal and priorities are set in the SHSP. According to that plan, the goal is to reduce the five-year baseline average of total serious injuries by 3.4 percent annually, to achieve a 50 percent reduction by 2030. The annual goals set by the HSP represents the pace in which serious injury reduction would have to remain to reach the long-term goal. The average number of serious injures has declined slightly in recent years with an eight percent decrease from 2012 to 2013. To achieve the 2015 target, fatalities will need to decrease by 13 percent from 2013 to 2015, which is achievable through the continuation of safety projects in the critical program areas.

Figure 3.10 Serious Injuries



Source: RIDOT/OHS and FARS.

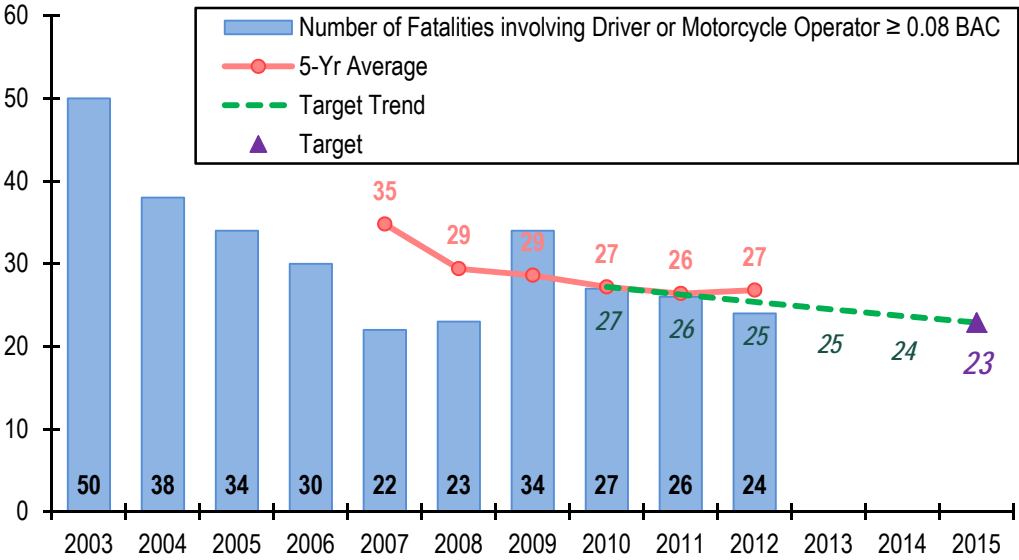
Note: 2007 was a transition year for crash data in Rhode Island. “Serious Injuries” were defined differently prior to 2007, which, in part, explains the discrepancy between serious injuries reported from 2006 to 2007-2013.

Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BA

Goal - Reduce impaired driving fatalities by 15 percent from 27 (2008 to 2012 average) to 23 by 2015.

Justification - To remain on pace to achieve the SHSP long-term goal of reaching 50 percent fatality reduction by 2030, impaired driver fatalities would need to decrease to 23 by 2015. Based on historical data, the linear trend line shows that this estimate is achievable, but challenging since it is harder to move the needle when fatalities are low to begin with. On average, between 2009 and 2013, fatalities have consistently maintained around 26 and 27. To achieve the 2015 target, fatalities will need to decrease by 15 percent from 2013 to 2015, which can be achieved through the continuation of targeted alcohol-related education and enforcement efforts.

Figure 3.11 Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BA
Actual



Source: NHTSA Imputed.

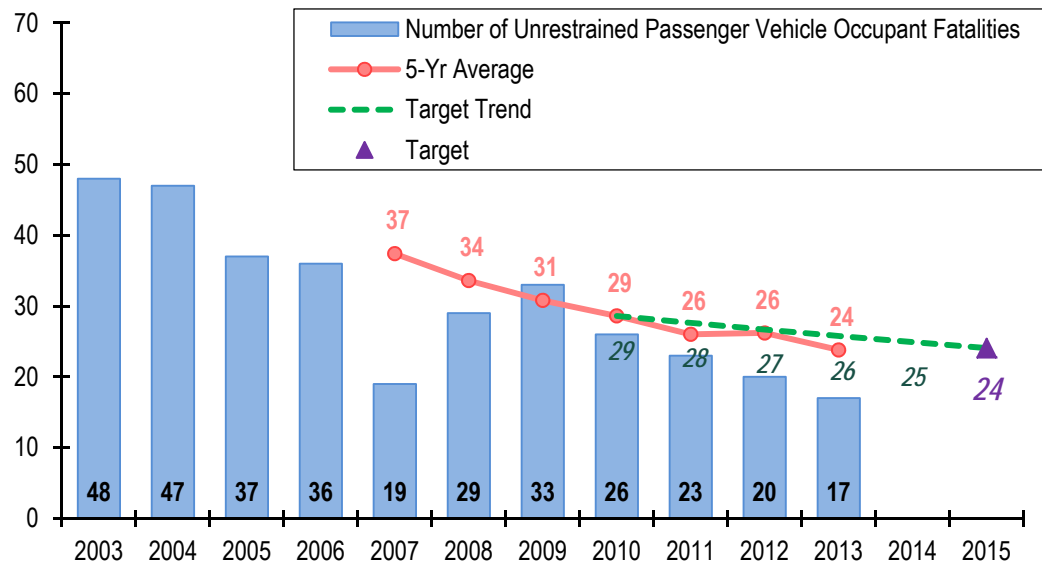
Note: 2013 data are unavailable.

Unrestrained Motor Vehicle Occupant Fatalities

Goal – Reduce unrestrained occupant fatalities by 8 percent from 26 (2008 to 2012 average) to 24 by 2015.

Justification – To remain on pace to achieve the SHSP long-term goal of reaching 50 percent fatality reduction by 2030, unrestrained passenger vehicle occupant fatalities would need to decrease to 24 by 2015. Based on historical data, the linear trend line shows that this estimate already has been achieved. On average, between 2009 and 2013, fatalities have steadily decreased and it is highly likely this trend will continue because of targeted occupant protection enforcement and education efforts.

Figure 3.12 Unrestrained Motor Vehicle Occupant Fatalities



Source: RIDOT/OHS and FARS.

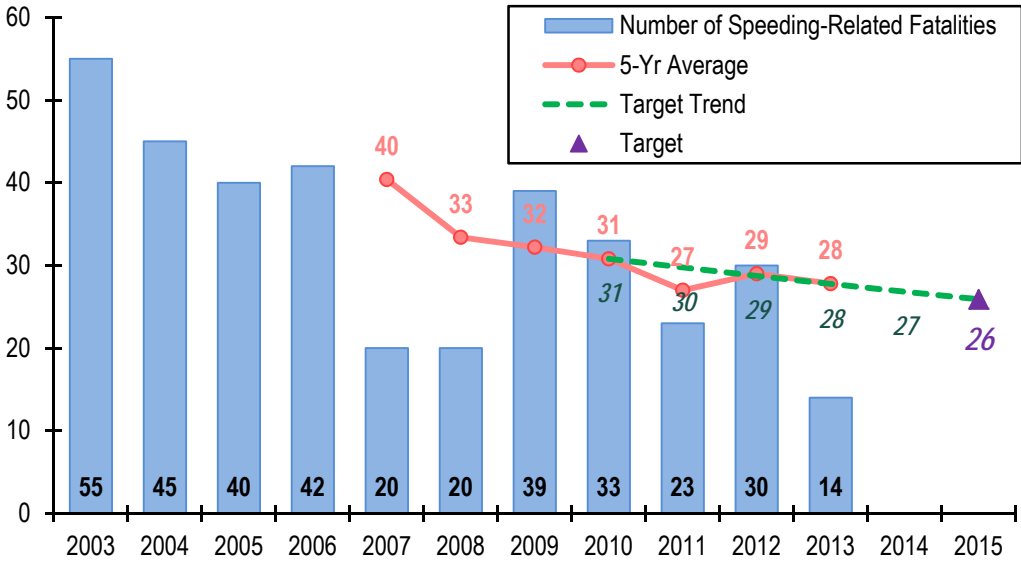
Note: Restraint usage restated to reflect all motor vehicle occupants except buses.

Speed

Goal - Reduce speed-related fatalities by 10 percent from 29 (2008 to 2012 average) to 26 by 2015.

Justification - To remain on pace to achieve the SHSP long-term goal of reaching 50 percent fatality reduction by 2030, speed-related fatalities would need to decrease to 26 by 2015. Based on historical data, the linear trend line shows that this estimate is achievable. On average, between 2009 and 2013, fatalities have consistently decreased, despite a small increase in 2012 and 2013. To achieve the 2015 target, the five-year average fatalities will need to decrease by seven percent from 2013 to 2015, which can be achieved through the continuation of targeted speed-related enforcement and education efforts.

Figure 3.13 Speed-Related Fatalities



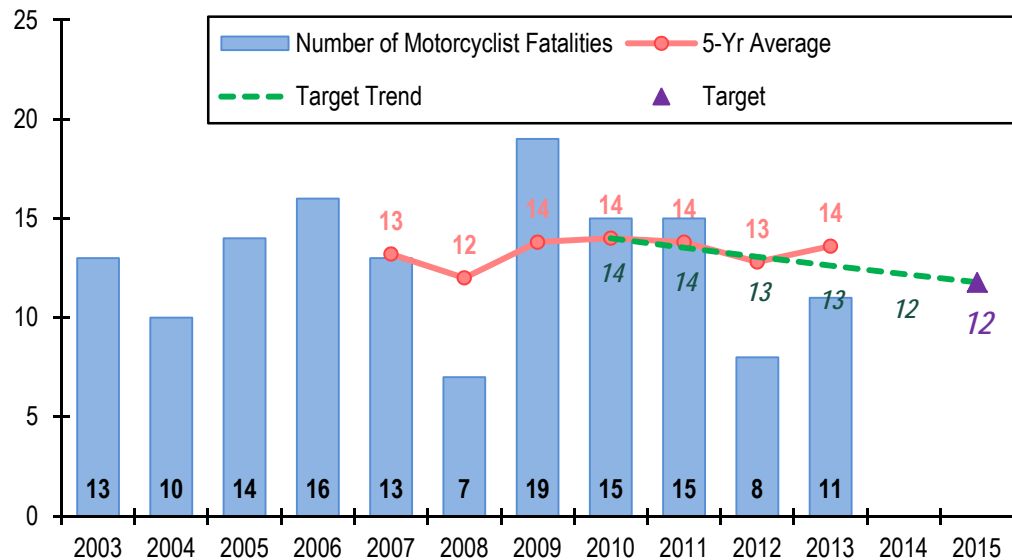
Source: RIDOT/OHS and FARS.

Motorcycle Fatalities

Goal – Reduce motorcyclist fatalities by 8 percent from 13 (2008 to 2012 average) to 12 by 2015.

Justification – To remain on pace to achieve the SHSP long-term goal of reaching 50 percent fatality reduction by 2030, motorcycle fatalities would need to decrease to 12 by 2015. Based on historical data, the linear trend line shows that this estimate is achievable. On average, between 2009 and 2013, fatalities have consistently maintained around 13 and 14. To achieve the 2015 target, fatalities will need to decrease by 14 percent from 2013 to 2015, which can be achieved through the continuation of education efforts and motorcycle training.

Figure 3.14 Number of Motorcyclist Fatalities



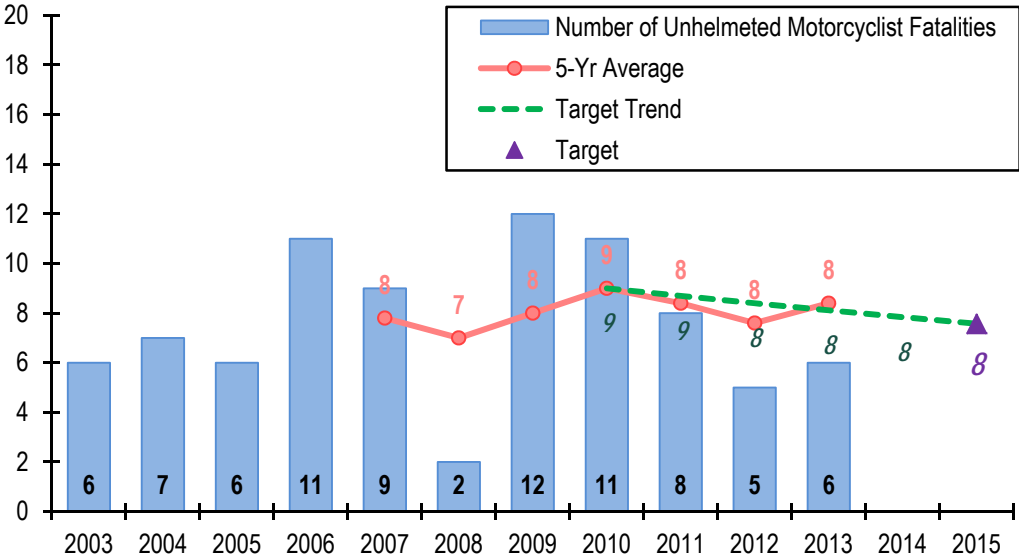
Source: RIDOT/OHS and FARS.

Unhelmeted Motorcycle Fatalities

Goal – At least maintain unhelmeted motorcyclist fatalities at the 5-year average of eight (2008 to 2012 average) by 2015.

Justification – To remain on pace to achieve the SHSP long-term goal of reaching 50 percent fatality reduction by 2030, unhelmeted motorcycle fatalities would need to maintain at eight by 2015. Based on historical data, the linear trend line shows that this estimate already has been achieved. On average, between 2009 and 2013, fatalities have been consistent at eight or nine and it is highly likely this trend will continue through education efforts and motorcycle training.

Figure 3.15 Unhelmeted Motorcycle Fatalities



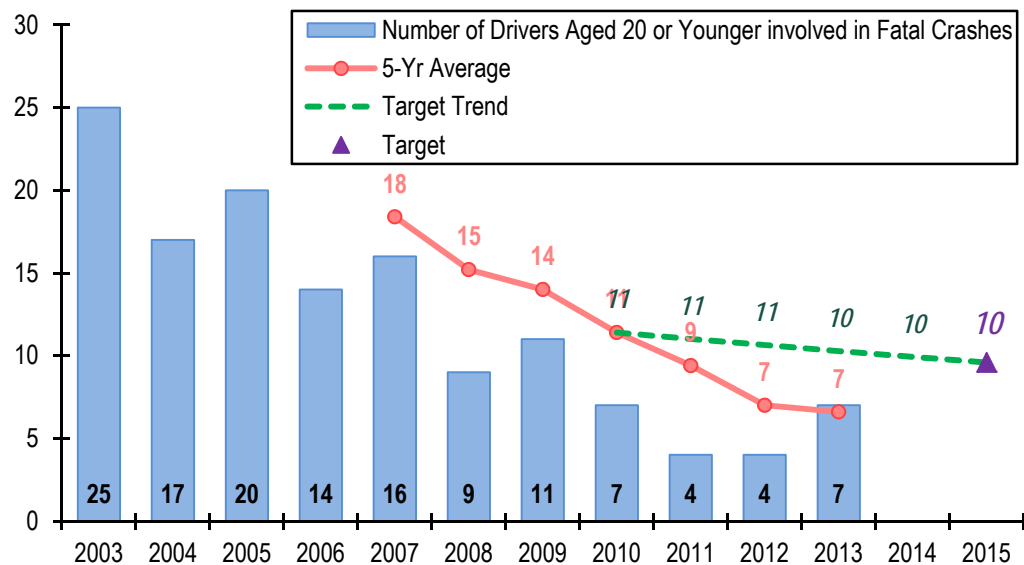
Source: RIDOT/OHS and FARS.

Young Drivers

Goal - 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.

Justification - To remain on pace to achieve the SHSP long-term goal of reaching 50 percent fatality reduction by 2030, young driver fatalities would need to decrease to 10 by 2015. Based on historical data, the linear trend line shows that this estimate is achievable. On average, between 2009 and 2013, fatalities have consistently decreased. To achieve the 2015 target, fatalities will need to maintain the 2013 average of 10, which can be achieved through the continuation of targeted enforcement efforts and education programs for all grade levels.

Figure 3.16 Drivers Age 20 or Younger Involved in Fatal Crashes



Source: RIDOT/OHS and FARS.

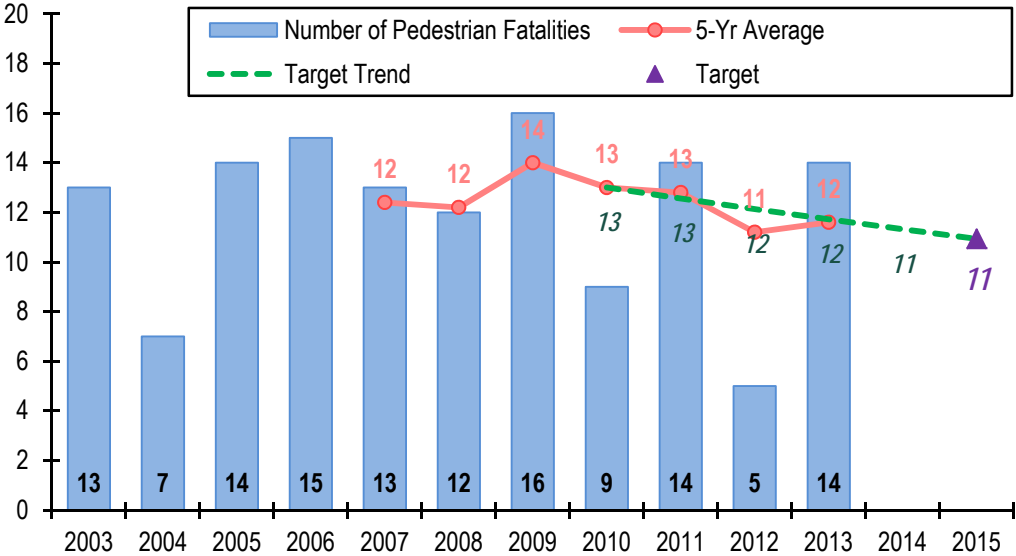
Note: In 2007 and 2010, there was one 14-year-old driver.

Pedestrian

Goal – At least maintain the number of pedestrian fatalities at the 5-year average of 11 (2008 to 2012 average) by 2015.

Justification – To remain on pace to achieve the SHSP long-term goal of reaching 50 percent fatality reduction by 2030, pedestrian fatalities would need to decrease to 11 by 2015. Based on historical data, the linear trend line shows that this estimate is achievable. On average, between 2009 and 2013, fatalities have consistently maintained around 12 and 13. To achieve the 2015 target, fatalities will need to decrease by eight percent from 2013 to 2015, which can be achieved through the continuation of pedestrian events and programs.

Figure 3.17 Pedestrian Fatalities



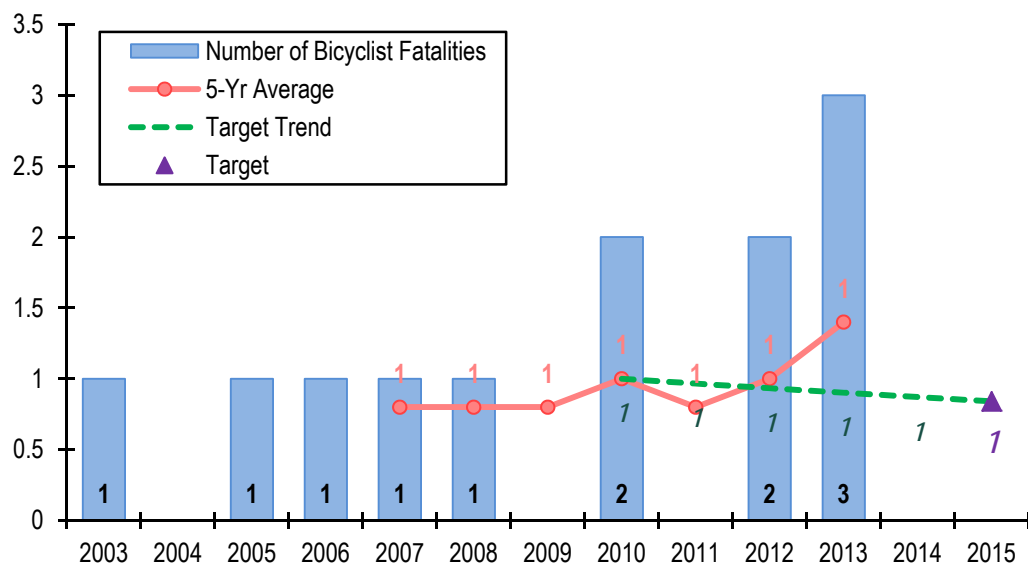
Source: RIDOT/OHS and FARS.

Bicycle

Goal – At least maintain the number of bicyclist fatalities at the 5-year average of one (2008 to 2012 average) by 2015

Justification – To remain on pace to achieve the SHSP long-term goal of reaching 50 percent fatality reduction by 2030, bicycle fatalities would need to maintain at one by 2015. Based on historical data, the linear trend line shows that this estimate already has been achieved. 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



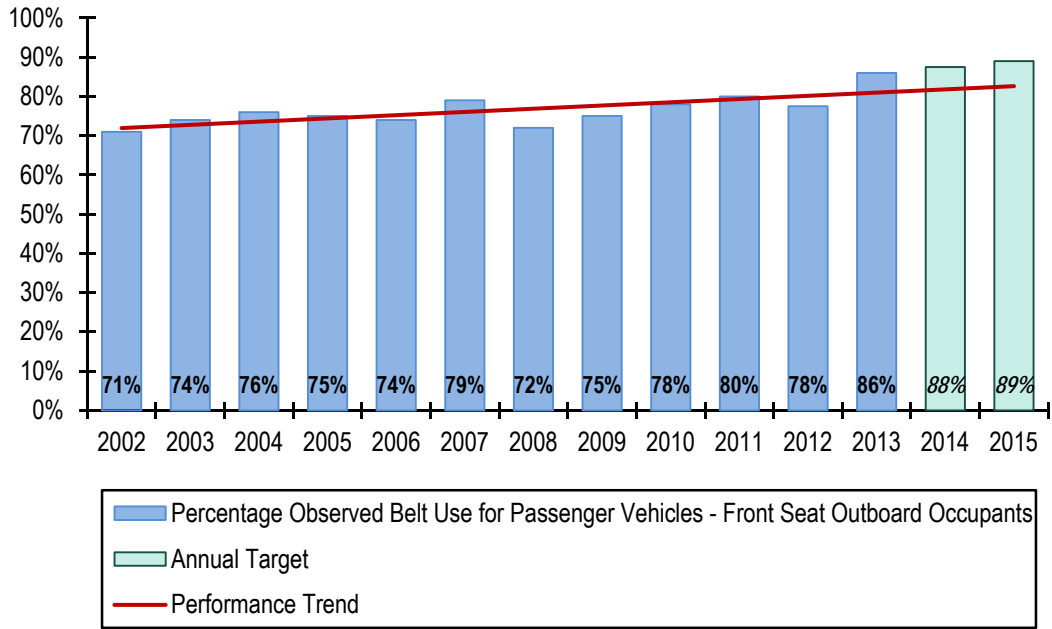
Source: RIDOT/OHS and FARS.

Observed Belt Use

Goal - Increase observed seat belt use from 85.6 percent in 2013 to 89 percent by 2015.

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 86 percent in 2013. The intent is for the rate to continue to rise to 89 percent by 2015, 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.



State of Rhode Island

HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2015

Highway Safety Countermeasures and Projects for FFY 2015 (by Program Area)

4.0 Highway Safety Countermeasures and Projects for FFY 2015 (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 2015 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 2015.
- **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 2015 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 2015 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 evidence-based traffic safety enforcement program prevents traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. OHS conducts analyses of crashes, crash fatalities, and areas of highest risk; deploys resources based on that analysis; and implements a process of continuous follow-up and adjustments. OHS has identified a comprehensive array of enforcement activities, which have been identified using the same data collection and analysis process detailed in the “Problem Identification Process” section. The projects that support the evidence-based traffic safety enforcement program are included within each of the applicable program areas.

For additional information and examples of evidence-based traffic safety enforcement programs, please refer to the Problem Identification Process section (page 3-1) and applicable Program Area sections.

4.2 IMPAIRED DRIVING

Problem Identification and Analysis

Alcohol-impaired driving continues to be a significant contributing factor in Rhode Island’s crash fatalities and serious injuries. Alcohol-impaired crashes accounted for approximately 38 percent of the total crashes in 2013, 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 2007 through 2012, 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. However younger drivers between ages 16 to 24 make up 29 percent of the total fatal crashes. The cities/town 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.

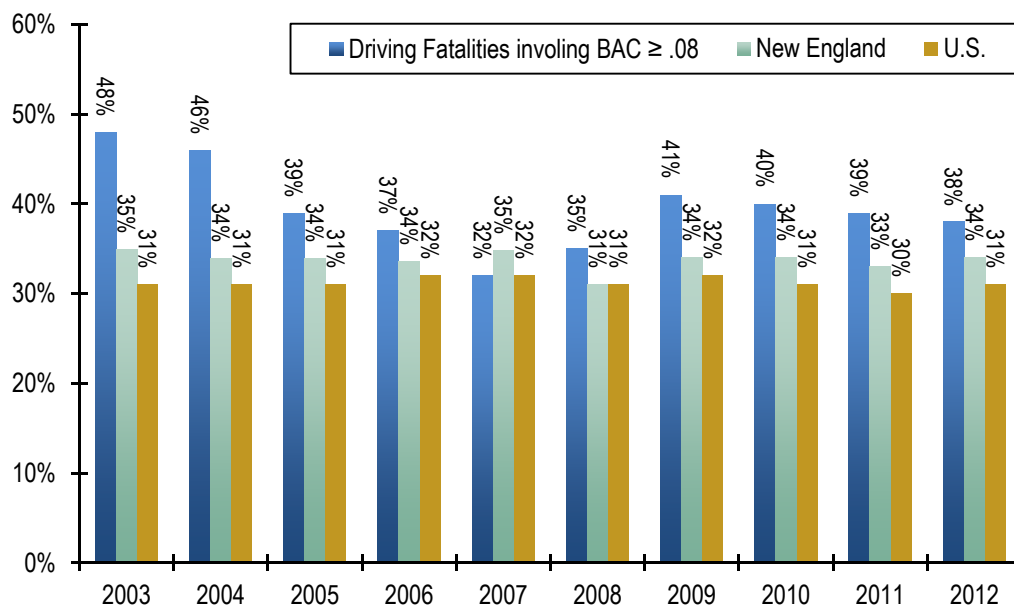


Driving using Fatal Vision Goggles

Rhode Island's DUI law provides for higher sanctions at increasing BAC levels: .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 two were unknown or "blank." Table 4.2 provides the BAC test results for these drivers.

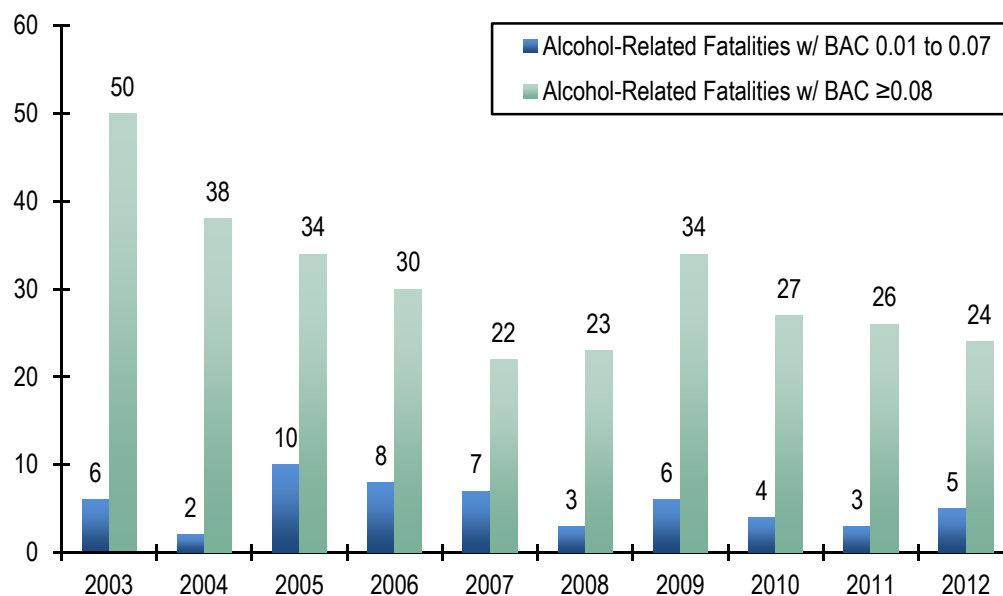
Drugs also are prevalent in the State's motor vehicle crashes. Table 4.3 identifies the types of drugs that are most frequently detected in cases involving motor vehicles. The data were obtained from medical examiner and law enforcement cases.

Figure 4.1 Driving Fatalities Involving BAC \geq .08
Rhode Island Compared to New England and the U.S.



Source: Transanalytics, LLC; FARS; Note: Reflects NHTSA imputed data for 2003 to 2012.

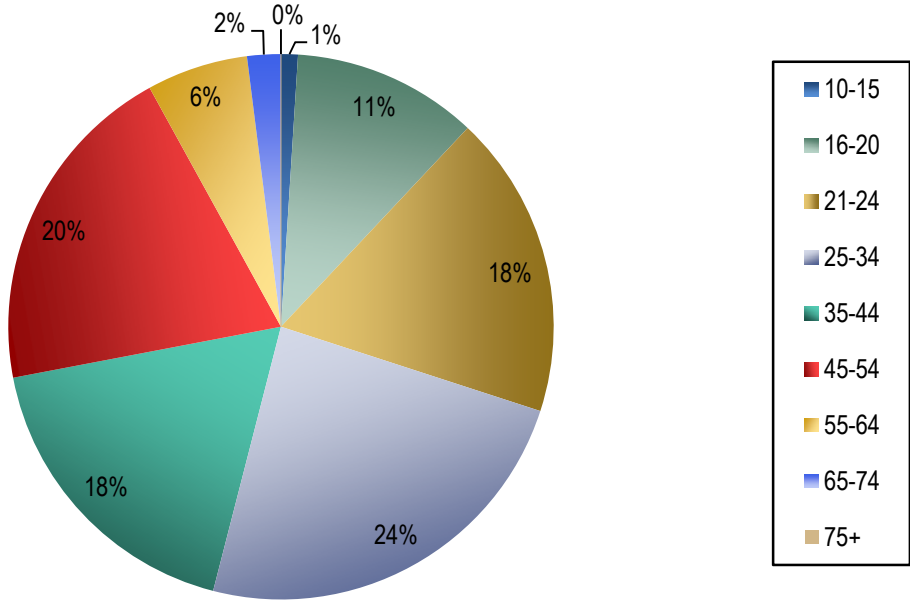
Figure 4.2 Alcohol-Related Fatalities (BAC \geq .01)



Source: FARS.

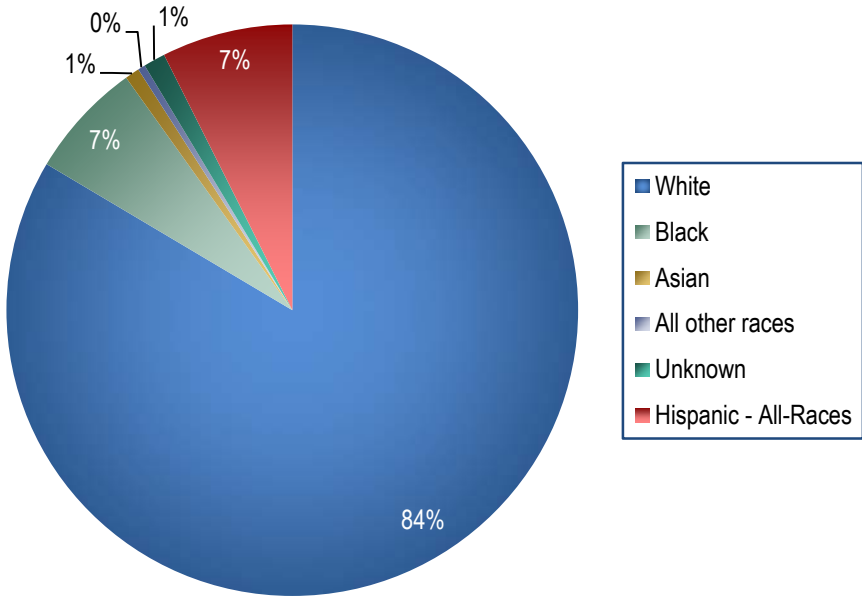
Note: Reflects NHTSA imputed data for 2003 to 2012.

Figure 4.3 FARS Age and BAC (.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	3	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	0	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	26	12	2	40
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	6	1	0	7
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
2013**

Detected Drug	Detection Frequency (Percentage of Total Cases) (N=188)
THC and/or metabolites (marijuana)	36
Narcotic analgesics/Opiates	26
Benzodiazepines	25
Antidepressants/psychotics	18
Cocaine and/or metabolites	11
Other CNS Depressants (Sedatives, sleeping agents, muscle relaxants)	8
Amphetamine	3

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 15 percent from 27 (2008 to 2012 average) to 23 by 2015.
- Increase the number of impaired driving arrests made during grant-funded enforcement activities from the 438 in FFY 2013 to 468 in FFY 2015.
- 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.
- 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.

Justification – The additional performance measures, specifically related to the survey, will help us to evaluate the effectivity 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 effectivity 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 (which was delineated in the Noncheckpoint State meeting in Texas and endorsed by NHTSA). 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 Rhode Island Highway “Chiefs Challenge” Incentive Award 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, 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/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. Integrate 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 of BAC data in the FARS and OSCAR (Ocean State Crash Analysis and Reporting) 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 66 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 2015 HSP project list to address impaired driving fatalities and serious injuries includes the project number, title, description, responsible project staff, budget, and evidence of effectiveness.

Project Number: M5HVE-15-02

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 12, 2014 to January 1, 2015 and August 21 to September 7, 2015, 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 Staff: Jim Barden

Project Budget/Source: \$328,480 of Section 405D

Evidence of Effectiveness: CTW, Chapter 1: Section 2.1

Project Numbers: M5HVE-15-03

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 12, 2014 to January 1, 2015 and August 21 to September 7, 2015, 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.

Project Staff: Jim Barden

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

Evidence of Effectiveness: CTW, Chapter 1: Section 2.1

Project Number: M5HVE-15-04

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

Project Description: Implementation of *Drive Sober or Get Pulled Over* (DSoGPO) overtime enforcement patrols by the University of Rhode Island Police Department. The University is funded to participate in the two DSoGPO annual mobilizations scheduled for December 12, 2014 to January 1, 2015 and August 21 to September 7, 2015, 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

Project Staff: Jim Barden

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

Evidence of Effectiveness: CTW, Chapter 1: Section 2.1

Project Number: M5HVE-15-05

Project Title: State Agencies (RIDEM) 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 Environmental Police. The Environmental Police is funded to participate in the two DSoGPO annual mobilizations scheduled for December 12, 2014 to January 1, 2015 and August 21 to September 7, 2015, 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

Project Staff: Jim Barden

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

Evidence of Effectiveness: CTW, Chapter 1: Section 2.1

Project Number: M5HVE-15-01

Project Title: Municipalities Impaired Driving – BAT (Breath Alcohol Testing) Mobile²

Project Description: OHS will reimburse the Providence Police Department (PPD) for the purchase of a mobile breath alcohol testing facility to assist in improving the efficiency of multijurisdictional DUI saturation patrols and to enhance general deterrence of impaired driving. This project also includes 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 and, a Preliminary Breath Tester.

Project Staff: Jim Barden

Project Budget/Source: \$750,000 of Section 405D

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

Project Number: 164PM-15-01

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 2014 and August/September 2015 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 Staff: Jim Barden

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

Evidence of Effectiveness: CTW, Chapter 1, Section 5.2

² N.B. This project was approved by NHTSA during FFY 2014, but was not implemented due to time constraints to provide enough lead time accomplish purchases prior to September 20, 2014.

Project Number: M5OT-15-01

Project Title: Rhode Island Impaired Driving Task Force Coordinator

Project Description: OHS will reimburse MADD-RI for the expenses of hosting a Coordinator for the Rhode Island Impaired Driving Task Force (IDTF). MADD-RI, 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 subcommittee 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 MADD, the Tri-Chairs of the IDTF, and RIDOT. Promotional material to include a new IDTF logo along with the "Drive Sober or Get Pulled Over logo will be created. These logos will be used on promotional items with messaging to reflect goals of the strategic plan and to offer an important branding opportunity for traffic safety efforts.

Project Staff: Jim Barden

Project Budget/Source: \$460,000 of Section 405D

Evidence of Effectiveness: N/A

Project Number: 164AL-15-03

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 Staff: Jim Barden

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

Evidence of Effectiveness: CTW, Chapter 1, Section 5.2

Project Number: 164-15-01

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 Staff: Jim Barden

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

Evidence of Effectiveness: CTW, Chapter 1, Section 5.2

Project Number: K8-15-01

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

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

Project Staff: Jim Barden and Despina Metakos Harris

Project Budget/Source: \$123,000 of Section 410

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

Project Number: 164AL-15-04

Project Title: Resource and Outreach Center (AL)

Project Description: OHS will maintain appropriate resource and promotional materials for use by local and state programs addressing "DSoGPO." and underage alcohol use.

Project Staff: Chief Civil Engineer, Jim Barden, and Despina Metakos Harris

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

Evidence of Effectiveness: CTW, Chapter 1, Section 5.2

Project Number: M5HVE-15-01

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 Staff: Jim Barden

Project Budget/Source: \$98,000 of Section 405D

Evidence of Effectiveness: CTW, Chapter 1, Section 7.1

Project Number: M5CS-15-02

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. Pending approval by NHTSA of OHS' "Buy America Act" Waiver Application, OHS will reimburse the Department of Health for 78 Drager Preliminary Breath Testing Instruments (NHTSA Conforming Product) for use by law enforcement and for 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 conduct initial accuracy verification and field set up of these instruments; to download data from these instruments for reporting to OHS and; to conduct associated tasks that arise with the implementation of these instruments. Includes equipment -10 Intoxilyzer 9000s and one computer server to collect breath analysis data – that has a per unit cost of greater than \$5,000.00.

Project Staff: Jim Barden

Project Budget/Source: \$361,000 of 405D

Evidence of Effectiveness: CTW, Chapter 1, Section 2.3

Project Number: 164AL-15-02

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 Staff: Jim Barden and Despina Metakos Harris

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

Evidence of Effectiveness: N/A

Project Number: M5CS-15-01

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. Expenses involved with this project are as follows:

- Project manager: 1/2 time (20 hours) and fringe;

- Executive Director Oversight Management: 10 percent salary and fringe;
- Evaluation services;
- In-state mileage;
- Out of state training;
- Parking;
- Office expenses;
- Other program expenses (pamphlets, presentation, and training materials); and
- Indirect costs (provided as match).

A computerized tracking system will be 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 Staff: Jim Barden

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

Evidence of Effectiveness: CTW, Chapter 1, Section 3.3

Project Number: 164AL15-05 and M5OT-15-02

Project Title: Impaired Driving Education and Statewide Public Outreach Initiative

Project Description: OHS, with the assistance of the minority community leaders, will develop appropriate material and implement multidisciplinary and multifaceted programs with a focus on the various demographics within the minority communities, which will meet the National Highway Traffic Safety Administration-mandated guidelines. OHS will seek applications from nonprofit community-based organizations (CBO) outlining community-based interventions designed to promote sober driving.

Project Staff: Elvys Ruiz and Jim Barden

Project Budget/Source: \$100,000 of 164AL; and \$150,000 of 405D

Evidence of Effectiveness: CTW, Chapter #, Section #

Project Number: M5OT-15-03

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. 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 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 and school alcohol and drug prevention strategies, team building, traffic safety education and substance-free alternative activities.

Project Staff: Despina Metakos Harris

Project Budget/Source: \$41,667 of Section 405D

Evidence of Effectiveness: CTW, Chapter 1, Section 6.5

Project Number: 164AL-15-06

Project Title: State Agencies (RIDMV) Motorist Education and Outreach Project

Project Description: The RIDMV provides services to nearly 4000 people daily, nearly 1,000,000 people annually. Licensing, Registration and adjudicating Motor vehicle Violations at their Operator Control section are the primary functions of the RIDMV. Transactions take as little as 30 minutes and as much as three hours. Essentially providing an outstanding opportunity to educate and reach out to a captive audience for a multitude of highway safety initiatives. The DMV proposes a multifaceted approach to this opportunity. They will develop a new Driver Training Manual to include updated materials and data on the primary belt law, distracted driving, speeding, as well as impaired driving and disseminate them at their four locations (Cranston, Middletown, Woonsocket, and Providence which administers the on-road exams). Additionally RIDMV will develop message appropriate materials to disseminate to various violators at operator control. They also will implement VMS signs at the egress to each facility that will host only Highway Safety messages to support local and national campaigns.

The project will have a pre and post evaluation component where progress will be measured by the increase in correct answers on the licensing exams and the decrease in total violations in Seatbelt s, Texting, Speed, and DUIs categories.

Project Staff: Despina Metakos Harris

Project Budget/Source: \$22,500 of Section 164AL

Evidence of Effectiveness: Chapter 1, section 1.1, 1.5; Chapter 2 sections, 1.3,3.1,3.2,4,5,6.1,10.1; Chapter 3 Sections 3.1,3.2,4.1; Chapter 4 Sections 1.2,2.2, Chapter 6 sections 1.1,1.5,1.6,1.7,2.1,2.2,3,4.1

Project Number: M5OT-15-04

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 Staff: Despina Metakos Harris

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

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

Project Number: M5OT-15-05

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 effectivity of the presented program and make adjustments to the presentations to strengthen the project impact.

Project Staff: Despina Metakos Harris

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

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

4.3 MOTORCYCLES

Problem Identification and Analysis

Motorcycle crashes accounted for approximately 18 percent of the total fatalities in 2013 and 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 2013 data indicates 6 of 11 (55 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.



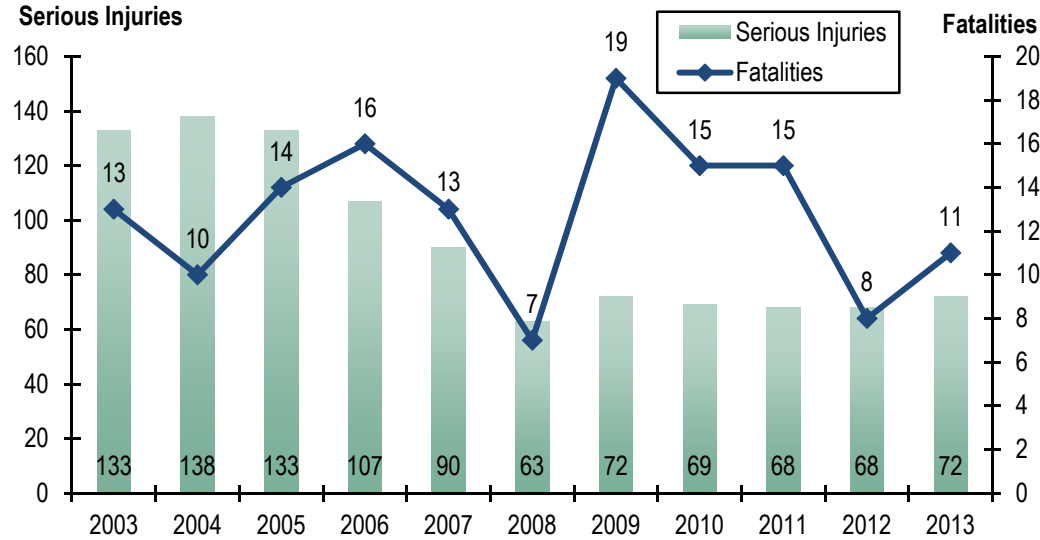
First Annual Motorcycles Skills Revival Rally

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 midnight.

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.

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

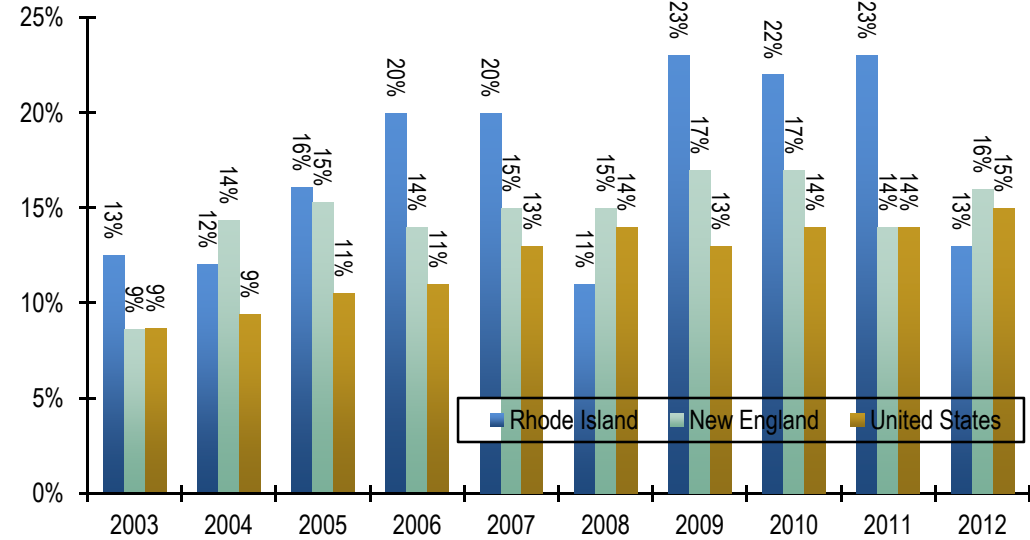
Figure 4.5 Motorcyclist Fatalities and Serious Injuries



Source: RIDOT/OHS.

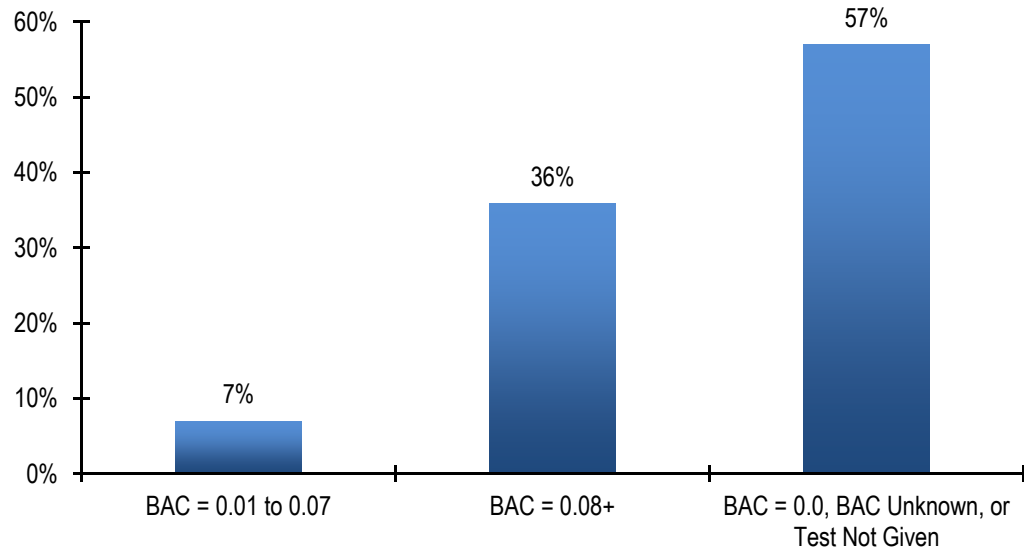
Note: 2007 was a transition year for crash data in Rhode Island. "Serious Injuries" were defined differently prior to 2007, which, in part, explains the discrepancy between serious injuries reported from 2006 to 2007-2013.

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



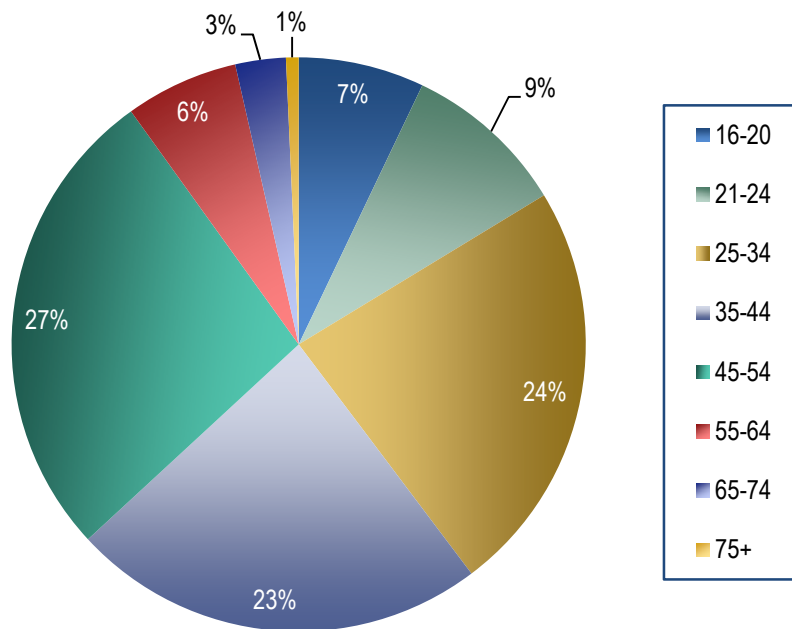
Source: Transanalytics, LLC; FARS; Note: Reflects NHTSA data for 2003 to 2012.

Figure 4.7 BAC Involved in Motorcycle Fatalities
2003 to 2013



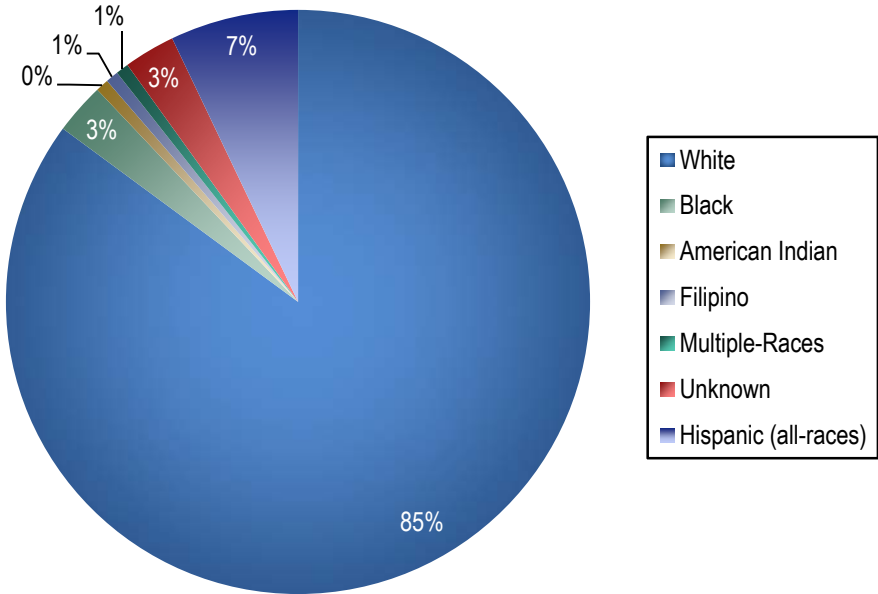
Source: RIDOT/OHS.

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: 2013 Data is preliminary. Five cities/towns have six fatalities between 2003 and 2013.

Performance Targets

- Reduce motorcyclist fatalities by 8 percent from 13 (2008 to 2012 average) to 12 by 2015.
- At least maintain unhelmeted motorcyclist fatalities at the 5-year average of eight (2008 to 2012 average) by 2015.

Strategic Partners

Partners will include the Departments of Transportation and Health, as well as the DMV, RISP, CCRI, AAA, the Rhode Island Association of Independent Insurers, Rhode Island Hospitality Association, Injury Prevention Center,

representatives from all of the motorcycle retail and repair shops in the State, as well as representatives from organized motorcycle clubs.

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 an 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.
7. Continue 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 2015 HSP project list to motorcycle fatalities and serious injuries includes the project number, title, description, responsible project staff, budget, and evidence of effectiveness.

Project Number: K6-15-01 and M9MA-15-01

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 Staff: Despina Metakos Harris

Project Budget/Source: \$45,000 of Section 2010; and \$35,000 of Section 405F

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

Project Number: 402MC-15-01

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 Staff: Despina Metakos Harris

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

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

Project Number: 402MC-15-05

Project Title: Resource and Outreach Center (MC)

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

Project Staff: Despina Metakos Harris

Project Budget/Source: \$25,000 of Section 402MC

Evidence of Effectiveness: CTW, Chapter 5, Section 4.2

Project Number: 402MC-15-04

Project Title: Police Motorcycle Training

Project Description: OHS will provide assistance to the Rhode Island MOTOR Officer training school for Motorcycle Police Officer safety training classes. RIDOT OHS will work with the RI Municipal Police Academy, the RISP, and CCRI to develop and implement statewide standards for motorcycle training among law enforcement officers. There have been a few fatal crashes involving police officers off-duty riding a motorcycle. This project will allow us to reduce and mitigate these crashes. Also, currently there is no statewide standard.

Project Staff: Despina Metakos Harris

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

Evidence of Effectiveness: CTW, Chapter 5, Section 3.2

Project Number: 402MC-15-02 and M9MA-15-02

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 that Narragansett, North Smithfield, Providence and Warren have the highest numbers of Single Vehicle crashes in the state, 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 Staff: Despina Metakos Harris

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 Staff: Despina Metakos Harris

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

Evidence of Effectiveness: CTW, Chapter 5, Section 2.2

Project Number: 402MC-15-03

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 2013 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 Grand 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 Staff: Despina Metakos Harris

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

Evidence of Effectiveness: CTW, Chapter 5, Section 2.2

4.4 OCCUPANT PROTECTION

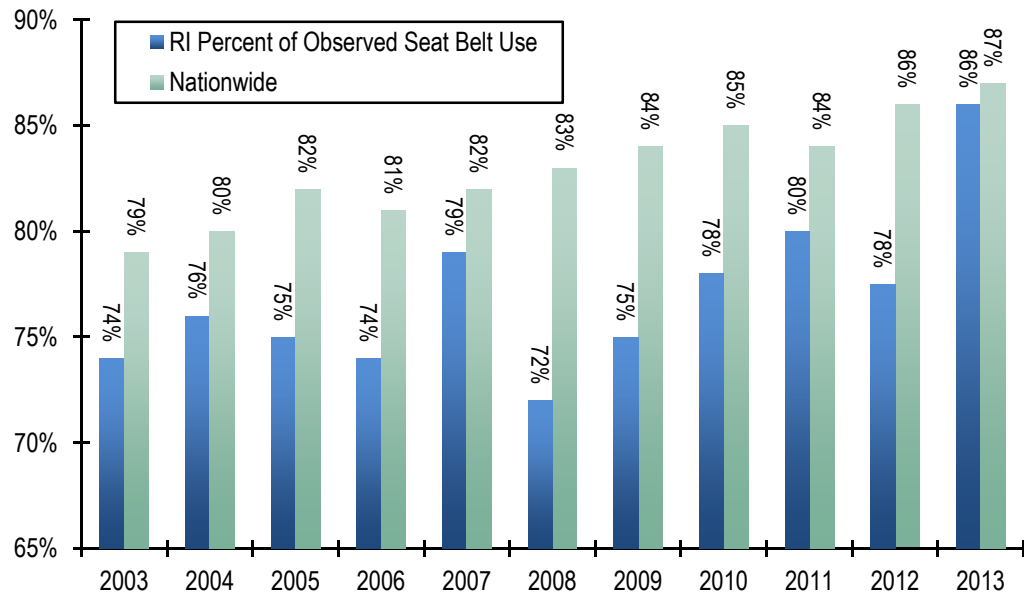
Problem Identification and Analysis

Unrestrained fatalities continues to be a significant contributing factor in Rhode Island's crash fatalities and serious injuries. Fatal crashes where restraints were not used accounted for approximately 31 percent of the total crashes in 2013. Figure 4.10 shows that the safety belt use rate for Rhode Island has been well below the national rate since 2003, but in 2013 came close to matching 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.

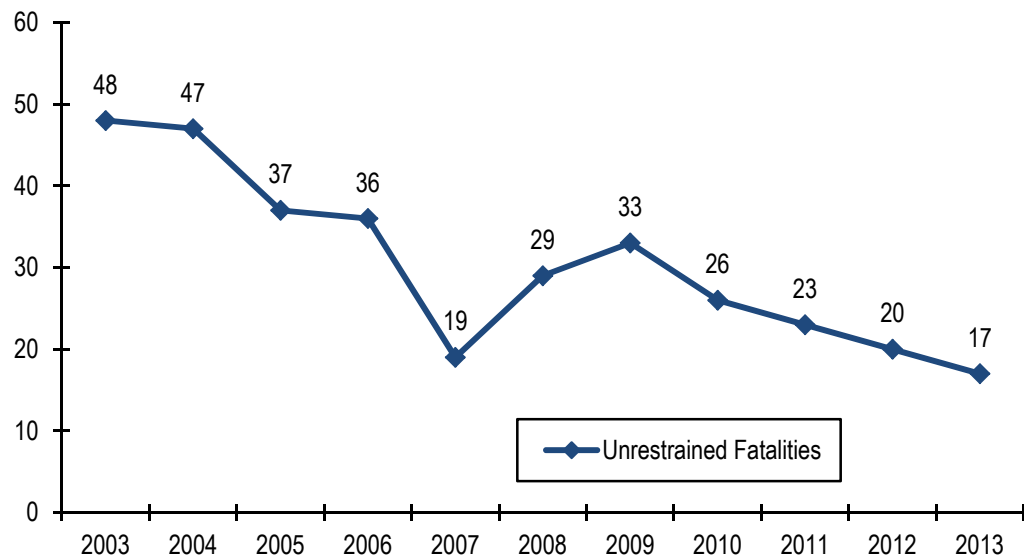
Figure 4.10 Observed Safety Belt Use Rate
Rhode Island and Nationwide



Source: RIDOT/OHS, FARS.

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

Figure 4.11 Restraint Nonuse for Rhode Island Motor Vehicle Fatalities



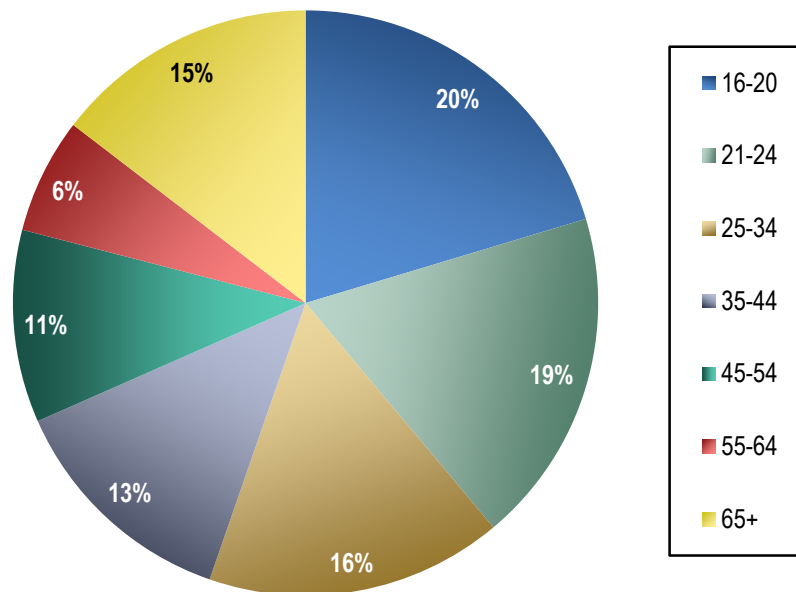
Source: RIDOT/OHS.

**Table 4.5 Motor Vehicle Fatalities by Restraint System Use and Nonuse
 2013**

	Driver	Passenger	Total
None Used/Not Applicable	14	3	17
Shoulder and Lap Belt	15	2	17
Unknown	1	2	3
Total	30	7	37

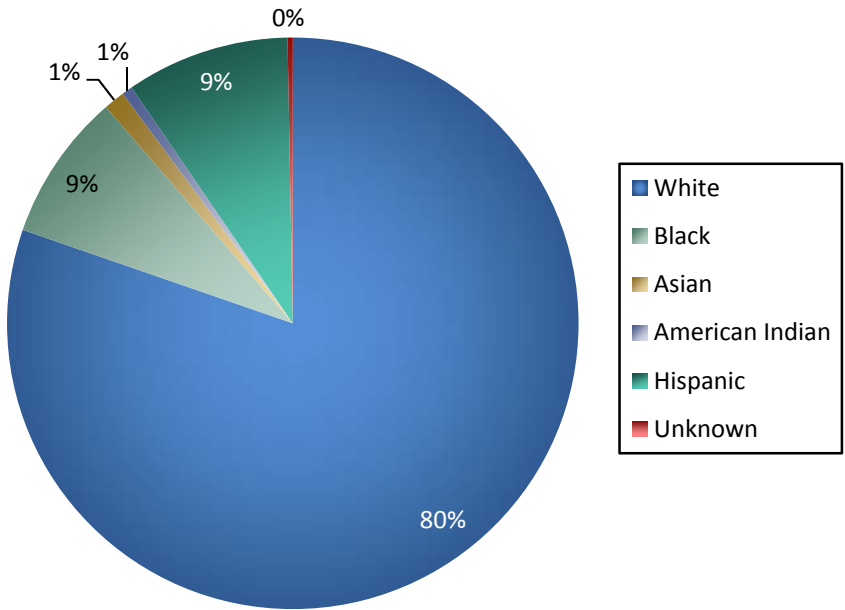
Source: FARS, 2014.

**Figure 4.12 Number of Unrestrained Fatalities by Age Group
 2003 to 2013**



Source: RIDOT/OHS.

Figure 4.13 Unrestrained Fatalities by Race
2003 to 2013



Source: RIDOT/OHS.

Table 4.6 Top Six Cities/Towns for Unrestrained Motor Vehicle Occupants
2003 to 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, 2013 data is preliminary.

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 2015, 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 26 (2008 to 2012 average) to 24 by 2015.
- Reduce unrestrained occupant serious injuries by 12 percent from 106 (2010 to 2012 average) to 93 by 2015.
- Increase the statewide-observed safety belt use rate for front seat occupants in passenger vehicles, from 85.6 percent in 2013 to 89 percent in 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 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.
- 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.

Justification – The additional performance measures, specifically related to the survey, will help us to evaluate the effectivity of our media campaigns. We estimate an annual increase of 3.4% consistent with all our goals across the board. The tracking of safety belt citations will help us to determine the effectivity 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 on better target 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 a *Click It or Ticket* (CIOT) media campaign;
 - b. Conduct a CIOT enforcement campaign (five weeks from 11/24/14 to 11/30/14; from 3/23/15 to 3/29/15; from 5/18/15 to 5/31/15; and from 9/21/15 to 9/27/15);

- 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 among children under 12 years of age:
 - a. Work with state and local law enforcement 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 Department of Motor Vehicle 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 2015 HSP project list to address fatalities and serious injuries resulting from nonrestraint use includes the project number, title, description, responsible project staff, budget, and evidence of effectiveness.

Project Number: 402OP-15-02

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 18-31, 2015 and three state mobilizations (Thanksgiving holiday travel, November 24-30, 2014; March 23-29, 2015; and September 21-27, 2015). The amounts allocated to each municipality were determined based on the problem need, historical liquidation rates and amount requested by the enforcement agency.

Project Staff: Jim Barden

Project Budget/Source: \$290,065 of 402OP

Evidence of Effectiveness: CTW, Chapter 2, Section 2.2

Project Number: 402OP-15-05

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 18-31, 2015 and three state mobilizations (Thanksgiving holiday travel, November 24-30, 2014; March 23-29, 2015; and September 21-27, 2015).

Project Staff: Jim Barden

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

Evidence of Effectiveness: CTW, Chapter 2, Section 2.2

Project Number: M2HVE-15-03

Project Title: State Agencies (URI) Seat Belt Law Enforcement

Project Description: OHS will fund implementation of the CIOT overtime enforcement patrols by the University of Rhode Island Police Department. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 18-31, 2015 and three state mobilizations (Thanksgiving holiday travel, November 24-30, 2014; March 23-29, 2015; and September 21-27, 2015).

Project Staff: Jim Barden

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

Evidence of Effectiveness: CTW, Chapter 2, Section 2.2

Project Number: 402OP-15-03

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 along the federal fiscal year, 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 Maine Bureau of Highway Safety CPS Conference in 2015. The amounts allocated to each municipality were determined based on the problem need, historical liquidation rates and amount requested by the enforcement agency.

Project Staff: Jim Barden

Project Budget/Source: \$167,885 of Section 402OP

Evidence of Effectiveness: CTW, Chapter 2, Section 7.3

Project Number: 402OP-15-06

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 by state troopers who are CPSTs at any of the five RISP barracks (Scituate, Lincoln Woods, Wickford, Hope Valley and Portsmouth). We expect that the car seat inspections will take place along the federal fiscal year, except during the winter.

Project Staff: Jim Barden

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

Evidence of Effectiveness: CTW, Chapter 2, Section 7.3

Project Number: M2HVE-15-01

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 seat belt citations issued.

Project Staff: Jim Barden

Project Budget/Source: \$3,400 of 405B

Evidence of Effectiveness: N/A

Project Number: M2CPS-15-01

Project Title: Car Seat Distribution/CPS Education for to Low-Income Families

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.

Project Staff: Jim Barden and Elvys Ruiz

Project Budget/Source: \$77,000 of Section 405B

Evidence of Effectiveness: CTW, Chapter 2, Section 7.2

Project Number: M2PE-15-06

Project Title: Pediatric Practice CPST

Project Description: 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. This is a pilot project to evaluate the efficiency of staffing a CPST at pediatric practices. If the project shows positive results, Safe Kids RI would look to expand CPST services to more pediatric practices.

Project Staff: Jim Barden

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

Evidence of Effectiveness: CTW, Chapter 2, Section 7.2

Project Number: M2PE-15-02

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 Staff: Jim Barden

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

Evidence of Effectiveness: N/A

Project Number: 402PM-15-01 and M2PE-15-04

Project Title: Paid Media

Project Description: OHS will develop and implement a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2014, March 2015, May 2015, and September 2015. 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 Staff: Jim Barden

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-15-01

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 5/18/15-5/31/15.

Project Staff: Jim Barden

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

Evidence of Effectiveness: N/A

Project Number: 402SA-15-01

Project Title: Safe Communities Partnership – Woonsocket (WSCP)

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

Project Staff: Jim Barden

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

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

Project Number: M2HVE-15-02

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.

Project Staff: Francisco Lovera and Jim Barden

Project Budget/Source: \$40,000 of Section 405B

Evidence of Effectiveness: N/A

Project Number: 402OP-15-04

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.) Two persons are required for each demonstration. 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 Staff: All program managers

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

Evidence of Effectiveness: N/A

Project Number: M2PE-15-07

Project Title: Resource and Outreach Center (OP)

Project Description: OHS will maintain appropriate resource and promotional materials for use by local and state programs for all age levels addressing, among other issues: CPS and CIOT.

Project Staff: Francisco Lovera and all program managers

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

Evidence of Effectiveness: CTW, Chapter 2, Section 3.1

Project Number: M2PE-15-05

Project Title: Creative Media (OP)

Project Description: OHS will enter into a contract with a public relations firm for creative media services to create and produce ads for major occupant restraint 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 Staff: Jim Barden

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

Evidence of Effectiveness: CTW, Chapter 2, Section 3.1

Project Number: K3PM-15-01 and M2PE-15-03

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 buys is expected to cover print, online/web/internet and "out of home" (billboard/bus/movie theater) 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 Staff: Jim Barden

Project Budget/Source: \$50,000 of Section 2011PM; and \$25,000 of Section 405B

Evidence of Effectiveness: CTW, Chapter 2, Section 6.2

Project Number: 402OP-15-07 and K4OP-15-01

Project Title: Seat Belt Education and Statewide Public Outreach Initiative

Project Description: OHS, with the assistance of the minority community leaders, will develop appropriate material and implement multidisciplinary and multifaceted programs with a focus on the various demographics within the minority communities, which will meet the National Highway Traffic Safety

Administration-mandated guidelines. OHS will seek applications from nonprofit community-based organizations (CBO) outlining community-based interventions designed to promote seat belt usage.

Project Staff: Elvys Ruiz

Project Budget/Source: \$100,000 of Section 402OP; and \$150,000 of Section 406

Evidence of Effectiveness: CTW, Chapter 2, Section 3.2

Project Number: M2CPS-15-04

Project Title: RI Safe Kids NHTSA CPS Technician Certification Course

Project Description: OHS will reimburse Safe Kids RI for expenses associated with conducting a NHTSA 32-hour CPST Course during FFY 2015. OHS' goal is to recruit candidates for the course from community-based organizations serving the State's minority populations. It is our belief that a more diverse cadre of CPSTS will encourage greater minority participation in CPS check up events. Additionally, these new CPSTS will be available to assist with distribution of car seats to low-income, needy families.

Project Staff: Jim Barden and Elvys Ruiz

Project Budget/Source: \$10,000 of 405B

Evidence of Effectiveness: CTW, Chapter 2, Section 7.3

Project Number: M2CPS-15-03

Project Title: Registration Fees for RI Safe Kids NHTSA CPS Technician Certification Course

Project Description: OHS will reimburse community-based organizations serving the State's minority populations for registration fees for the NHTSA 32-hour CPST Course. This will increase the number of CPST available at nonenforcement agencies in the State. Students are selected by Safe Kids RI on a first come, first served basis, with Safe Kids reserving a certain number of spots for registrants from community based organizations whose registration will be paid for by RIDOT. This project was developed following the recommendation of the 2013 NHTSA Occupant Protection Assessment to expand cadre of CPSTS beyond law enforcement to service members of the community who may not seek to have their children's child restraint systems checked by uniformed personnel.

Project Staff: Jim Barden and Elvys Ruiz

Project Budget/Source: \$5,000 of 405B

Evidence of Effectiveness: CTW, Chapter 2, Section 7.3

Project Number: M2CPS-15-02

Project Title: Overtime for Community-Based Organizations to Conduct CPS Checking Station Activities

Project Description: OHS will reimburse community-based organizations serving the State's minority populations for overtime for CPS checking station activities by employees who are nationally certified CPSTs. We expect that the car seat inspections will take place along the federal fiscal year, except during the winter. The community based organizations that qualified for this funding are located primarily in Providence, Cranston and Woonsocket. This project was developed following the recommendation of the 2013 NHTSA Occupant Protection Assessment to expand cadre of CPSTs beyond law enforcement to service members of the community who may not seek to have their children's child restraint systems checked by uniformed personnel.

Project Staff: Jim Barden and Elvys Ruiz

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

Evidence of Effectiveness: CTW, Chapter 2, Section 7.3

Project Number: 402OP-15-01

Project Title: State Agencies (RIDMV) Motorist Education and Outreach Project

Project Description: The RIDMV provides services to nearly 4,000 people daily, nearly 1,000,000 people annually. Licensing, Registration and adjudicating Motor vehicle Violations at their Operator Control section are the primary functions of the RIDMV. Transactions take as little as 30 minutes and as much as three hours. Essentially providing an outstanding opportunity to educate and reach out to a captive audience for a multitude of highway safety initiatives. The DMV proposes a multifaceted approach to this opportunity. They will develop a new Driver Training Manual to include updated materials and data on the primary belt law, distracted driving, speeding, as well as impaired driving and disseminate them at their four locations (Cranston, Middletown, Woonsocket, and Providence which administers the on-road exams). Additionally RIDMV will develop message appropriate materials to disseminate to various violators at operator control. They also will implement VMS signs at the egress to each facility that will host only Highway Safety messages to support local and national campaigns.

The project will have a pre and post evaluation component where progress will be measured by the increase in correct answers on the licensing exams and the decrease in total violations in Seatbelt s, Texting, Speed, and DUIs categories.

Project Staff: Despina Metakos Harris

Project Budget/Source: \$22,500 of Section 402OP

Evidence of Effectiveness: Chapter 1, section 1.1, 1.5; Chapter 2 sections, 1.3,3.1,3.2,4,5,6.1,10.1; Chapter 3 Sections 3.1,3.2,4.1; Chapter 4 Sections 1.2,2.2, Chapter 6 sections 1.1,1.5,1.6,1.7,2.1,2.2,3,4.1

Project Number: M2PE-15-10

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 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 effectivity of the presented program and make adjustments to the presentations to strengthen the project impact.

Project Staff: Despina Metakos Harris

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

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

Project Number: M2PE-15-08

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. 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 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 and school alcohol and drug prevention strategies, team building, traffic safety education and substance-free alternative activities.

Project Staff: Despina Metakos Harris

Project Budget/Source: \$41,667 of Section 405B

Evidence of Effectiveness: N/A

Project Number: M2PE-15-09

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 Staff: Despina Metakos Harris

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

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

4.5 OLDER ROAD USERS

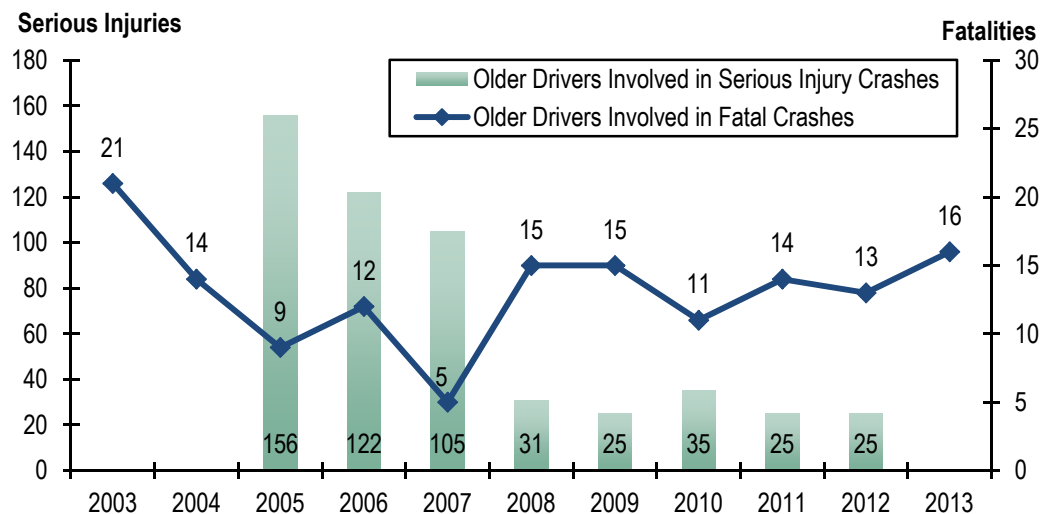
Problem Identification and Analysis

The ability to drive safely often deteriorates with age. 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.

Figure 4.14 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., 2008 to 2012

	2008	2009	2010	2011	2012
Rhode Island					
Fatal Crashes	9	7	5	8	7
Drivers Ages 75 and Older Killed	8	4	4	5	5
New England					
Fatal Crashes	109	86	112	90	99
Drivers Ages 75 and Older Killed	94	69	92	68	82
The United States					
Fatal Crashes	2,602	2,495	2,614	2,457	2,470
Drivers Ages 75 and Older Killed	2,155	2,036	2,129	2,012	1,988

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

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

	2008	2009	2010	2011	2012	Rhode Island 2008-2012 Percent	Region 2008-2012 Percent	U.S. 2008-2012 Percent
Victims	(N=5)	(N=8)	(N=6)	(N =7)	(N = 6)	(N= 32)	(N= 450)	(N= 15,932)
Older Driver	2	4	4	4	4	56.3%	54.9%	51.5%
Passengers	1	0	1	0	0	6.3%	10.7%	12.6%
Other Road Users	2	4	1	3	2	37.5%	34.4%	35.9%

Source: Transanalytics, LLC, Analysis of Fatal Crash Data Rhode Island 2008 to 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, 2013 data is preliminary.

Strategic Partners

OHS will continue to work with AAA to improve outreach and education to older drivers in Rhode Island.

Performance Targets

- Reduce the number of older drivers involved in fatal crashes by 28 percent from 14 (2008 to 2012 average) to 10 by 2015.

Justification - In Rhode Island, 15.1 percent of the population is age 65 or older. This exceeds the national average of 13.7 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)

- Continue a partnership with AAA on older driver programs.

Project Descriptions

The FFY 2015 HSP project list to address older driver fatalities and serious injuries includes the project number, title, description, responsible project staff, budget, and evidence of effectiveness.

Project Number: AAA-15-01

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.

Project Staff: Despina Metakos Harris

Project Budget: \$15,000 of AAA Funds

Evidence of Effectiveness: CTW, Chapter 7, Section 1.1

Project Number: AAA-15-02

Project Title: The Older and Wiser Driver

Project Description: A very popular program, frequently delivered at senior centers or 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).

Project Staff: Despina Metakos Harris

Project Budget: \$15,000 of AAA funds

Evidence of Effectiveness: CTW, Chapter 7, Section 1.1

Project Number: AAA-15-03

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).

Project Staff: Despina Metakos Harris

Project Budget: \$15,000 of AAA funds

Evidence of Effectiveness: CTW, Chapter 7, Section 1.2

4.6 OTHER ROAD USERS (PEDESTRIAN AND BICYCLE)

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 131 pedestrians were killed in motor vehicle crashes in Rhode Island from 2003 through 2013, 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 majority of the 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.

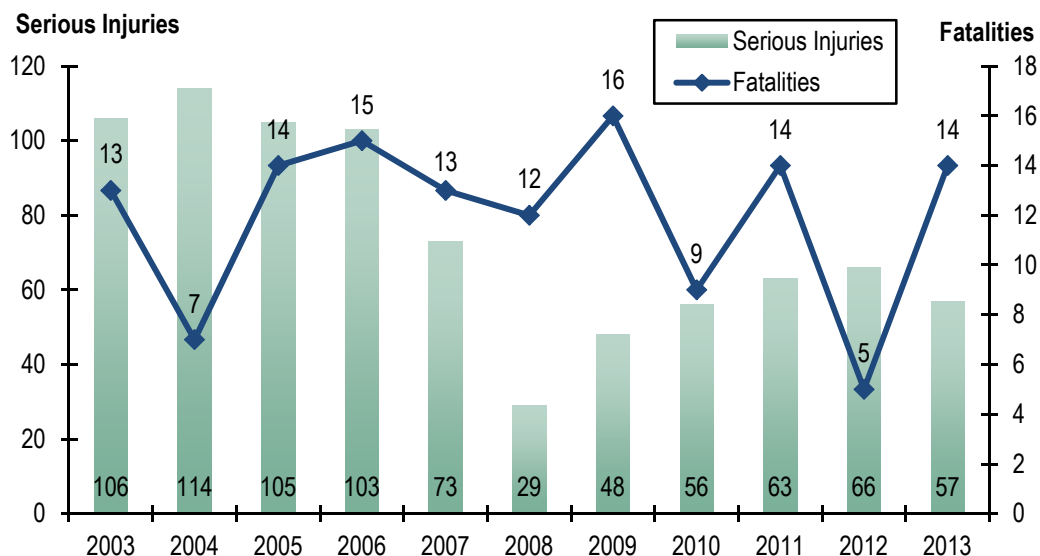
The total number of crashes and number of serious injuries sustained involving bicyclists decreased between 2006 and 2009, as shown in Figure 4.19. However, between 2009 and 2011, the serious injuries increased from 11 to 33. They have since declined and were at 18 in 2013. In 2009 and 2011, Rhode Island 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 and 2012. The majority of bicycle fatalities are white males between the ages of 65 to 74. The top communities for bicycle fatalities from 2003 to 2013 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 4.15 Total Fatalities and Serious Injuries Involving Pedestrians



Source: RIDOT/OHS.

Note: 2007 was a transition year for crash data in Rhode Island. "Serious Injuries" were defined differently prior to 2007, which, in part, explains the discrepancy between serious injuries reported from 2006 to 2007-2013.

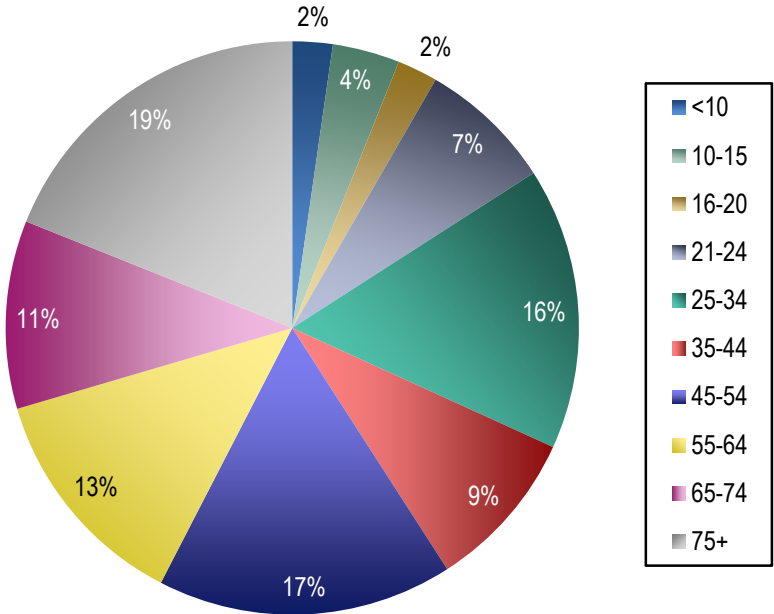
Figure 4.16 Pedestrian Fatalities as a Percent of Total Fatalities
Rhode Island Compared to New England and U.S.



Source: Transanalytics, LLC; FARS; Note: Reflects NHTSA imputed data for 2003 to 2012.

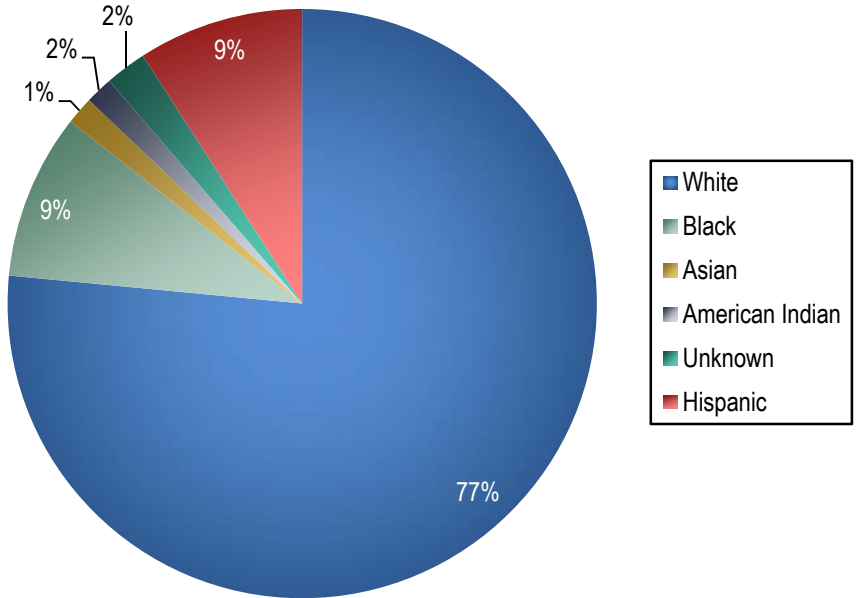
Note: New England and U.S. 2013 data unavailable.

Figure 4.17 Pedestrian Fatalities by Age Group
2003 to 2013



Source: RIDOT/OHS.

Figure 4.18 Pedestrian Fatalities by Race
2003 to 2013



Source: RIDOT/OHS.

Table 4.5 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, 2013 data is preliminary.

Table 4.6 Pedestrian Fatalities by Age Group with BAC Test of 0.08 or Greater, 2008 to 2012

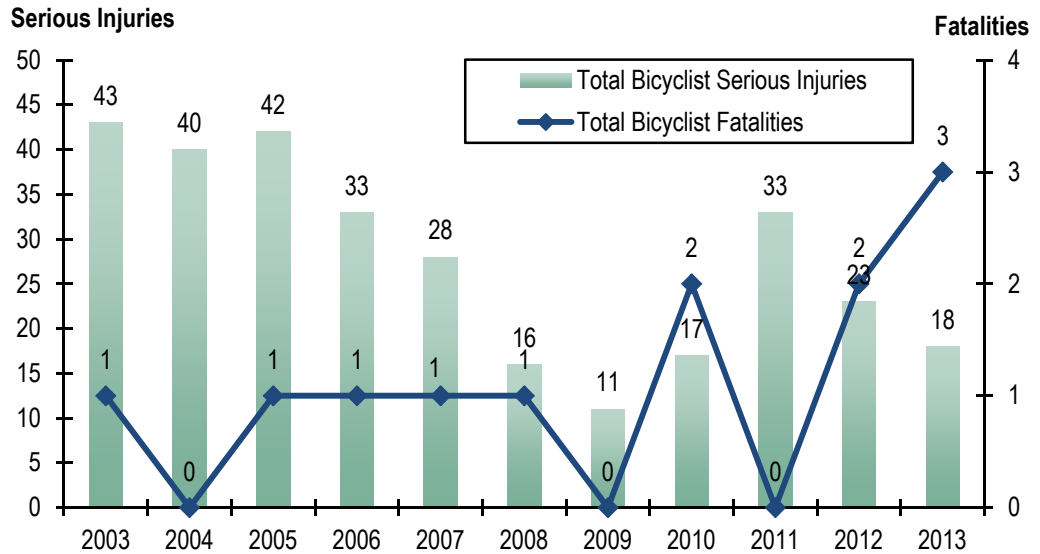
Age Group	Rhode Island	Region	U.S.
	.08 Percent or Greater N=17 of 47 ^a	.08 Percent or Greater N=109 of 480 ^a	.08 Percent or Greater N=5,849 of 15,167 ^a
16-20	100.0%	24.3%	29.0%
21-24	66.7%	41.9%	53.1%
25-34	75.0%	29.8%	52.1%
35-44	57.1%	44.8%	51.5%
45-54	50.0%	35.7%	50.1%
55-64	0.0%	19.4%	36.6%
65+	0.0%	2.3%	9.5%
Total	36.2%	22.7%	38.6%

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

^a Persons with known BACs.

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

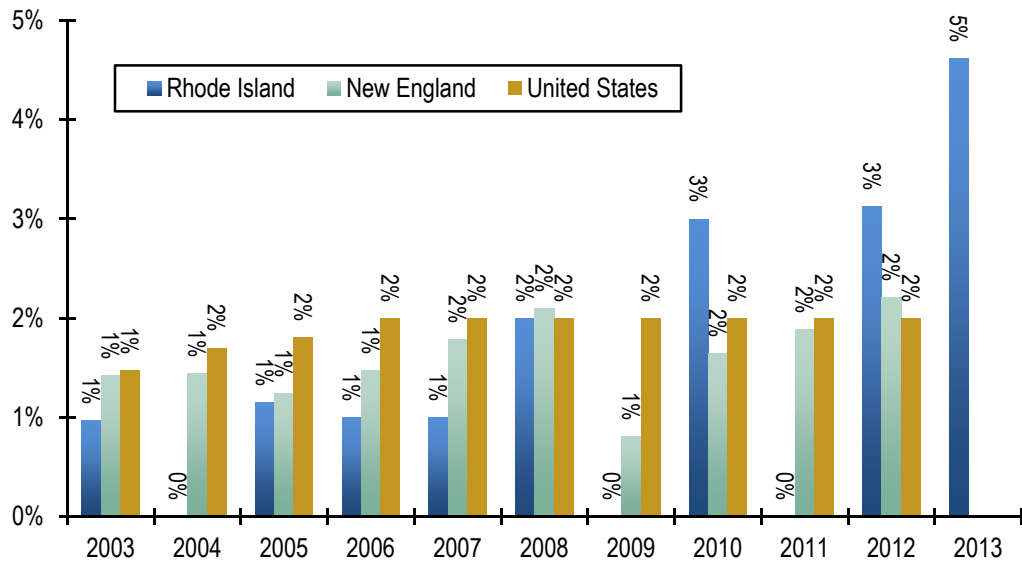
Figure 4.19 Total Bicyclist Fatalities and Serious Injuries



Source: RIDOT/OHS.

Note: 2007 was a transition year for crash data in Rhode Island. "Serious Injuries" were defined differently prior to 2007, which, in part, explains the discrepancy between serious injuries reported from 2006 to 2007-2013.

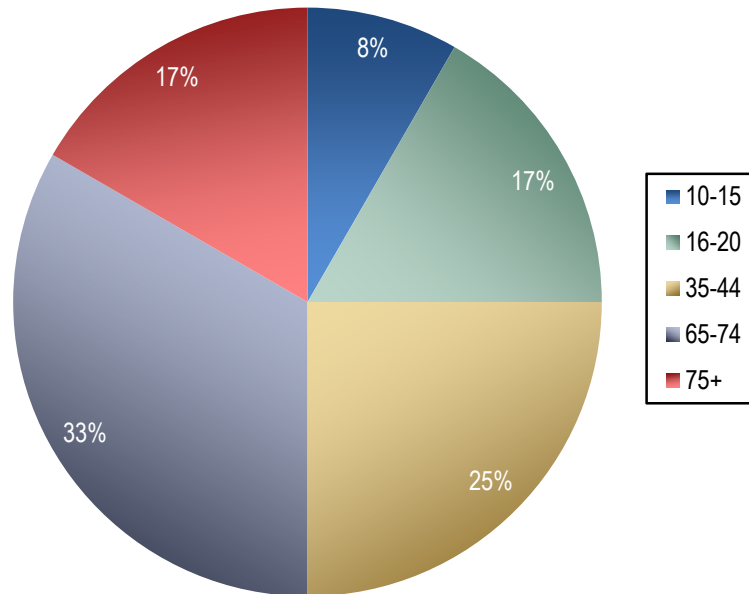
Figure 4.20 Bicyclist Involved Fatalities as Percent of Total Fatalities
Rhode Island Compared to U.S.



Source: Source: Transanalytics, LLC; FARS.

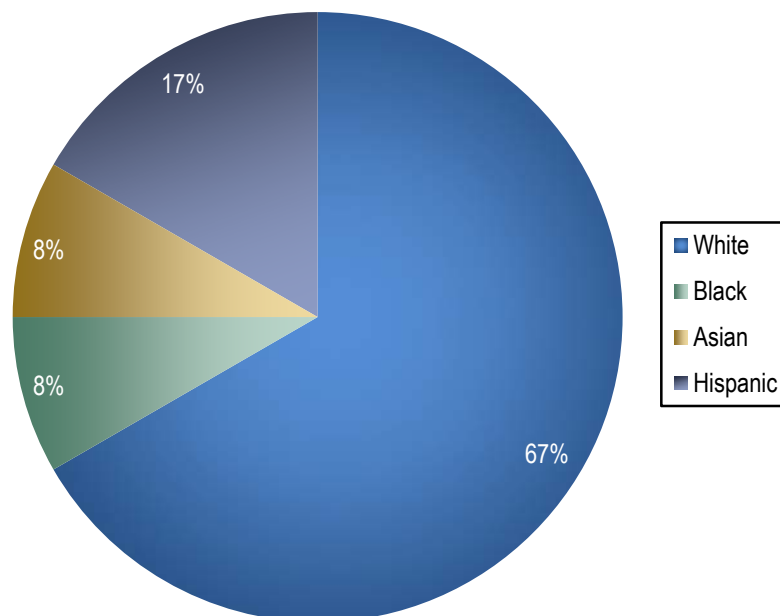
Note: Reflects NHTSA imputed data for 2003 to 2012. New England and U.S. 2013 data unavailable.

Figure 4.21 Bicyclist Fatalities by Age Group
2003 to 2013



Source: RIDOT/OHS.

Figure 4.22 Bicyclist Fatalities by Race
2003 to 2013



Source: RIDOT/OHS.

Table 4.7 Top 10 Cities/Towns for Bicycle Fatalities
2003 to 2013

City/Town	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Total
Providence	1	0	0	0	0	0	0	1	0	0	0	2
Charlestown	0	0	1	0	1	0	0	0	0	0	0	2
East Providence	0	0	0	0	0	0	0	0	0	0	1	1
Middletown	0	0	0	0	0	0	0	0	0	1	0	1
Narragansett	0	0	0	1	0	0	0	0	0	0	0	1
Newport	0	0	0	0	0	0	0	0	0	1	0	1
North Providence	0	0	0	0	0	0	0	0	0	0	1	1
North Smithfield	0	0	0	0	0	0	0	1	0	0	0	1
South Kingstown	0	0	0	0	0	0	0	0	0	0	1	1
Warwick	0	0	0	0	0	1	0	0	0	0	0	1

Source: RIDOT/OHS, 2013 data is preliminary.

Strategic Partners

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

Performance Targets

- At least maintain the number of pedestrian fatalities at the 5-year average of 11 (2008 to 2012 average) by 2015
- At least maintain the number of bicyclist fatalities at the 5-year average of one (2008 to 2012 average) by 2015

List of Countermeasures (Strategies)

1. Conduct or attend five regional Safety Days throughout the calendar year.
2. Supplement summer and school break camp activities focusing on safe interactions among pedestrians, bicyclists, and motorists.
3. Partner with local schools/agencies to participate in their safety programs.

4. Increase public awareness of the diversity of road users:
5. Conduct program management and oversight for all activities within this priority area.

Project Descriptions

The FFY 2015 HSP project list to address pedestrian and bicycle fatalities and serious injuries includes the project number, title, description, responsible project staff, budget, and evidence of effectiveness.

Project Number: 402SA-15-02

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. This project will fund salaries and small portion of commodities.

Project Staff: Despina Metakos Harris

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

Evidence of Effectiveness: CTW, Chapter 9, Section 1.3

Project Number: 402PS-15-02

Project Title: Statewide Bike/PED Safety Events and Programs

Project Description: OHS will host or attend statewide Safety Days and support the development of programs aimed at improving education and outreach in pedestrian and Bicycle safety. We will work with local community action groups, the DEM and local law and State enforcement agencies to conduct training; fit and distribute bicycle helmets; and provide education/outreach on child restraint use, bicycle, and pedestrian safety. Each of these events typically reaches over 1000 individuals. These are events that are organized and promoted in conjunction with other state agencies such as DEM, Governor's Office, etc. We conduct many event through the year and they reach to several hundred people in the state.

Project Staff: Despina Metakos Harris

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

Evidence of Effectiveness: CTW, Chapter 9, Section 1.3

Project Number: 402PT-15-01

Project Title: National Nights Out Safety Events

Project Description: The OHS will work closely with municipal police departments to deliver an effective highway safety message to local residents. Each year, several Rhode Island police departments participate in “National Night Out,” a campaign that highlights safe behaviors while allowing residents to meet their local law enforcement. OHS efforts will encourage greater statewide participation and will help make a more robust event. Through this project we will support this events with ANY of the Highway Safety messages (CIOT/Drive Sober or get Pulled Over/Pedestrian/Bike Safety & Distracted Driving) as requested by the various enforcement agencies. The funds are to purchase effective educational materials to support the event as requested by the Police Departments, no food or event logistics are part of this project funds.

Project Staff: Despina Metakos Harris

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

Evidence of Effectiveness: NA

Project Number: 402PS-15-01

Project Title: Aquidneck Island Bike Safety Initiative

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 Staff: Despina Metakos Harris

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

Evidence of Effectiveness: CTW, Chapter 9, Section 4.2

4.7 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 42 percent of all fatalities for the five-year average between 2008 and 2012. 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 during three of the five years (2009, 2010, and 2012). In 2012, 48.4 percent of Rhode Island's traffic fatalities were recorded as speed-related, compared to 32.7 percent for the region and 30.4 percent nationwide.

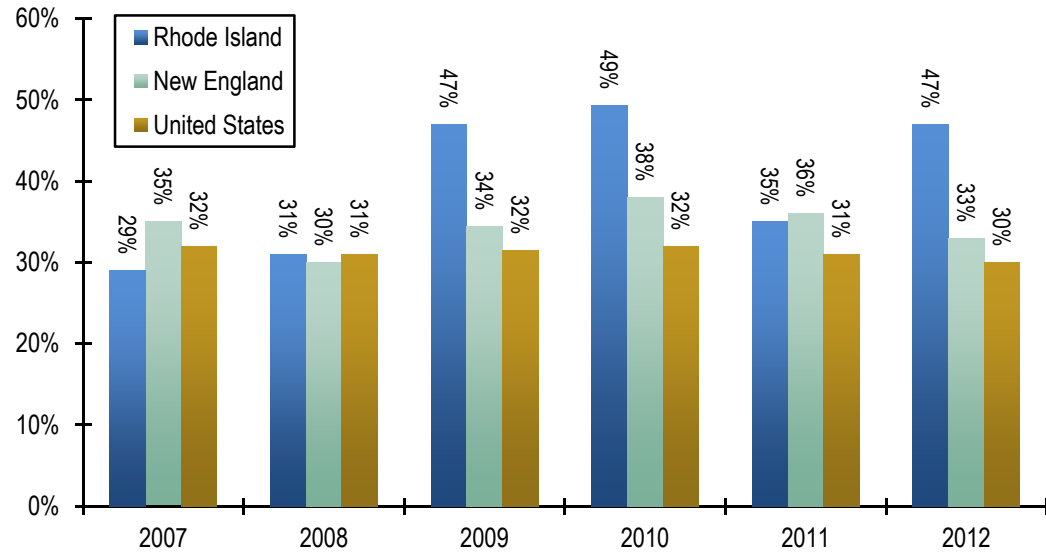
Additional analysis for 2009 to 2012 shows that the majority of drivers in speed-related fatal crashes are white and between the ages of 16 to 34. The cities of Providence and Warwick have the highest numbers of speeding crashes. Speeding-related fatal crashes in Rhode Island most frequently occurred in April, July, and August; on weekend evenings; and between the hours of 6:00 p.m. and 3:00 a.m. with the highest percentage of speed-related crashes occurring between Midnight and 3:00 a.m.

As shown in Table 4.14, in Rhode Island from 2008 to 2012, 46.6 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 (31.3 percent), and both were higher than the nationwide percentage of 12 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 (46 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 2015.

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 4.23 Percent of Fatalities Resulting from Crashes Involving Speeding versus Total Fatalities
Rhode Island, New England, and U.S.



Source: Transanalytics, LLC; FARS.

Table 4.8 Speed-Related Fatalities by Posted Speed Limit

Posted Speed	Rhode Island					Total 2008-2012		
	2008 (N=20)	2009 (N=39)	2010 (N=33)	2011 (N=23)	2012 (N=31)	Rhode Island (N=146)	Region (N=1,758)	U.S. (N=53,159)
30 or less	12	16	9	12	19	46.6%	31.3%	12.3%
35	3	10	6	5	4	19.2%	16.2%	12.4%
40	1	1	5	3	1	7.5%	9.0%	7.1%
45	2	0	2	1	4	6.2%	11.5%	14.6%
50	1	2	6	1	2	8.2%	9.7%	4.4%
55	0	6	3	0	1	6.8%	7.9%	27.0%
60	0	0	0	0	0	0.0%	0.7%	3.6%
65+	0	2	1	0	0	2.1%	9.8%	15.5%
No limit	0	0	0	0	0	0.0%	1.0%	0.3%
Unknown	1	2	1	1	0	3.4%	2.9%	2.8%
Total	20	39	33	23	31	100.0%	100.0%	100.0%

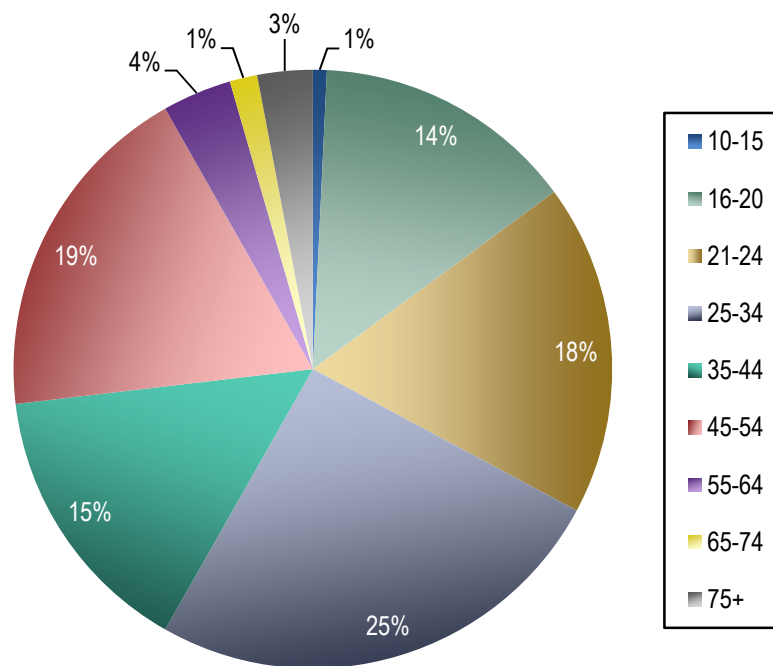
Source: Transanalytics, LLC.

Table 4.9 Top Five Cities/Towns by Fatal Speeding Crashes

City/ own	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Total
Providence	3	9	7	5	1	0	8	5	4	4	1	47
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

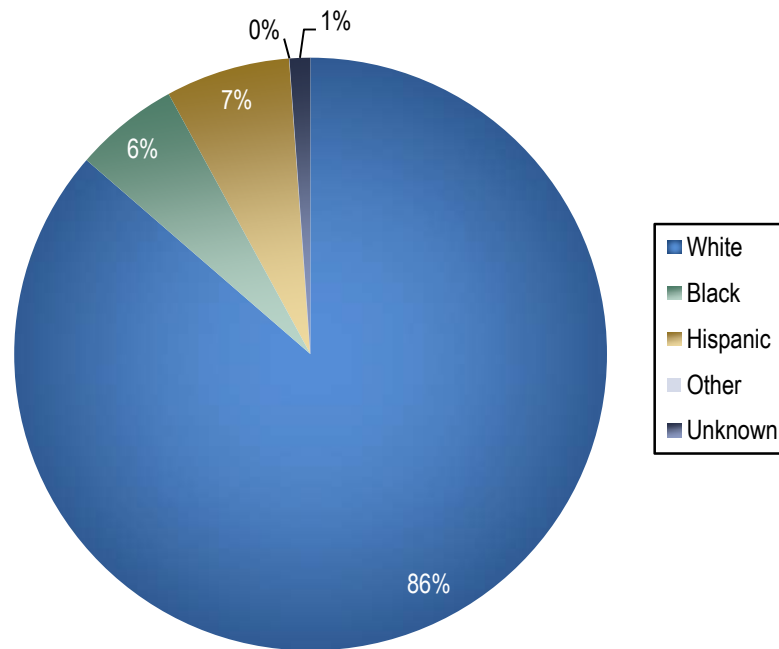
Source: RIDOT/OHS, 2013 data is preliminary.

**Figure 4.24 Age of Drivers in Fatal Speeding Crashes
 2009 to 2013**



Source: RIDOT/OHS.

Figure 4.25 Ethnicity of Drivers in Fatal Speeding Crashes
2009 to 2013



Source: RIDOT/OHS.

Performance Targets

- 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.

Justification –The tracking of speeding citations will help us to determine the effectivity 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.

Project Descriptions

The FFY 2015 HSP project list to address speed-related fatalities and serious injuries includes the project number, title, description, responsible project staff, budget, and evidence of effectiveness.

Project Number: 402PT-15-06

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 the problem need, historical liquidation rates and amount requested by the enforcement agency.

Project Staff: Elvys Ruiz

Project Budget/Source: \$254,960 of Section 402PT

Evidence of Effectiveness: CTW, Chapter 3, Section 2.2

Project Number: 402PT-15-08

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 Staff: Elvys Ruiz

Project Budget/Source: \$101,000 of Section 402PT

Evidence of Effectiveness: CTW, Chapter 3, Section 2.2

Project Number: 402PT-15-09

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. This also includes RISP C.A.R.E. patrols and travel.

Project Staff: Elvys Ruiz

Project Budget/Source: \$2,000 of Section 402PT

Evidence of Effectiveness: CTW, Chapter 3, Section 2.2

Project Number: 402PM-15-02

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 Staff: Elvys Ruiz

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

Evidence of Effectiveness: CTW, Chapter 3, Section 4.1

Project Number: 402-PT-15-05

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 Staff: Elvys Ruiz

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

Evidence of Effectiveness: CTW, Chapter 3, Section 4.1

Project Number: 402PT-15-07

Project Title: Resource and Outreach Center (PT)

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

Project Staff: Francisco Lovera and all program managers

Project Budget/Source: \$25,000 of Section 402PT

Evidence of Effectiveness: CTW, Chapter 3, Section 4.1

Project Number: 402PT-15-03

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 Staff: Francisco Lovera and Elvys Ruiz

Project Budget/Source: \$43,000 of Section 402PT

Evidence of Effectiveness: N/A

Project Number: 402PT-15-05

Project Title: State Agencies (RIDMV) Motorist Education and Outreach Project

Project Description: The RIDMV provides services to nearly 4000 people daily, nearly 1,000,000 people annually. Licensing, Registration and adjudicating Motor vehicle Violations at their Operator Control section are the primary functions of the RIDMV. Transactions take as little as 30 minutes and as much as three hours. Essentially providing an outstanding opportunity to educate and reach out to a captive audience for a multitude of highway safety initiatives. The DMV proposes a multifaceted approach to this opportunity. They will develop a new Driver Training Manual to include updated materials and data on the primary belt law, distracted driving, speeding, as well as impaired driving and disseminate them at their four locations (Cranston, Middletown, Woonsocket, and Providence which administers the on-road exams). Additionally RIDMV will develop message appropriate materials to disseminate to various violators at operator control. They also will implement VMS signs at the egress to each facility that will host only Highway Safety messages to support local and national campaigns.

The project will have a pre and post evaluation component where progress will be measured by the increase in correct answers on the licensing exams and the decrease in total violations in Seatbelt s, Texting, Speed, and DUIs categories.

Project Staff: Despina Metakos Harris

Project Budget/Source: \$22,500 of Section 402PT

Evidence of Effectiveness: Chapter 1, section 1.1, 1.5; Chapter 2 sections, 1.3,3.1,3.2,4,5,6.1,10.1; Chapter 3 Sections 3.1,3.2,4.1; Chapter 4 Sections 1.2,2.2, Chapter 6 sections 1.1,1.5,1.6,1.7,2.1,2.2,3,4.1

4.8 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 improve 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 in March 2010.

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 additional departments in an effort to increase the timeliness, accuracy, and completeness of the adjudication core data system.

At the end of FFY 2013, Rhode Island police departments first began transmitting electronic race data records. This was a change from the 2004 collection effort that used paper punch cards. By mid-October 2013, the race data central repository at the Rhode Island Department of Transportation had over 150,000 records collected from 39 police agencies (state and local) between January 1, 2013 and September 30, 2013. These records were analyzed by RIDOT's

consultant on this project, and the results were reported in the Highway Safety Traffic Stop Data Collection, Analysis and Reporting Study publicly released in January 2014. Due to the limited timeframe for data collection, this project was extended through the summer. The continued data collection has helped grow the number of records, permitting the consultants to engage in more detailed analysis. The final report is expected to be published at the beginning of September. The project will extend into FFY 2015 with public forums, media inquiries, and the discussion of recommendation implementation strategies.

Rhode Island also has advertised the project that will begin linking datasets important to highway safety planning. The Linear Referencing System (LRS) project 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 will help create a more robust dataset that will 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 has been identified as the 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

- 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.
- 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.

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 2015. (Meetings will be schedule for October 15, 2014, January 15, 2015, and April 30, 2015.)
2. Implement procedures to electronically transmit Traffic-Stop Data (race data) from local/police law enforcement agencies to a designated institution for collection and analysis.
3. Expand and improve highway safety databases.
4. Improve and refine data integration and coordination with highway safety stakeholders.
5. Complete implementation and deployment of hardware, software, and training to support the electronic collection and transmission of traffic safety information (E Citation, Crash form, and race data collection). Expand the effort beyond the municipal departments.
6. Expand sharing of problem identification data among shareholders, partners, and traffic safety advocates.
7. Monitor NHTSA section 408/405C grant-funded projects.
8. Increase the data linkage of traffic records with other data systems within the State and local highway and traffic safety programs.
9. Improve the maintenance, coordination, accuracy, and analysis of current transportation safety data:
 - a. Conduct regularly scheduled meetings of the TRCC;
 - b. Utilize NHTSA 408/405C 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.
 - » Increase the availability of safety data and traffic records to highway safety stakeholders:

- d. 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;
- e. Hold informational meetings with potential grantees.
- f. Expand the total number of potential program partners.
- g. Continue working with the RIDOT to update the Rhode Island SHSP.
 - » Provide information on highway safety problem identification, process, program planning, and evaluation to potential grantees.
 - » 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.
 - » Identify, adjust, track, and document systemwide and project-level performance measures for inclusion in final report to NHTSA on Section 408/405c.
 - » Continue development of a comprehensive inventory of highway safety information sources in the Rhode Island Traffic Records Coordinating Committee Five-Year Strategic Plan.
 - » Conduct program management and oversight for all activities within this priority area.

Project Descriptions

The FFY 2015 HSP project list to address traffic records includes the project number, title, description, responsible project staff, and budget.

Project Number: K9-15-06

Project Title: Traffic Records Coordinating Committee Consultant Services

Project Description: The RI TRCC will retain the services of Deep River, LLC for a fourth consecutive year. Deep River 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 Staff: Despina Metakos Harris

Project Budget/Source: \$37,000 of Section 408

Project Number: K9-15-04

Project Title: Local Law Enforcement Traffic Records Equipment

Project Description: To fully implement the E-Citation program OHS will continue to work in conjunction with the courts to ensure all patrol cars in the State are equipped with a computer and printer for electronic transmission of

citation/passenger ethnicity data. All cities/towns have signed a Memorandum of Understanding (MOU), and agree to provide this data upon receipt of the equipment

Project Staff: Despina Metakos Harris

Project Budget/Source: \$76,496.53 of Section 408

Project Number: M3DA-15-03

Project Title: Providence Brought Into E-Citation

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

Project Staff: Despina Metakos Harris

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

Project Number: K9-15-02

Project Title: Data Collection, Analysis, and Recommendation - Northeastern University

Project Description: OHS has selected Northeastern University to collect and analyze the ethnicity data from the police departments, and produce the results and recommendations to address pertinent issues. In addition to the data analysis, NU staff continuously audit the incoming data to uphold a high standard of accuracy and completeness. Information will be distributed through various web sites for public inspection and discussion. This multiyear project will conclude during the fall of 2014. This project will fund the supplemental report requested by the Race Data Advisory Committee to increase the amount of data collected and analyzed.

Project Staff: Andy Koziol

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

Project Number: K9-15-03

Project Title: Enterprise LRS and Road Inventory Implementation Project (RIDOT)

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, 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 Staff: Despina Metakos Harris

Project Budget/Source: \$500,000 of Section 408; and \$308,000 of SPR FHWA funds

Project Number: M3DA-15-02

Project Title: Crash Report Revision 2015

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 Staff: Despina Metakos Harris

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

Project Number: K9-15-05

Project Title: Model Inventory of Roadway Elements (MIRE) Data Collection

Project Description: Safety data are the key to sound decisions on the design and operation of roadways. The need for improved and more robust safety data is increasing due to the development of a new generation of safety analysis tools and methods. The RIDOT Traffic Management and Highway Safety Section are moving forward with using the FHWA Interactive Highway Design Model (IHSDM), SafetyAnalyst software, and Highway Safety Manual (HSM), all of which require roadway data to achieve the most accurate results. The Model Inventory of Roadway Elements (MIRE) is a listing and accompanying data dictionary of roadway and traffic data elements critical to safety management. This project will involve collecting these data elements by means of mobile mapping and/or LIDAR on State and locally owned roads (the extent yet to be determined by RIDOT).

MIRE, the Model Inventory of Roadway Elements, is a recommended listing of roadway inventory and traffic elements, developed by FHWA, critical to safety management. It provides a basis for a standard of what can be considered a good/robust data inventory and will help RIDOT in its effort to use performance measures. From a safety standpoint, the effort to collect the MIRE elements is needed to comply with the following Highway Safety Improvement Program (HSIP) requirement as part of MAP-21. "States are required to have a safety data system to perform problem identification and countermeasure analysis on all public roads, adopt a strategic and performance-based goals, advance data collection, analysis, and integration capabilities, determine priorities for the correction of identified safety problems, and establish evaluation procedures." This contract will collect the data necessary to make more informed safety decisions using AASHTOW are SafetyAnalyst. 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 Staff: Despina Metakos Harris

Project Budget/Source: \$500,000 of Section 408; and \$2,990,000 of HSIP FHWA funds

Project Number: M3DA-15-01

Project Title: Crash Coordinates via RMS

Project Description: RIDOT will purchase a statewide license, valid for 10 years, which will give added functionality to crash reporting software used by about 40 Rhode Island police departments. The new capability will allow users to accurately locate crashes, backfilling longitude and latitude coordinates on each

crash report form submitted to RIDOT. A mapping component will be integrated into the existing crash module used by the majority of departments.

Project Staff: Despina Metakos Harris

Project Budget/Source: \$400,000 of Section 405C

Project Number: M3DA-15-05

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 Staff: Despina Metakos Harris

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

Project Number: M3DA-15-04

Project Title: NetMotion Project.

Project Description: This project will provide the mechanism for officers to have Internet access in their vehicles in order to use the Google Maps Licenses that were purchased last year to accurately geolocate each crash in the State. Currently, officers cannot access the Internet from their in-vehicle computers, because the current security structure does not provide the two-factor authentication system required by the FBI for Internet access. This prohibits officers from geolocating crashes they respond to on site. The NetMotion project will be housed at and administered by the Rhode Island State Police and will ultimately improve our ability to capture crash locations accurately.

Project Staff: Despina Metakos Harris

Project Budget/Source: \$500,000 of Section 405C

4.9 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 2008 and 2010, 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 and 2012. In 2012, 4.7 percent of Rhode Island's traffic fatalities were young drivers, compared to 5.4 percent for the region and 5.5 percent nationwide, with 3.1 percent in 2013. The top communities for young driver fatalities from 2003 to 2012 are Providence and Cranston.

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.

OHS has made substantial inroads combating issues in young driver safety. As part of the multifaceted approach to this issue 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 also was passed in this session to mandate "Distracted Driving information be taught and tested as part the State's Drivers Licensing program."

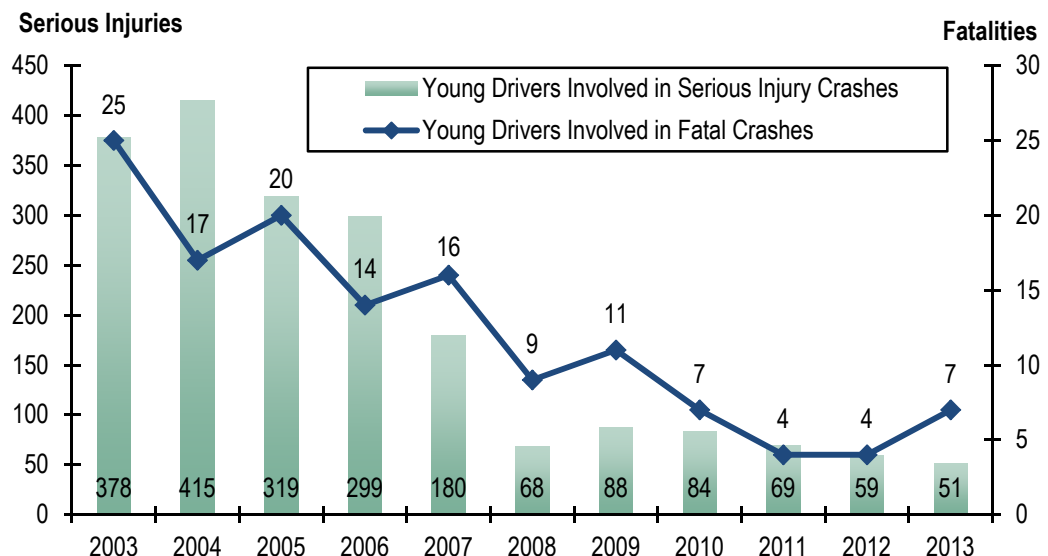
A "hands free" law has been introduced this legislative session, as well, that will assist police to enforce the cell phone laws for young drivers. We also have introduced legislation to change the definition from "cell phone" to the NHTSA-preferred definition of "personal wireless communication devices."

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 cited cost as a factor in their decision to wait. In Rhode Island, no formal training is required to take the license and on-road exam if the driver is 18 or more years old. 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 percent of teens were delayed getting their driver's license in order to fulfill a GDL requirement. <http://newsroom.aaa.com/wp-content/uploads/2013/07/Teens-Delay-Licensing-FTS-Report.pdf>; <http://www.lifesaversconference.org/handouts2014/McCartt.pdf>

Figure 4.26 Total Young Driver Involved in Fatality and Serious Injury Crashes



Source: RIDOT/OHS.

Note: 2007 was a transition year for crash data in Rhode Island. “Serious Injuries” were defined differently prior to 2007, which, in part, explains the discrepancy between serious injuries reported from 2006 to 2007-2013.

Table 4.10 Fatal Crashes and Fatalities Involving Young Drivers (Age 16 to 20) in Rhode Island, New England, and U.S.
2008 to 2012

	2008	2009	2010	2011	2012
Rhode Island					
Fatal Crashes	9	11	6	4	4
Young Drivers Killed	5	6	4	2	3
New England					
Fatal Crashes	154	140	134	112	107
Young Drivers Killed	85	71	68	64	54
The United States					
Fatal Crashes	5,527	4,871	4,348	4,176	4,084
Young Drivers Killed	2,687	2,302	1,917	1,970	1,843

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

Table 4.11 Fatalities in Young Driver-Related Crashes: Young Drivers, Passengers of Young Drivers, and Other Road Users

	2008	2009	2010	2011	2012	Rhode Island 2008-2012 Percent	Region 2008-2012 Percent	U.S. 2008-2012 Percent
Victims	(N=9)	(N=14)	(N=7)	(N = 6)	(N = 4)	(N= 40)	(N= 717)	(N= 26,082)
Young Driver	5	6	4	2	3	50.0%	47.7%	41.1%
Passengers	0	5	3	1	0	22.5%	22.9%	24.8%
Other Road Users	4	3	0	3	1	27.5%	29.4%	34.1%

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

Table 4.12 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, 2013 data is preliminary.

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

- 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.

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 nonmembers 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 2015 HSP project list to address young driver fatalities and serious injuries includes the project number, title, description, responsible project staff, budget, and evidence of effectiveness.

Project Number: 402PM-15-03

Project Title: Paid Media (YD) – Occupant Protection, Distracted Driving, and Underage Drinking

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 Staff: Despina Metakos Harris

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

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

Project Number: 402OP-15-08

Project Title: Seat Belt Series – Statewide Seatbelt Challenge

Project Description: Rhode Island high schools will be offered the opportunity to participate in this data-driven, seat belt-focused program. Students will work to develop a week of seat belt related awareness at their schools. Efforts will include posters, handouts, audio/visual, and local media. OHS will be available to participate in awareness activities. The week of awareness will be preceded and followed by seat belt observational surveys to be conducted by students at their school parking lot. Survey evaluation will determine the effectiveness of the awareness program.

Project Staff: Despina Metakos Harris

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

Evidence of Effectiveness: CTW, Chapter 2, Section 7.1

Project Number: M8PE-15-06

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 effectivity of the presented program and make adjustments to the presentations to strengthen the project impact.

Project Staff: Despina Metakos Harris

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

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

Project Number: K8-15-02

Project Title: State Agencies (AG) – Zero Fatalities Project

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

Project Staff: Jim Barden, Despina Metakos Harris, and the TSRP

Project Budget/Source: \$15,000 of Section 410

Evidence of Effectiveness: N/A

Project Number: M8PE-15-01

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. 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 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 and school alcohol and drug prevention strategies, team building, traffic safety education and substance-free alternative activities.

Project Staff: Despina Metakos Harris

Project Budget/Source: \$41,666 of Section 405E

Evidence of Effectiveness: N/A

Project Number: M8PE-15-02

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 Staff: Despina Metakos Harris

Project Budget/Source: \$70,000 of 405E

Evidence of Effectiveness: CTW, Chapter 4, Section 2.2

Project Number: M8PE-15-05

Project Title: Young Driver Education and Evaluation Program

Project Description: RIDOT OHS will work with the RI DMV 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.

We will develop an in-service training video for law enforcement officers on how to effectively enforce the GDL laws.

We will evaluate young driver safety efforts statewide, using our contractor Preusser Research Group to conduct a survey of young drivers and obtain a statistically valid number to determine the effective reach of current Young Driver programming.

Project Staff: Despina Metakos Harris

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

Evidence of Effectiveness: CTW, Chapter 6, Section 2.1, 3.1, and 4.1

Project Number: M8PE-15-04

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 Staff: Despina Metakos Harris

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

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

Project Number: M8PE-15-03

Project Title: State Agencies (RIDMV) Motorist Education and Outreach Project

Project Description: The RIDMV provides services to nearly 4000 people daily, nearly 1,000,000 people annually. Licensing, Registration and adjudicating Motor vehicle Violations at their Operator Control section are the primary functions of the RIDMV. Transactions take as little as 30 minutes and as much as three hours. Essentially providing an outstanding opportunity to educate and reach out to a captive audience for a multitude of highway safety initiatives. The DMV proposes a multifaceted approach to this opportunity. They will develop a new Driver Training Manual to include updated materials and data on the primary belt law, distracted driving, speeding as well as impaired driving and disseminate them at their four locations (Cranston, Middletown, Woonsocket and Providence which administers the on-road exams). Additionally RIDMV will develop message appropriate materials to disseminate to various violators at operator control. They also will implement VMS signs at the egress to each facility that will host only Highway Safety messages to support local and national campaigns.

The project will have a pre and post evaluation component where progress will be measured by the increase in correct answers on the licensing exams and the decrease in total violations in Seatbelt s, Texting, Speed, and DUIs categories.

Project Staff: Despina Metakos Harris

Project Budget/Source: \$22,500 of Section 40E

Evidence of Effectiveness: Chapter 1, section 1.1, 1.5; Chapter 2 sections, 1.3,3.1,3.2,4,5,6.1,10.1; Chapter 3 Sections 3.1,3.2,4.1; Chapter 4 Sections 1.2,2.2, Chapter 6 sections 1.1,1.5,1.6,1.7,2.1,2.2,3,4.1

Project Number: M8DDLE-15-01

Project Title: State Agencies (RISP) Distracted Driving Law Enforcement Patrols

Project Description: RIDOT will fund the Rhode Island State Police to participate in a “Drive Now Text Later” (DNTL) enforcement campaign. The first mobilization is anticipated to take place in February 2015. DNTL paid media will accompany the enforcement campaign.

Project Staff: Despina Metakos Harris

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

Evidence of Effectiveness: N/A

4.10 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 and implementation of appropriate countermeasures.

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.

Performance Measures

- Conduct a Stakeholders' meeting to receive input for development of the FFY 2015 Highway Safety Performance Plan.
- Deliver the FFY 2014 Annual Report by December 31, 2014.
- Deliver the Federal Fiscal Year 2015 Highway Safety Performance Plan by July 1, 2014.

Strategic Partners

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

List of Countermeasures (Strategies)

1. Administer the statewide traffic safety program:
 - a. Implement the FFY 2015 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 2015 HSP project list to address planning and administration items includes the project number, title, description, responsible project staff, and budget.

Project Number: 402PA-15-04

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 Staff: Kathy Smith/Francisco Lovera

Project Budget/Source: \$14,000, Section 402PA

Project Number: 402PA-15-01

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 Staff: Kathy Smith/Francisco Lovera

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

Project Number: 402PA-15-06

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 Staff: Kathy Smith/Francisco Lovera

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

Project Number: 402PA-15-02

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 Staff: Francisco Lovera and all program managers

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

Project Number: K9-15-07

Project Title: Traffic Records Coordinator

Project Description: The TRCC Coordinator is partially funded through Section 408/405c Funds for required travel and other NHTSA sponsored trainings and conferences.

Project Staff: Despina Metakos Harris

Project Budget/Source: \$15,000 of Section 408

Project Number: 402MC-15-07

Project Title: Program Assessment (MC)

Project Description: This project will fund all the necessary cost associated with the NHTSA designated team to assess the Rhode Island Motorcycle Highway Safety Program. This was suggested by NHTSA Region 1 Office and accepted by OHS to take place during FFY 2015.

Project Staff: Diane Duhaime

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

Project Number: M8X-15-01/164PA-15-01/K8PM-15-01/M5IDC-15-01/402MC-15-06/K2-15-01/M2X-15-01/402PS-15-03/402PT-15-02/K9-15-01

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, Kathy Smith, and 50 percent of Jim Barden's 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 Staff: Diane Duhaime

Project Budget/Source: \$40,000, Section 405E; \$15,000, Section 164AL; \$15,000, Section 410PA; \$150,000, Section 405D; \$45,000, Section 402MC; \$2,000, Section 405; \$373,000, Section 405B; \$20,000, Section 402PS; \$75,000, Section 402PT; \$280,000, Section 408; and. \$57,000.00, Section 403.

Project Number: 164HE-15-01

Project Title: Hazard Elimination Program

Project Description: This project will provide funding to Safety Infrastructure Projects. These funds are the Infrastructure Improvements portion of the Penalty Transfer (164) to RIDOT's Design Engineering. FHWA Rhode Island Division approves all the projects using these funds. The estimated funds are the remaining SAFETEA-Lu carry forward funds.

Project Staff: Diane Duhaime

Project Budget/Source: \$4,500,000, Section 164HE

Project Number: 164PA-15-00/402PA-15-00/K2-15-00/K3-15-00/K4OP-15-00/K6-15-00/K8PA-15-00/K9-15-00/M2X-15-00/M3DA-15-00/M5X-15-00/M8X-15-00/M9X-15-00

Project Title: Audit Fees

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

Project Staff: Diane Duhaime

Project Budget/Source: \$2,650, Section 164HE; \$1,250, Section 402PA; \$5, Section 405; \$30, Section 2011; \$100, Section 406; \$25, Section 2010; \$80, Section 410PA; \$800, Section 408; \$620, Section 405B; \$650, Section 405C; \$1,500, Section 405D; \$150, Section 405E; and \$50, Section 405F

Project Number: 402PA-15-03

Project Title: Office Equipment

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

Project Staff: Kathy Smith

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

4.11 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.

4.12 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 2015 media plan will be finalized once NHTSA releases the 2015 calendar.

Figure 3.13 on 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 2013. The schedule will be updated once NHTSA releases the CY 2014 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 4.27 RIDOT OHS CY 2013-2014 Master DMS Calendar

Start Date	End Date	Peak Days	Peak Times	Program	Campaign	Suggested Messages	Suggested Messages (2 nd panel if applicable)	National Crackdown/ Mobilization
December 11, 2013	December 31, 2013	Wed.-Sun.	8:00 p.m. - 3:00 a.m.	Impaired Driving	Drunk Driving Enforcement	<i>DRIVE SOBER OR GET PULLED OVER .08 IS THE LAW. STRICTLY ENFORCED</i>		Yes
February 2, 2014	February 2, 2014	Sun. (Super Bowl)	8:00 p.m. - 3:00 a.m.	Impaired Driving	Drunk Driving Enforcement	<i>DRIVE SOBER OR GET PULLED OVER .08 IS THE LAW. STRICTLY ENFORCED</i>		No
February 17, 2014	February 23, 2014	All	9:00 a.m. - 3:00 p.m. 8:00 p.m. - 6:00 a.m.	Distracted Driving	Distracted Driving	<i>DRIVE NOW. TEXT LATER</i>		No
March 17, 2014	March 17, 2014	Mon.	8:00 p.m. - 3:00 a.m.	Impaired Driving	Drunk Driving Enforcement	<i>DRIVE SOBER OR GET PULLED OVER .08 IS THE LAW. STRICTLY ENFORCED</i>		No
March 24, 2014	March 30, 2014	All	9:00 a.m. - 3:00 p.m. 8:00 p.m. - 6:00 a.m.	Occupant Protection	Seat Belt Enforcement	<i>CLICK IT OR TICKET SEAT BELTS SAVE LIVES</i>		No
April 7, 2014	April 11, 2014	All	9:00 a.m. - 3:00 p.m. 8:00 p.m. - 6:00 a.m.	N/A	Slow Down & Move Over	<i>PROTECT THOSE WHO WORK ON THE ROADWAY MOVE OVER</i>		No
April 18, 2014	April 26, 2014	All	9:00 a.m. - 3:00 p.m. 8:00 p.m. - 6:00 a.m.	Distracted Driving	Distracted Driving	<i>DRIVE NOW. TEXT LATER</i>		No
April 27, 2014	May 11, 2014	All	8:00 p.m.-Midnight	Motorcycles	Motorcycle Safety Awareness	<i>IT'S MOTORCYCLE SEASON SHARE THE ROAD</i>		No
May 2, 2014	May 5, 2014	All	8:00 p.m. - 3:00 a.m.	Impaired Driving	Drunk Driving Enforcement	<i>DRIVE SOBER OR GET PULLED OVER .08 IS THE LAW. STRICTLY ENFORCED</i>		No
May 12, 2014	May 26, 2014	All	9:00 a.m. - 3:00 p.m. 8:00 p.m. - 6:00 a.m.	Occupant Protection	Seat Belt Enforcement	<i>CLICK IT OR TICKET SEAT BELTS SAVE LIVES</i>		Yes
June 3, 2013	July 31, 2014	All	8:00 p.m.-Midnight	Motorcycles	Motorcycle Safety Awareness	<i>IT'S MOTORCYCLE SEASON SHARE THE ROAD</i>		No
July 3, 2014	July 6, 2014	All	8:00 p.m. - 3:00 a.m.	Impaired Driving	Drunk Driving Enforcement	<i>DRIVE SOBER OR GET PULLED OVER .08 IS THE LAW. STRICTLY ENFORCED</i>		No
August 1, 2014	August 4, 2014	All	9:00 a.m. - 3:00 p.m. 8:00 p.m. - 6:00 a.m.	Speed	Speed Enforcement	<i>OBEY THE SIGN OR PAY THE FINE</i>		No
August 5, 2014	August 12, 2014	All	8:00 p.m.-Midnight	Motorcycles	Motorcycle Safety Awareness	<i>IT'S MOTORCYCLE SEASON SHARE THE ROAD</i>		No
August 13, 2014	September 1, 2014	Wed.-Sun.	8:00 p.m. - 3:00 a.m.	Impaired Driving	Drunk Driving Enforcement	<i>DRIVE SOBER OR GET PULLED OVER .08 IS THE LAW. STRICTLY ENFORCED</i>		Yes
September 14, 2014	September 20, 2014	All	9:00 a.m. - 3:00 p.m. 8:00 p.m. - 6:00 a.m.	Occupant Protection	CPS	<i>CHILDREN 7 YRS & UNDER SAFETY SEAT REQUIRED</i>	<i>LEARN MORE AT SAVEOURKIDSRI.COM</i>	Yes
September 22, 2014	September 28, 2014	All	9:00 a.m. - 3:00 p.m. 8:00 p.m. - 6:00 a.m.	Occupant Protection	Seat Belt Enforcement	<i>CLICK IT OR TICKET SEAT BELTS SAVE LIVES</i>		No
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	<i>CLICK IT OR TICKET SEAT BELTS SAVE LIVES</i>		No
December 10, 2014	December 31, 2014	Wed.-Sun.	8:00 p.m. - 3:00 a.m.	Impaired Driving	Drunk Driving Enforcement	<i>DRIVE SOBER OR GET PULLED OVER .08 IS THE LAW. STRICTLY ENFORCED</i>		Yes

* Pending inclusion in FFY 2015 Highway Safety Plan



As Internet-based communication continues to be a growing means for the dissemination of information, RIDOT will develop five web sites accessible to the public. First, a comprehensive web site for all information and news related to RIDOT's highway safety section will be developed. The web site will mirror NHTSA.gov in that it will be easy to navigate to program-specific information. This web site will house data, publications, event/campaign information, etc. Four program-specific web sites also will be developed for impaired driving, occupant protection, speeding, and other road users (including motorcycles). A non-DOT web site will be more appealing to younger audiences and will give greater flexibility towards social marketing.

In FFY 2014, 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.



State of Rhode Island

HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2015

Cost Summary

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.

Table 5.1 Cost Summary

Program	Project Number	Project Title	State Funds	Carry Forward Funds	New Funds	Budget	Funding Source	Share to Local
Planning and Administration	402PA-15-00	Audit Fees		\$1,250.00		\$1,250.00	402PA	\$0.00
Planning and Administration	402PA-15-01	Memberships and Dues		\$2,000.00	\$6,000.00	\$8,000.00	402PA	\$0.00
Planning and Administration	402PA-15-02	Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report (CS)	\$150,000.00	\$20,000.00	\$40,000.00	\$60,000.00	402PA	\$0.00
Planning and Administration	402PA-15-03	Office Equipment		\$4,000.00	\$4,000.00	\$8,000.00	402PA	\$0.00
Planning and Administration	402PA-15-04	Office Supplies		\$7,000.00	\$7,000.00	\$14,000.00	402PA	\$0.00
Planning and Administration	402PA-15-06	Travel and Training		\$8,000.00	\$15,000.00	\$23,000.00	402PA	\$0.00
Total Planning and Administration 402 Program Funds			\$150,000.00	\$42,250.00	\$72,000.00	\$114,250.00	402PA	\$0.00
Motorcycle	402MC-15-01	State Agencies CCRI – On-line Registration and Database Development Project			\$100,000.00	\$100,000.00	402MC	\$0.00
Motorcycle	402MC-15-02	Motorcycle Public Education, Awareness and Outreach Campaign			\$30,000.00	\$30,000.00	402MC	\$30,000.00
Motorcycle	402MC-15-03	Creative Media (MC) – Awareness, Personal Protective Gear and Impaired Riding		\$6,000.00	\$94,000.00	\$100,000.00	402MC	\$100,000.00
Motorcycle	402MC-15-04	Police Motorcycle Training			\$25,000.00	\$25,000.00	402MC	\$0.00
Motorcycle	402MC-15-05	Resource and Outreach Center (MC)			\$25,000.00	\$25,000.00	402MC	\$0.00
Planning and Administration	402MC-15-06	Salaries (Motorcycle)		\$10,000.00	\$35,000.00	\$45,000.00	402MC	\$0.00
Motorcycle	402MC-15-07	Program Assessment (MC)			\$50,000.00	\$50,000.00	402MC	\$0.00

Program	Project Number	Project Title	State Funds	Carry Forward Funds	New Funds	Budget	Funding Source	Share to Local
Total Motorcycle 402 Program Funds			\$0.00	\$16,000.00	\$309,000.00	\$375,000.00	402MC	\$130,000.00
Occupant Protection	402OP-15-01	State Agencies (RIDMV) Motorist Education and Outreach Project		\$22,500.00		\$22,500.00	402OP	\$22,500.00
Occupant Protection	402OP-15-02	Municipalities Seat Belt Law Enforcement Patrols		\$90,065.00	\$200,000.00	\$290,065.00	402OP	\$327,865.00
Occupant Protection	402OP-15-03	Municipalities Child Passenger Safety (CPS)		\$67,885.00	\$100,000.00	\$167,885.00	402OP	\$167,885.00
Occupant Protection	402OP-15-04	State Agencies (RISP) – Rollover Simulator Demonstrations		\$6,400.00	\$10,000.00	\$16,400.00	402OP	\$16,400.00
Occupant Protection	402OP-15-05	State Agencies (RISP) Seat Belt Law Enforcement Patrols	\$4,633,333.00	\$5,000.00	\$5,000.00	\$10,000.00	402OP	\$10,000.00
Occupant Protection	402OP-15-06	State Agencies (RISP) Child Passenger Safety (CPS)		\$2,000.00	\$2,000.00	\$4,000.00	402OP	\$4,000.00
Occupant Protection	402OP-15-07	Seatbelt Education and Statewide Public Outreach Initiative		\$25,000.00	\$75,000.00	\$100,000.00	402OP	\$100,000.00
Young Driver	402OP-15-08	Seat Belt Series – Statewide Seatbelt Challenge			\$10,000.00	\$10,000.00	402OP	\$0.00
Total Occupant Protection 402 Program Funds			\$4,633,333.00	\$218,850.00	\$402,000.00	\$620,850.00	402OP	\$648,650.00
Other Road Users	402PS-15-01	Aquidneck Island Bike Safety Initiative			\$25,000.00	\$25,000.00	402PS	\$0.00
Other Road Users	402PS-15-02	Statewide Bike/PED Safety Events and Programs			\$40,000.00	\$40,000.00	402PS	\$0.00
Planning and Administration	402PS-15-03	Salaries (Pedestrian/Bicycle)		\$2,000.00	\$18,000.00	\$20,000.00	402PS	\$0.00
Total Pedestrian Safety 402 Program Funds			\$0.00	\$2,000.00	\$83,000.00	\$85,000.00	402PS	\$0.00
Other Road Users	402PT-15-01	National Nights Out Safety Events			\$10,000.00	\$10,000.00	402PT	\$0.00
Planning and Administration	402PT-15-02	Salaries (Speed)		\$35,000.00	\$40,000.00	\$75,000.00	402PT	\$0.00

Program	Project Number	Project Title	State Funds	Carry Forward Funds	New Funds	Budget	Funding Source	Share to Local
Speed	402PT-15-03	Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program		\$20,000.00	\$23,000.00	\$43,000.00	402PT	\$43,000.00
Speed	402PT-15-04	Creative Media (PT)		\$50,000.00	\$100,000.00	\$150,000.00	402PT	\$0.00
Speed	402PM-15-02	Paid Media (PT)			\$150,000.00	\$150,000.00	402PT	\$150,000.00
Speed	402PT-15-05	State Agencies (RIDMV) Motorist Education and Outreach Project		\$22,500.00		\$22,500.00	402PT	\$22,500.00
Speed	402PT-15-06	Municipalities Speed Enforcement Patrols		\$79,960.00	\$175,000.00	\$254,960.00	402PT	\$254,960.00
Speed	402PT-15-07	Resource and Outreach Center (PT)			\$25,000.00	\$25,000.00	402PT	\$0.00
Speed	402PT-15-08	State Agencies (RISP) Speed Enforcement	\$4,633,333.00	\$41,000.00	\$60,000.00	\$101,000.00	402PT	\$101,000.00
Speed	402PT-15-09	State Agencies (URI) Speed Enforcement		\$1,000.00	\$1,000.00	\$2,000.00	402PT	\$2,000.00
Total Speed 402 Program Funds			\$4,633,333.00	\$249,460.00	\$434,000.00	\$683,460.00	402PT	\$423,460.00
Occupant Protection	402SA-15-01	Safe Communities Partnership – Woonsocket (WSCP)		\$25,000.00	\$25,000.00	\$50,000.00	402SA	\$50,000.00
Other Road Users	402SA-15-02	Safe Communities Partnership Cranston Child Opportunity Zone (COZ)		\$25,000.00	\$25,000.00	\$50,000.00	402SA	\$50,000.00
Total Safe Communities 402 Program Funds			\$0.00	\$50,000.00	\$50,000.00	\$100,000.00	402SA	\$100,000.00
Occupant Protection	402PM-15-01	Paid Media (OP)		\$50,000.00	\$150,000.00	\$200,000.00	402PM	\$200,000.00
Speed	402PM-15-02	Paid Media (PT)			\$150,000.00	\$150,000.00	402PM	\$150,000.00
Young Driver	402PM-15-03	Paid Media (YD) – Occupant Protection, Distracted Driving, and Underage Drinking			\$100,000.00	\$100,000.00	402PM	\$100,000.00
Total Paid Media 402 Program Funds			\$0.00	\$50,000.00	\$400,000.00	\$450,000.00	402PM	

Program	Project Number	Project Title	State Funds	Carry Forward Funds	New Funds	Budget	Funding Source	Share to Local
Total of 402 Program Funds			\$9,416,666.00	\$628,560.00	\$1,800,000.00	\$2,428,560.00	402	\$1,752,110.00
Planning and Administration	K2-15-00	Audit Fees		\$5.00		\$5.00	405	\$0.00
Planning and Administration	K2-15-01	Salaries (Occupant Protection)	\$354,000.00	\$2,000.00		\$2,000.00	405	\$0.00
Total of 405 Program Funds			\$354,000.00	\$2,005.00	\$0.00	\$2,005.00	405	\$0.00
Occupant Protection	K4OP-15-01	Seatbelt Education and Statewide Public Outreach Initiative		\$150,000.00		\$150,000.00	406	\$0.00
Planning and Administration	K4OP-15-00	Audit Fees		\$100.00		\$100.00	406	\$0.00
Total of 406 Program Funds			\$0.00	\$150,100.00	\$0.00	\$150,100.00	406	\$0.00
Planning and Administration	K9-15-00	Audit Fees		\$800.00		\$800.00	408	\$0.00
Planning and Administration	K9-15-01	Salaries (Traffic Records)		\$280,000.00	\$0.00	\$280,000.00	408	\$0.00
Traffic Records	K9-15-02	Data Collection, Analysis, and Recommendation – Northeastern University	\$300,000.00	\$100,000.00		\$100,000.00	408	\$0.00
Traffic Records	K9-15-03	Enterprise LRS and Road Inventory Implementation Project (RIDOT)		\$500,000.00		\$500,000.00	408	\$0.00
Traffic Records	K9-15-04	Local Law Enforcement Traffic Records Equipment		\$76,496.53		\$76,496.53	408	\$0.00
Traffic Records	K9-15-05	Model Inventory of Roadway Elements (MIRE) Data Collection		\$500,000.00		\$500,000.00	408	\$0.00
Traffic Records	K9-15-06	Traffic Records Committee Coordinator Consultant Services		\$37,000.00		\$37,000.00	408	\$0.00
Traffic Records	K9-15-07	Traffic Records Coordinator		\$15,000.00		\$15,000.00	408	\$0.00
Total of 408 Program Funds			\$300,000.00	\$1,509,296.53	\$0.00	\$1,509,296.53	408	\$0.00
Planning and Administration	K8PA-15-00	Audit Fees		\$80.00		\$80.00	410PA	\$0.00

State of Rhode Island Highway Safety Plan
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Program	Project Number	Project Title	State Funds	Carry Forward Funds	New Funds	Budget	Funding Source	Share to Local
Planning and Administration	K8PM-15-01	Salaries (Impaired Driving)		\$15,000.00	\$0.00	\$15,000.00	410PA	\$0.00
Impaired Driving	K8-15-01	State Agencies (AG) – Traffic Safety Resource Prosecutor (TSRP)	\$3,000,000.00	\$123,000.00		\$123,000.00	410	\$0.00
Young Driver	K8-15-02	State Agencies (AG) – Zero Fatalities Project		\$15,000.00		\$15,000.00	410	\$0.00
Total of 410 Program Funds			\$3,000,000.00	\$1,509,296.53	\$0.00	\$1,509,296.53	410	\$0.00
Motorcycle	K6-15-01	Paid Media (MC) – Awareness Campaign		\$45,000.00		\$45,000.00	2010	\$0.00
Planning and Administration	K6-15-00	Audit Fees		\$25.00		\$25.00	2010	\$0.00
Total of 2010 Program Funds			\$0.00	\$45,025.00	\$0.00	\$45,025.00	2010	\$0.00
Occupant Protection	K3PM-15-01	Paid Media(CPS)	\$95,000.00	\$50,000.00		\$50,000.00	2011PM	\$0.00
Planning and Administration	K3-15-00	Audit Fees		\$30.00		\$30.00	2011	\$0.00
Total of 2011 Program Funds			\$95,000.00	\$50,030.00	\$0.00	\$50,030.00	2011	\$0.00
Planning and Administration	164PA-15-00	Audit Fees		\$2,650.00		\$2,650.00	164PA	\$0.00
Planning and Administration	164PA-15-01	Salaries (Impaired Driving)		\$15,000.00	\$0.00	\$15,000.00	164PA	\$0.00
Total of Planning and Administration 164 Program Funds			\$0.00	\$17,650.00	\$0.00	\$17,650.00	164PA	\$0.00
Impaired Driving	164AL-15-01	Alcohol Survey		\$11,000.00		\$11,000.00	164AL	\$0.00
Impaired Driving	164AL-15-02	Incentive Rewards Program (“Chief’s Challenge”)		\$3,400.00		\$3,400.00	164AL	\$3,400.00
Impaired Driving	164AL-15-03	Creative Media (AL)		\$150,000.00		\$150,000.00	164AL	\$0.00
Impaired Driving	164AL-15-04	Resource and Outreach Center (AL)		\$25,000.00		\$25,000.00	164AL	\$0.00
Impaired Driving	164AL-15-05	Impaired Driving Education and Statewide Public Outreach Initiative		\$100,000.00		\$100,000.00	164AL	\$100,000.00

Program	Project Number	Project Title	State Funds	Carry Forward Funds	New Funds	Budget	Funding Source	Share to Local
Impaired Driving	164AL-15-06	State Agencies (RIDMV) Motorist Education and Outreach Project		\$22,500.00		\$22,500.00	164AL	\$22,500.00
Total of Alcohol 164 Program Funds			\$0.00	\$311,900.00	\$0.00	\$311,900.00	164AL	\$125,900.00
Impaired Driving	164PM-15-01	Paid Media (AL)		\$382,000.00		\$382,000.00	164PM	\$382,000.00
Total of Paid Media 164 Program Funds			\$0.00	\$382,000.00	\$0.00	\$382,000.00	164PM	\$382,000.00
Planning and Administration	164HE-15-01	Hazard Elimination Program		\$4,500,000.00	\$0.00	\$4,500,000.00	164HE	\$0.00
Total of Hazard Elimination 164 Program Funds			\$0.00	\$4,500,000.00	\$0.00	\$4,500,000.00	164HE	\$0.00
Total of 164 Program Funds			\$0.00	\$5,211,550.00	\$0.00	\$5,211,550.00	164	\$507,900.00
Planning and Administration	M2X-15-00	Audit Fees		\$620.00		\$620.00	405B	\$0.00
Planning and Administration	M2X-15-01	Salaries (Occupant Protection)		\$100,000.00	\$273,000.00	\$373,000.00	405B	\$0.00
Occupant Protection	M2CPS-15-01	Car Seat Distribution/CPS Education for to Low-Income Families		\$22,000.00	\$55,000.00	\$77,000.00	405B	\$0.00
Occupant Protection	M2CPS-15-02	Overtime for Community-Based Organizations to Conduct CPS Checking Station Activities		\$25,000.00	\$25,000.00	\$50,000.00	405B	\$0.00
Occupant Protection	M2CPS-15-03	Registration Fees for Community-Based Organizations' Safe Kids Child Passenger Safety Technician Certification Course Fees		\$5,000.00		\$5,000.00	405B	\$0.00
Occupant Protection	M2CPS-15-04	RI Safe Kids CPST Certification Course/Tech Update		\$5,000.00	\$5,000.00	\$10,000.00	405B	\$0.00
Occupant Protection	M2HVE-15-01	Incentive Rewards Program ("Chief's Challenge")		\$2,400.00	\$1,000.00	\$3,400.00	405B	\$0.00

State of Rhode Island Highway Safety Plan
Federal Fiscal Year 2015

Program	Project Number	Project Title	State Funds	Carry Forward Funds	New Funds	Budget	Funding Source	Share to Local
Occupant Protection	M2HVE-15-02	Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program		\$20,000.00	\$20,000.00	\$40,000.00	405B	\$0.00
Occupant Protection	M2HVE-15-03	State Agencies (URI) Seat Belt Law Enforcement Patrols		\$1,000.00	\$1,000.00	\$2,000.00	405B	\$0.00
Occupant Protection	M2PE-15-01	CIOT DMV Intercept Survey		\$11,000.00		\$11,000.00	405B	\$0.00
Occupant Protection	M2PE-15-02	CIOT Observational Surveys		\$60,000.00		\$60,000.00	405B	\$0.00
Occupant Protection	M2PE-15-03	Paid Media(CPS)			\$25,000.00	\$25,000.00	405B	\$0.00
Occupant Protection	M2PE-15-04	Paid Media (OP)		\$210,000.00		\$210,000.00	405B	\$0.00
Occupant Protection	M2PE-15-05	Creative Media (OP)		\$150,000.00		\$150,000.00	405B	\$0.00
Occupant Protection	M2PE-15-06	Pediatric Practice CPST		\$30,000.00	\$30,000.00	\$60,000.00	405B	\$0.00
Occupant Protection	M2PE-15-07	Resource and Outreach Center (OP)			\$25,000.00	\$25,000.00	405B	\$0.00
Occupant Protection	M2PE-15-08	Youth Educator and Influencer Program (MADD)		\$41,667.00		\$41,667.00	405B	\$0.00
Occupant Protection	M2PE-15-09	SIDNE [®] High School Education Program	\$300,000.00	\$10,000.00	\$15,000.00	\$25,000.00	405B	\$0.00
Occupant Protection	M2PE-15-10	THINKFAST Interactive High School Education Program		\$25,000.00	\$25,000.00	\$50,000.00	405B	\$0.00
Total of 405B Program Funds			\$300,000.00	\$718,687.00	\$500,000.00	\$1,218,687.00	405B	\$0.00
Planning and Administration	M3DA-15-00	Audit Fees		\$650.00		\$650.00	405C	\$0.00
Traffic Records	M3DA-15-01	Crash Coordinates via RMS		\$400,000.00		\$400,000.00	405C	\$0.00
Traffic Records	M3DA-15-02	Crash Report Revision 2015		\$65,000.00		\$65,000.00	405C	\$0.00

Program	Project Number	Project Title	State Funds	Carry Forward Funds	New Funds	Budget	Funding Source	Share to Local
Traffic Records	M3DA-15-03	Providence Brought Into E-Citation		\$110,000.00		\$110,000.00	405C	\$0.00
Traffic Records	M3DA-15-04	NetMotion Project		\$50,000.00	\$450,000.00	\$500,000.00	405C	\$0.00
Traffic Records	M3DA-15-05	Crash Analyst for DDCATS	\$320,000.00	\$67,000.00		\$67,000.00	405C	\$0.00
Total of 405C Program Funds			\$320,000.00	\$692,650.00	\$450,000.00	\$1,142,650.00	405C	\$0.00
Planning and Administration	M5X-15-00	Audit Fees		\$1,500.00		\$1,500.00	405D	\$0.00
Planning and Administration	M5IDC-15-01	Salaries (Impaired Driving)		\$50,000.00	\$100,000.00	\$150,000.00	405D	\$0.00
Impaired Driving	M5BAC-15-01	Municipalities Impaired Driving – BAT (Breath Alcohol Testing) Mobile		\$250,000.00	\$500,000.00	\$750,000.00	405D	\$0.00
Impaired Driving	M5BAC-15-02	Standardized Field Sobriety Testing Assessment		\$15,000.00		\$15,000.00	405D	\$0.00
Impaired Driving	M5CS-15-01	Court Monitoring (MADD)		\$25,000.00	\$50,000.00	\$75,000.00	405D	\$0.00
Impaired Driving	M5CS-15-02	State Agencies (HEALTH) – Traffic Safety Resource Forensic Toxicologist (TSRFT) and Preliminary Breath Testing and Intoxilyzer 9000s Implementation Program		\$128,000.00	\$233,000.00	\$333,000.00	405D	\$0.00
Impaired Driving	M5HVE-15-01	Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program		\$83,000.00	\$15,000.00	\$98,000.00	405D	\$0.00
Impaired Driving	M5HVE-15-02	Municipalities Impaired Driving Law Enforcement Patrols (Including DRE)		\$328,480.00		\$328,480.00	405D	\$0.00
Impaired Driving	M5HVE-15-03	State Agencies (RISP) Impaired Driving Law Enforcement Patrols (Including DRE)	\$4,633,334.00	\$100,000.00	\$50,000.00	\$150,000.00	405D	\$0.00

State of Rhode Island Highway Safety Plan
Federal Fiscal Year 2015

Program	Project Number	Project Title	State Funds	Carry Forward Funds	New Funds	Budget	Funding Source	Share to Local
Impaired Driving	M5HVE-15-04	State Agencies (URI) Impaired Driving Law Enforcement Patrols (Including DRE)		\$1,000.00	\$1,000.00	\$2,000.00	405D	\$0.00
Impaired Driving	M5HVE-15-05	State Agencies (RIDEM) Impaired Driving Law Enforcement Patrols (Including DRE)		\$1,000.00	\$1,000.00	\$2,000.00	405D	\$0.00
Impaired Driving	M5OT-15-01	Rhode Island Impaired Driving Task Force Coordinator		\$460,000.00		\$460,000.00	405D	\$0.00
Impaired Driving	M5OT-15-02	Impaired Driving Education and Statewide Public Outreach Initiative			\$150,000.00	\$150,000.00	405D	\$0.00
Impaired Driving	M5OT-15-03	Youth Educator and Influencer Program (MADD)		\$41,667.00		\$41,667.00	405D	\$0.00
Impaired Driving	M5OT-15-04	SIDNE [®] High School Education Program		\$25,000.00		\$25,000.00	405D	\$0.00
Impaired Driving	M5OT-15-05	THINKFAST Interactive High School Education Program		\$50,000.00		\$50,000.00	405D	\$0.00
Motorcycle	M5PEM-15-01	Paid Media (MC/AL) – Impaired Riding		\$80,000.00		\$80,000.00	405D	\$0.00
Total of 405D Program Funds			\$4,633,334.00	\$1,624,647.00	\$1,100,000.00	\$2,724,647.00	405D	\$0.00
Planning and Administration	M8X-15-00	Audit Fees		\$150.00		\$150.00	405E	\$0.00
Planning and Administration	M8X-15-01	Salaries (Distracted Driving)		\$40,000.00		\$40,000.00	405E	\$0.00
Young Driver	M8DDLE-15-01	State Agencies (RISP) Distracted Driving Law Enforcement Patrols		\$25,000.00		\$25,000.00	405E	\$0.00
Young Driver	M8PE-15-01	Youth Educator and Influencer Program (MADD)		\$41,666.00		\$41,666.00	405E	\$0.00
Young Driver	M8PE-15-02	Distracted Driving- Public Education Campaign		\$70,000.00		\$70,000.00	405E	\$0.00

Program	Project Number	Project Title	State Funds	Carry Forward Funds	New Funds	Budget	Funding Source	Share to Local
Young Driver	M8PE-15-03	State Agencies (RIDMV) Motorist Education and Outreach Project		\$22,500.00		\$22,500.00	405E	\$0.00
Young Driver	M8PE-15-04	SIDNE [®] High School Education Program	\$365,000.00	\$25,000.00		\$25,000.00	405E	\$0.00
Young Driver	M8PE-15-05	Young Driver Education and Evaluation Program		\$50,000.00		\$50,000.00	405E	\$0.00
Young Driver	M8PE-15-06	ThinkFast Interactive High School Education Program		\$25,000.00		\$25,000.00	405E	\$0.00
Total of 405E Program Funds			\$365,000.00	\$299,316.00	\$0.00	\$299,316.00	405E	\$0.00
Planning and Administration	M9X-15-00	Audit Fees		\$50.00		\$50.00	405F	\$0.00
Motorcycle	M9MA-15-01	Paid Media (MC) – Awareness Campaign			\$35,000.00	\$35,000.00	405F	\$0.00
Motorcycle	M9MA-15-02	Motorcycle Public Education, Awareness and Outreach Campaign	\$55,000.00	\$20,000.00		\$20,000.00	405F	\$0.00
Total of 405F Program Funds			\$55,000.00	\$20,050.00	\$35,000.00	\$55,050.00	405F	\$0.00
Total			\$18,839,000.00	\$11,104,996.53	\$3,885,000.00	\$14,989,996.53	-	\$2,260,010.00

**Table 5.2 Municipalities Impaired Driving Law Enforcement Patrols
(Including DRE) (M5HVE-15-02)**

Municipality	Amount	Program Fund
Barrington	\$7,000.00	405D
Bristol	\$7,000.00	405D
Burrillville	\$5,000.00	405D
Central Falls	\$18,480.00	405D
Charlestown	\$3,000.00	405D
Coventry	\$12,000.00	405D
Cranston	\$20,000.00	405D
Cumberland	\$3,000.00	405D
East Greenwich	\$5,000.00	405D
East Providence	\$2,000.00	405D
Foster	\$5,000.00	405D
Glocester	\$1,000.00	405D
Hopkinton	\$3,000.00	405D
Jamestown	\$7,000.00	405D
Johnston	\$3,000.00	405D
Lincoln	\$4,000.00	405D
Little Compton	\$2,000.00	405D
Middletown	\$5,000.00	405D
Narragansett	\$5,000.00	405D
New Shoreham	\$2,000.00	405D
Newport	\$1,000.00	405D
North Kingstown	\$10,000.00	405D
North Providence	\$7,000.00	405D
North Smithfield	\$5,000.00	405D
Pawtucket	\$20,000.00	405D
Portsmouth	\$5,000.00	405D
Providence	\$38,500.00	405D
Richmond	\$9,000.00	405D
Scituate	\$5,000.00	405D
Smithfield	\$7,000.00	405D
South Kingstown	\$24,500.00	405D
Tiverton	\$7,000.00	405D
Warren	\$5,000.00	405D
Warwick	\$30,000.00	405D
West Greenwich	\$10,000.00	405D
West Warwick	\$8,000.00	405D
Westerly	\$7,000.00	405D
Woonsocket	\$10,000.00	405D
Total	\$328,480.00	405D

Table 5.3 Municipalities Seat Belt Law Enforcement Patrols (402OP-15-02)

Municipality	Amount	Program Fund
Barrington	\$9,000.00	402OP
Bristol	\$4,900.00	402OP
Burrillville	\$10,000.00	402OP
Central Falls	\$15,120.00	402OP
Charlestown	\$5,000.00	402OP
Coventry	\$10,000.00	402OP
Cranston	\$20,000.00	402OP
Cumberland	\$8,000.00	402OP
East Greenwich	\$4,200.00	402OP
East Providence	\$10,000.00	402OP
Foster	\$3,000.00	402OP
Glocester	\$3,000.00	402OP
Hopkinton	\$5,045.00	402OP
Jamestown	\$6,000.00	402OP
Johnston	\$10,000.00	402OP
Lincoln	\$6,000.00	402OP
Little Compton	\$3,000.00	402OP
Middletown	\$8,000.00	402OP
Narragansett	\$8,000.00	402OP
New Shoreham	\$2,000.00	402OP
Newport	\$2,000.00	402OP
North Kingstown	\$5,000.00	402OP
North Providence	\$8,000.00	402OP
North Smithfield	\$2,000.00	402OP
Pawtucket	\$15,700.00	402OP
Portsmouth	\$5,000.00	402OP
Providence	\$20,000.00	402OP
Richmond	\$8,000.00	402OP
Scituate	\$3,000.00	402OP
Smithfield	\$3,000.00	402OP
South Kingstown	\$10,000.00	402OP
Tiverton	\$4,550.00	402OP
Warren	\$3,000.00	402OP
Warwick	\$16,250.00	402OP
West Greenwich	\$5,000.00	402OP
West Warwick	\$3,000.00	402OP
Westerly	\$6,800.00	402OP
Woonsocket	\$19,500.00	402OP
Total	\$290,065.00	402OP

Table 5.4 Municipalities Child Passenger Safety (CPS) (402OP-15-03)

Municipality	Amount	Program Fund
Barrington	\$5,000.00	402OP
Bristol	\$4,770.00	402OP
Burrillville	\$5,000.00	402OP
Central Falls	\$6,720.00	402OP
Charlestown	\$0.00	402OP
Coventry	\$15,000.00	402OP
Cranston	\$15,000.00	402OP
Cumberland	\$9,225.00	402OP
East Greenwich	\$2,600.00	402OP
East Providence	\$2,625.00	402OP
Foster	\$2,000.00	402OP
Glocester	\$0.00	402OP
Hopkinton	\$0.00	402OP
Jamestown	\$3,070.00	402OP
Johnston	\$5,000.00	402OP
Lincoln	\$2,000.00	402OP
Little Compton	\$2,000.00	402OP
Middletown	\$2,000.00	402OP
Narragansett	\$2,625.00	402OP
New Shoreham	\$1,625.00	402OP
Newport	\$2,000.00	402OP
North Kingstown	\$3,000.00	402OP
North Providence	\$3,000.00	402OP
North Smithfield	\$2,000.00	402OP
Pawtucket	\$5,000.00	402OP
Portsmouth	\$2,000.00	402OP
Providence	\$4,000.00	402OP
Richmond	\$2,000.00	402OP
Scituate	\$0.00	402OP
Smithfield	\$11,000.00	402OP
South Kingstown	\$11,000.00	402OP
Tiverton	\$2,000.00	402OP
Warren	\$2,000.00	402OP
Warwick	\$20,625.00	402OP
West Greenwich	\$2,000.00	402OP
West Warwick	\$2,000.00	402OP
Westerly	\$2,000.00	402OP
Woonsocket	\$6,000.00	402OP
Total	\$167,885.00	402OP

Table 5.5 Municipalities Speed Enforcement Patrols (402PT-15-06)

Municipality	Amount	Program Fund
Barrington	\$6,000.00	402PT
Bristol	\$2,500.00	402PT
Burrillville	\$9,000.00	402PT
Central Falls	\$15,960.00	402PT
Charlestown	\$6,500.00	402PT
Coventry	\$4,000.00	402PT
Cranston	\$25,000.00	402PT
Cumberland	\$3,000.00	402PT
East Greenwich	\$3,000.00	402PT
East Providence	\$12,000.00	402PT
Foster	\$4,000.00	402PT
Glocester	\$6,500.00	402PT
Hopkinton	\$2,500.00	402PT
Jamestown	\$5,000.00	402PT
Johnston	\$2,000.00	402PT
Lincoln	\$2,000.00	402PT
Little Compton	\$2,000.00	402PT
Middletown	\$4,500.00	402PT
Narragansett	\$6,000.00	402PT
New Shoreham	\$2,500.00	402PT
Newport	\$1,000.00	402PT
North Kingstown	\$0.00	402PT
North Providence	\$4,500.00	402PT
North Smithfield	\$2,000.00	402PT
Pawtucket	\$22,500.00	402PT
Portsmouth	\$5,000.00	402PT
Providence	\$16,000.00	402PT
Richmond	\$4,000.00	402PT
Scituate	\$4,000.00	402PT
Smithfield	\$5,000.00	402PT
South Kingstown	\$12,000.00	402PT
Tiverton	\$6,000.00	402PT
Warren	\$2,500.00	402PT
Warwick	\$22,500.00	402PT
West Greenwich	\$10,000.00	402PT
West Warwick	\$6,000.00	402PT
Westerly	\$3,000.00	402PT
Woonsocket	\$5,000.00	402PT
Total	\$254,960.00	402OP



State of Rhode Island

HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2015

Certifications and Assurances

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: **2015**

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.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. 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 sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for

making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

Instructions for Primary 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 web site 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 web site 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 re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

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 on 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

6/29/14

Date

Michael P. Lewis

Printed name of Governor's Representative for Highway Safety



State of Rhode Island

HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2015

Section 405 Grant Program

7.0 Section 405 Grant Program

For FFY 2015, 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.