GINA M. RAIMONDO Governor

PETER R. ALVITI, JR., PE Director

State of Rhode Island Federal Fiscal Year 2020



PREPARED FOR

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

PREPARED BY

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

Table of Contents

Introduction	to the Rhode Island Highway Safety Planning Process	1
1.1	Mission Statement	2
1.2	Organization and Staffing	6
1.3	Timeline and Planning Purpose	7
	Strategic Partners and Stakeholders	8
	Grant Funding Process	9
	Other Funds	11
	Countermeasure and Strategy Selection Process	13
1.4	Coordination with Strategic Highway Safety Plan	14
FFY 2018 Per	formance Report	17
Highway Saf	ety Performance Plan	
3.1	Problem Identification Process	21
3.2	Statewide Demographics	22
3.3	Highway Safety Problem Areas	26
3.4	Additional Challenges to Highway Safety	28
3.5	Rhode Island Comparison to New England and United States	29
3.6	Legislative Updates	
3.7	Performance Trends and Goals	31
3.8	Core Performance Measures	
	C-1 – Fatalities	
	C-2 – Serious Injuries	
	C-3 – Fatality Rate	
	C-4 – Unrestrained Motor Vehicle Occupant Fatalities	
	C-5 – Fatalities Involving Driver or Motorcycle Operator with \geq 0.08 BAC	
	C-6 – Speed	
	C-7 – Motorcycle Fatalities	
	C-8 – Unhelmeted Motorcycle Fatalities	
	C-9 – Young Drivers	
	C-10 – Pedestrian	
	C-11 – Bicycle	
	B-1 – Observed Belt Use	
3.9	Additional Performance Measures	
	3.9.1 Occupant Protection	
	3.9.2 Pedestrians	
	3.9.3 Traffic Records	
	3.9.4 Distracted Driving	49

Highway Safe	ety Countermeasures and Projects for FFY 2020 (by Program Area)	51
4.1	Occupant Protection	
	Problem Identification and Analysis	
	Child Passenger Safety	
	Strategic Partners	
	Alignment with the SHSP	
	Performance Targets	
	List of Countermeasures (Strategies)	
	Project Descriptions	
4.2	Impaired Driving	72
	Problem Identification and Analysis	
	Strategic Partners	
	Alignment with the SHSP	
	Performance Targets	
	List of Countermeasures (Strategies)	
	Project Descriptions	79
4.3	Speed	
	Problem Identification and Analysis	
	Strategic Partners	
	Alignment with the SHSP	
	Performance Targets	
	List of Countermeasures (Strategies)	
	Project Descriptions	
4.4	Motorcycles	
	Problem Identification and Analysis	
	Strategic Partners	109
	Alignment with the SHSP	109
	Performance Targets	109
	List of Countermeasures (Strategies)	109
	Project Descriptions	110
4.5	Young Driver	
	Problem Identification and Analysis	114
	Strategic Partners	116
	Alignment with the SHSP	116
	Performance Targets	116
	List of Countermeasures (Strategies)	117
	Project Descriptions	117
4.6	Pedestrians and Bicyclists	122
	Problem Identification and Analysis	
	Strategic Partners	127
	Alignment with the SHSP	127
	Performance Targets	128
	List of Countermeasures (Strategies)	128
	Project Descriptions	128

4.7	Traffic Records	
	Problem Identification and Analysis	
	Strategic Partners	
	Alignment with the SHSP	
	Performance Targets	
	List of Countermeasures (Strategies)	
	Project Descriptions	
4.8	Traffic Safety Enforcement Plan (TSEP)	
4.9	Distracted Driving	
	Problem Identification and Analysis	
	Alignment with the SHSP	
	Performance Targets	
	Strategic Partners	
	List of Countermeasures (Strategies)	
	Project Descriptions	
4.10	Police Traffic Services	
	Problem Identification and Analysis	
	Performance Targets	
	Project Descriptions	
4.11	Planning and Administration	
	Strategic Partners	
	Performance Targets	
	List of Countermeasures (Strategies)	
	Project Descriptions	
4.12	NHTSA Equipment Approval	
4.13	Paid Advertising	
Cost Summary	/	
Certifications	and Assurances	195
Section 405 G	rant Program	207

List of Tables

Table No. Description		Page	
Table 1.1	Rhode Island Office on Highway Safety Annual Safety Planning Calendar	7	
Table 2.1	Progress in Meeting FFY 2019 Performance Targets	17	
Table 3.1	U.S. Census Population Estimate by County and Town (2018)	24	
Table 3.2	Rhode Island Drivers, Vehicles, and Population	25	
Table 3.3	Crash Conditions as Percent of Total Fatalities (2017)		
Table 3.4	FFY 2020 Performance Goals and Targets		
Table 4.1	Motor Vehicle Fatalities by Restraint System – Use and Nonuse (2018)		
Table 4.2	Top Five Cities/Towns for Unrestrained Motor Vehicle Occupant Fatalities (2014-	2018)57	
Table 4.3	CPST Certification Events		
Table 4.4	Active Network of Child Restraint Inspection Stations FFY 2020		
Table 4.5	Top Five Cities/Towns by Fatal Impaired Driving Crashes	76	
Table 4.6	BAC Test Results and Gender for Drivers or Motorcycle Operators Involved in Fat (2017)		
Table 4.7	Most Frequently Detected Drugs in Motor Vehicle-Related Cases (2016)		
Table 4.8	Top Five Cities/Towns by Fatal Speeding Crashes		
Table 4.9	Top Three Cities/Towns by Fatal Motorcycle Crashes	108	
Table 4.10	Motorcycle Models (2014-2018) Data Source (OSCAR)	108	
Table 4.11	Top Cities/Towns by Fatal Younger Driver Crashes		
Table 4.12	Top Three Cities/Towns by Fatal Pedestrian Crashes	125	
Table 4.13	Top Cities/Towns by Fatal Bicycle Crashes	126	
Table 4.14	BAC Test Results for Pedestrians Involved in Fatal Crashes	127	
Table 4.15	Distraction-affected Crashes (2012-2016)	152	
Table 5.1	Cost Summary		
Table 5.2	Cost Summary by Department	192	

List of Figures

Figure No.	Description	Page
Figure 1.1	Fatality Trends and Projections	4
Figure 1.2	Serious Injury Trends and Projections	4
Figure 1.3	RIDOT Highway Safety Program Relationship System	5
Figure 1.4	RIDOT OHS Organizational Chart	6
Figure 1.5	OHS Application Process	11
Figure 3.1	Rhode Island Population Estimate (2018)	22
Figure 3.2	Rhode Island Drivers, Vehicles, and Population (2012-2017)	25
Figure 3.3	Percentage of Rhode Island Fatal Crashes by Month-of-Year (2018)	26
Figure 3.4	Percentage of Rhode Island Fatal Crashes by Day of Week (2018)	27
Figure 3.5	Percentage of Rhode Island Fatal Crashes by Time of Day (2018)	27
Figure 3.6	Rhode Island Traffic Fatalities (2007 to 2018)	
Figure 3.7	Fatality Rates (Per 100 Million VMT)	29
Figure 3.8	C-1 Fatalities	36
Figure 3.9	C-2 Serious Injuries	37
Figure 3.10	C-3 Fatality Rate per 100 Million VMT	38
Figure 3.11	C-4 Unrestrained Motor Vehicle Occupant Fatalities	39
Figure 3.12	C-5 Fatalities Involving Driver or Motorcycle Operator with \geq 0.08 BAC	40
Figure 3.13	C-6 Speed-Related Fatalities	41
Figure 3.14	C-7 Number of Motorcyclist Fatalities	42
Figure 3.15	C-8 Unhelmeted Motorcycle Fatalities	43
Figure 3.16	Drivers Age 20 or Younger Involved in Fatal Crashes	44
Figure 3.17	C-10 Pedestrian Fatalities	45
Figure 3.18	C-11 Bicyclist Fatalities	46
Figure 3.19	Percent Observed Belt Use for Passenger Vehicles (Front Seat Outboard Occupants (2011-2018)	47
Figure 4.1	Observed Safety Belt Use Rate (Rhode Island and Nationwide)	54
Figure 4.2	Restraint Nonuse for Rhode Island Motor Vehicle Fatalities	55
Figure 4.3	Number of Unrestrained Fatalities by Age Group 2014 to 2018	56
Figure 4.4	Unrestrained Fatalities by Race (2014 to 2018)	56
Figure 4.5	Alcohol-Related Fatalities	74
Figure 4.6	Drivers and Motorcycle Operators in Fatal Crashes with BAC \geq 0.08 by age (2014 to 2018)	75
Figure 4.7	Alcohol Involved Drivers in Fatal Crashes by Race 2014 to 2018	75

Figure 4.8	Age of Drivers in Fatal Speeding Crashes (2014 to 2018)	
Figure 4.9	Motorcyclist Fatalities and Serious Injuries	105
Figure 4.10	BAC Involved in Motorcycle Fatalities (2014 to 2018)	106
Figure 4.11	Motorcycle Fatalities by Age (2014 to 2018)	106
Figure 4.12	Motorcycle Fatalities by Race (2014 to 2018)	107
Figure 4.13	Fatal Motorcycle Crashes by Month (2015 to 2018)	107
Figure 4.14	Fatal Motorcycle Crashes by Day of Week (2014 to 2018)	108
Figure 4.15	Total Young Driver Involved in Fatal and Serious Injury Crashes	115
Figure 4.16	Total Fatalities and Serious Injuries Involving Pedestrians	123
Figure 4.17	Total Bicyclist Fatalities and Serious Injuries	123
Figure 4.18	Pedestrian Fatalities by Age Group (2012 to 2017)	124
Figure 4.19	Pedestrian Fatalities by Race (2014 to 2018)	124
Figure 4.20	Bicyclist Fatalities by Age Group (2014 to 2018)	125
Figure 4.21	Bicyclist Fatalities by Race (2014 to 2018)	126

Acronym Guide

AAASNE	American Automobile Association, Southern New England
AR	Annual Report
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 Driver's 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 Approaches to Crime and Traffic Safety
DITEP	Drug Impairment Training for Educational Professionals
DNTL	Drive Now Text Later
DOC	Department of Corrections
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
FAST Act	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GDL	Graduated Driver's Licensing
GHSA	Governor's Highway Safety Association
HS 1	Highway Safety Grant application
HSM	Highway Safety Manual
HSP	Highway Safety Plan
HVE	High-Visibility Enforcement
IACP	International Association of Chiefs of Police
IHSDM	Interactive Highway Design Model
ILSR	Institute for Labor Studies and Research
LEHSTC	Law Enforcement Highway Safety Training Coordinator
LEL	Law Enforcement Liaison
MADD	Mothers Against Drunk Driving
MAP-21	Moving Ahead of for Progress in the 21st Century
MOU	Memorandum of Understanding

NHTSA	National Highway Traffic Safety Administration
NOPUS	National Occupant Protection Use Survey
OHS	Office on Highway Safety
OSCAR	On-Line System Crash Analysis and Reporting
PCL	Providence Community Library
PEP	Performance Enhancement Plan
RFP	Request for Proposal
RIBHDDH	Rhode Island Department of Behavioral Healthcare, Developmental Disabilities, and Hospitals
RIDOC	Rhode Island Department of Corrections
RIDOT	Rhode Island Department of Transportation
RIDMV	Rhode Island Division of Motor Vehicles
RIIL	Rhode Island Interscholastic League
RIMPA	Rhode Island Municipal Police Academy

	RIPCA	Rhode	Island	Police	Chiefs	Association
--	-------	-------	--------	--------	--------	-------------

- RIPTIDE Rhode Island Police Teaming for Impaired Driving Enforcement
- RISP Rhode Island State Police
- SADD Students Against Destructive Decisions

SAFETEA-LU

Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users

- SFST Standardized Field Sobriety Testing
- SHSP Strategic Highway Safety Plan
- SIDNE Simulated Impaired Driving Experience
- TOPS Traffic Occupant Protection Strategies
- TRCC Traffic Records Coordinating Committee
- TSRFT Traffic Safety Resource Forensic Toxicologist
- TSRP Traffic Safety Resource Prosecutor
- URI University of Rhode Island
- VMS Variable Message Sign
- VMT Vehicle Miles Traveled

1



Leads Toward Zero Deaths

Introduction to the Rhode Island Highway Safety Planning Process

On behalf of the Rhode Island Department of Transportation (RIDOT) and the Office on Highway Safety (OHS) I am pleased to present the Federal Fiscal Year (FFY) 2020 Highway Safety Plan (HSP) for the State of Rhode Island.

In 2018 RI saw a decrease in traffic fatalities, 25 fewer deaths. Following the devastating number of fatalities we witnessed in 2017 we were reassured by 2018 our implemented HSP played a significant role in lowering that tragic number. Although we realize that additional factors played a role in lowering those numbers, we also recognize that specific programs and efforts supported that decrease. It was reassuring to realize fewer deaths on our roadways, but we know that we have lots more to do in order to reach the only acceptable goal of ZERO FATALITIES. We believe that our Ripple Effect media campaign, which saturated various media platforms, influenced better driving behavior. We also believe that having our hands-free statute become effective on June 1, 2018 had a strong impact on safer driving skills and awareness. After attending a mandatory Distracted Driving Law Enforcement training many municipal law enforcement agencies deployed additional distracted driving patrols on our roads. The state police also followed suit and increased their presence to halt this dangerous behavior. The combination of education, awareness, and law enforcement strategies continue to offer proof of their countermeasure strength.

Our 2019 plan called for the creation of a Citizens Police Academy dedicated to traffic safety issue areas. A new partner, Spartan International, developed a curriculum that includes a multi-disciplinary approach and a comprehensive list of program components. Some examples of those components were safety engineering efforts, data retrieval, speed enforcement, DUI detection, law enforcement community outreach, and several other areas listed within our annual safety plan. Our goal is to create a cadre of engaged citizens who influence others within their workplaces and communities. Increasing the voice of safety in every community will serve to support law enforcement efforts and increase the wisdom of making better driving behavior decisions.

RI's OHS is also working with the RI Police Chiefs Association to facilitate a youth traffic safety program called YOUTH FORCE. The first tier of the program begins in August 2019 at Roger Williams University. The program will house 150 students and their adult advisors and be traffic safety centric. Following a three-day orientation to our emphasis areas the youth will create an action plan they will implement throughout the following school year in their school and/or community. Their work will be closely followed and evaluated as the program progresses.

Our 2019 continuation of our well received Ripple Effect Impaired Driving Media campaign witnessed an enhanced CALL TO ACTION component that asked viewers to

take the keys, ride share and make alternative plans. We also developed new media strategies that enhanced our Speed and Pedestrian safety efforts.

As we plan for FFY 2020 we continue to grow our advocacy efforts by increasing our community outreach efforts. The programs and projects outlined in this report are aligned with the strategies included in the state Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Plan (HSIP). The Rhode Island SHSP is coordinated and facilitated through the OHS. This ensures alignment of the HSP with the SHSP and emphasizes coordinated performance measures throughout all safety issue areas. The SHSP is being reviewed, reinforced, and extended within FFY 2020. It is our goal to create a distinct and workable linear correlation between this FFY 2020 HSP and our 2017-2022 SHSP.

During 2020 we will continue to implement a comprehensive prevention approach which includes media components, additional attention to young driver behavior and law enforcement strategies. We will continue to use our statewide safety message boards which run unique, yet direct, safety messages throughout the year. We will also layer our media programs and high visibility enforcement campaigns with our ongoing business education efforts. The public's response continues to be intense and positive. It's a team effort, internally and externally, and we are proud that it is RIDOT's Office on Highway Safety who leads the way. The entire staff of the OHS, the leadership of the RIDOT and our safety partners remain committed to building the most comprehensive and effective traffic safety program in the country. We will stay the course to ZERO Fatalities.

1.1 Mission Statement

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

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

The OHS provides the required resources to plan and carry out activities to fulfill this mission. To ensure effectiveness, relationships are developed and maintained with advocacy groups, citizens, community safety groups, complementary state and Federal agencies, and local and state police departments. The OHS conducts data analysis to monitor crash trends in the State and ensure state and Federal resources target the areas of greatest need. In FFY 2019 the OHS continued to lead in the implementation of the State SHSP, providing expertise related to driver behavioral issues, education, and enforcement-related countermeasures. The OHS works closely within the RIDOT to ensure coordination between the HSP and the SHSP, ideally resulting in one comprehensive and strategic highway safety program for the State. **Figure 1.3** illustrates the relationship between the SHSP and the engineering counterpart to the HSP, the HSIP. The newest SHSP is for the five-year period between 2017 and 2022. This FFY 2020 SHSP

is intended to continue to align with the goals, strategies, and emphasis areas to be adopted by the 2017-2022 SHSP.

The OHS establishes and implements a comprehensive program to accomplish its goals effectively. The HSP for FFY 2020 describes the process used to identify specific highway safety problem areas, including the development of countermeasures to correct those problems, and processes to monitor the performance of those countermeasures. The RIDOT OHS conducts transportation safety planning year-round. Emerging trends and safety needs are identified through data monitoring and outreach to key safety stakeholders.

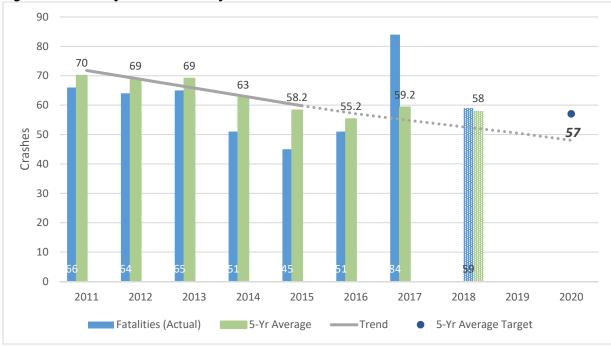


Figure 1.1 Fatality Trends and Projections

Source: RIDOT/OHS (2019) and FARS (2019). Note: 2018 values are preliminary

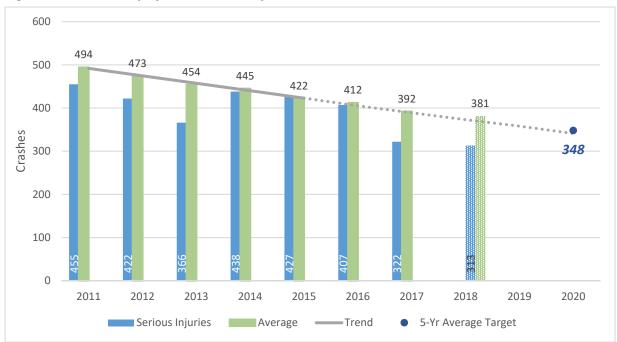


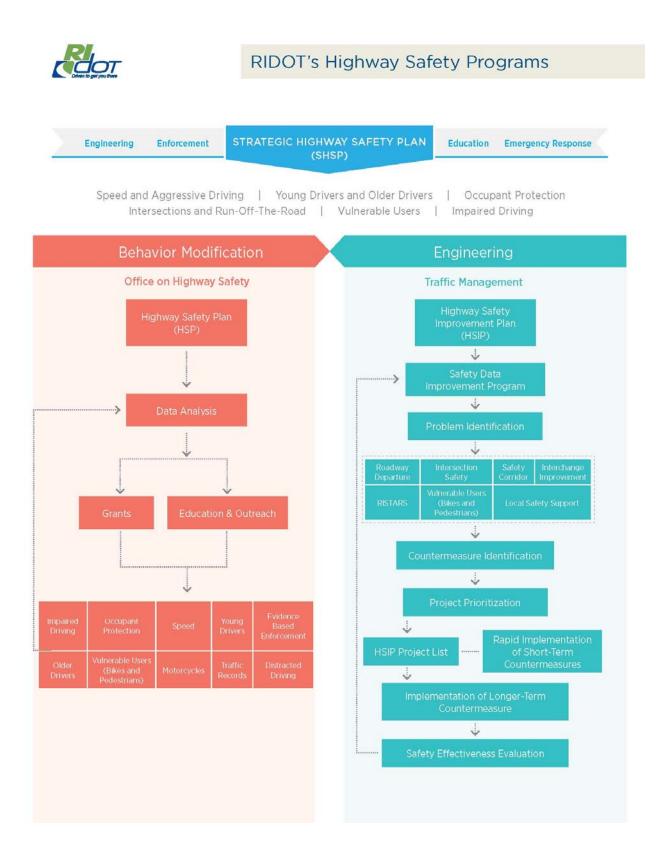
Figure 1.2 Serious Injury Trends and Projections

Source: RIDOT/OHS, 2019.

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

2019 values are preliminary

Figure 1.3 RIDOT Highway Safety Program Relationship System

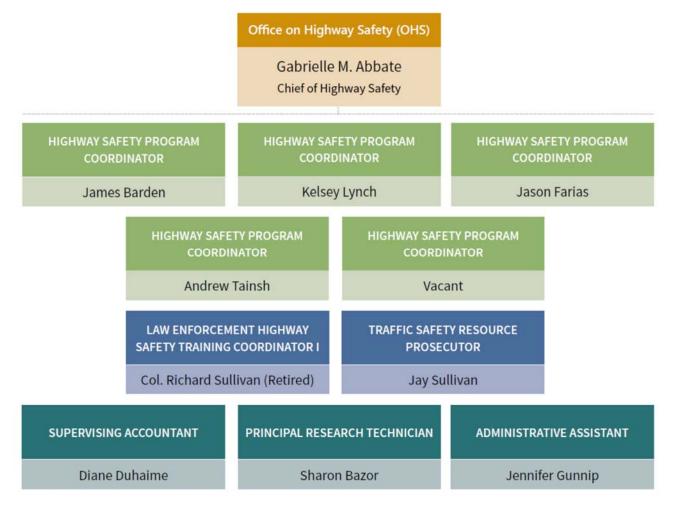


5 Introduction to the Rhode Island Highway Safety Planning Process

1.2 Organization and Staffing

Figure 1.4 shows the RIDOT OHS organizational chart. In addition to operational and administrative tasks, each OHS Program Coordinator is responsible for overseeing specific programs and emphasis areas which promote identified countermeasures to enhance highway safety across the State. The program areas addressed by OHS are assigned to Program Coordinators based on their individual safety training and the capacity of the OHS, as noted below. As discussed with the NHTSA Region 1 office, we will assure that all OHS personnel attend the United States Department of Transportation (USDOT) Transportation Safety Institute (TSI) training at least every five years to keep up to date with the latest changes on program policies and Federal legislation. We are also working to create a working system based on CORE training (educational, law enforcement, policy, etc.) that would allow us to cross training staff.

Figure 1.4 RIDOT OHS Organizational Chart



1.3 Timeline and Planning Purpose

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

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

Month	Activities
January-March	 Section 405 grant application preparation. Plan spring and summer safety campaigns to include outreach that complements the work in all Rhode Island municipalities.
February-April	 Staff conducts data collection, grant oversight and monitoring. Develop all the activities to support the national Click It or Ticket (CIOT) campaign in May. Staff conducts strategic planning and sessions with key stakeholders to review recent crash trends and emerging issues and to create project proposals within each program area. Applications and instructions for Grant Funding (HS 1) proposals are issued based on the projected availability of Federal funding to state agencies, law enforcement agencies, and community stakeholders and advocates.
May-June	 Submitted Grant applications are reviewed by the OHS team. Applications which support targets and performance measures are approved as submitted or returned for modifications. A draft of the HSP is prepared for review and approval by OHS staff. Staff prepares Sections 405 grant applications. Staff supports all activities to support the national "Drive Sober or Get Pulled Over" (DSoGPO) and Border to Border Campaigns.
July	The final HSP is submitted to NHTSA. Meetings are held with potential grantees.
August- September	 Request for Proposals (RFP) are issued or received based on availability of Federal funding. FFY 2019 grants and contracts are finalized. Staff conducts activities to support the "Drive Sober or Get Pulled Over" campaign (conducted in late August through Labor Day).
October	 Begin work on the FFY 2020 Annual Report.
November- December	 The FFY 2020 Annual Report is finalized. The OHS administers closeout of the prior fiscal year. OHS collects and reviews reports from its grantees. Occasionally, OHS revises grant applications and awards with its grantees based on the availability/ timeliness of Federal funding.

Strategic Partners and Stakeholders

During this planning cycle, OHS contacted safety stakeholders to share information on safety problems and effective countermeasures being implemented by other agencies. The OHS staff also offered our partners updated data and grant application guidance. Opportunities to enhance partnerships and collaboration also were identified. The list of stakeholders is provided below:

- > American Automobile Association, Southern New England (AAA)
- > Bike Newport
- Brain Injury Association of Rhode Island (BIARI)
- Community College of Rhode Island (CCRI)
- Connecting for Children and Families, Inc. – Woonsocket COZ Safe Communities (CCF)
- Cranston Child Opportunity Zone (COZ)
- Mothers Against Drunk Driving (MADD)
- > Oasis International
- > Rhode Island Bike Coalition
- Rhode Island Department of Revenue, Division of Motor Vehicles (RIDMV)
- Rhode Island Department of Health
 Prevention and Control
- Rhode Island Department of Behavioral Healthcare, Developmental Disabilities and

Hospitals (BHDDH) Rhode Island Hospital Injury Prevention Center

- Rhode Island Hospital Injury
 Prevention Center
- Rhode Island Hospitality and Tourism Association – Rhode Island Hospitality Association Education Foundation
- Rhode Island Motorcycle Association
- > Rhode Island Municipal Police Academy
- > Rhode Island Office of the Attorney General
- > Rhode Island Police Chiefs Association (RIPCA)
- > Rhode Island State Police (RISP)
- Rhode Island Student Assistance Services (RISAS)
- > Rhode Island Traffic Tribunal
- > The Genesis Center
- > Young Voices
- Statewide Substance Abuse Task Forces

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

- > 38 local police departments
- > AMICA Insurance
- > Federal Highway Administration (FHWA)
- Federal Motor Carrier Safety Administration (FMCSA)
- > Rhode Island Judiciary
- > Motorcycle retail and repair representatives
- National Highway Traffic Safety Administration (NHTSA)

- Rhode Island Association of Independent Insurers
- Rhode Island Department of Corrections (DOC)
- Rhode Island Interscholastic League (RIIL)
- > Rhode Island Safe Kids Coalition
- Students Against Destructive Decisions (SADD)
- > University of Rhode Island (URI)

Grant Funding Process

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

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

The OHS received multiple grants from new and past grant sub-recipients. Some of the applicants include law enforcement agencies, community advocates, state agency representatives, minority community advocates, and substance abuse prevention specialists. Each stakeholder received attachments which included a new condensed application, application instructions, budget sheet, and a PowerPoint listing target audiences, performance measures, and updated fatality and serious injury data. They also received copies of NHTSA countermeasures and the 2019 HSP. This was the fourth year that grant submissions were accepted on-line into a secured DOT electronic mailbox. OHS staff worked as a unit to create a streamlined process that benefits both the state and its sub-recipients. A due date for submissions was offered and stakeholders were told incomplete grant submissions would not be accepted.

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

measured. Grantees must also provide a detailed budget, including the source of all funding, and any matching funds, which may be required.

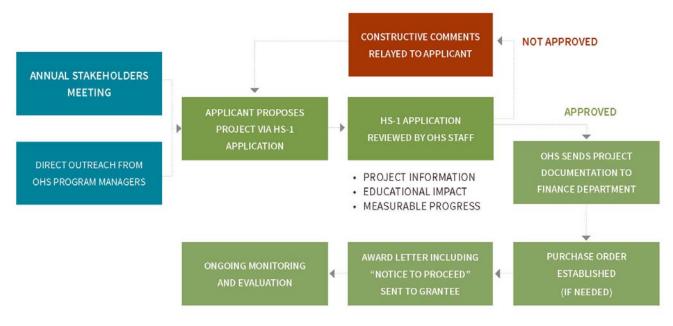
Applications may be approved or rejected immediately, or an applicant may be asked to offer additional modifications/revisions for review. Once these grant revisions are received the OHS staff will review the revised application. Each grantee will also be held to Rhode Island risk assessment criteria.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

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

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

OHS grant partners are essential for the ultimate success of the Rhode Island HSP. They develop, implement, and evaluate programs designed to target Highway Safety Performance Measures and Outcomes. The OHS grant application funding process for projects is shown in **Figure 1.5**.





Other Funds

RIDOT/OHS and Local Law Enforcement

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

- > The RISP and U.S. Attorney have created and facilitated educational presentations that attempt to make educators and school aged children more aware of the harmful effects of these legal and illegal substances and how they impact their personal and community safety. Many communities arrange community forums to get the message out and generate conversation on the effect drugs have on driving. RIDOT and OHS are often invited to speak on safety initiatives at these forums.
- Police departments across the State conduct year-round outreach within middle schools and high schools across the State. School Resource Officers and other law enforcement agency representatives promote occupant protection, underage drinking education, impaired driving, and distracted driving concerns.
- Police conduct in-service training year-round on impaired driving, occupant protection, speed, and distracted driving best practices and approved protocols.
- > Due to some high-profile Wrong Way Driving crashes OHS worked with local and state police to create a protocol of action which compliments new infrastructure improvements on many of our busiest state highway exits and entrances. This mitigation effort is a continuing program with tests being conducted regularly on installed safety tools.

- > Our state and local agencies provide Traffic Incident Management (TIMS) statewide training for police, fire, RIDOT, DPW, RIPTA, EMS, DOH which OHS supports but does not fund or staff.
- > Ongoing statewide SFST and breathalyzer updates are offered to every police department, every year as part of their certification.
- > Local police departments conduct 'safety days,' Night Out Programs in several communities and offer OHS the opportunity to share important highway safety education.

RIDOT/OHS and High Schools

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

- In FFY 2019 OHS partnered with eth RIPCA to create and facilitate a youth traffic safety program called YOUTH FORCE. The summit followed a school year program will take place at Roger Williams University on August 6th through August 10th, 2019. At this time 150 participants are registered to attend and volunteers from across the state are set to facilitate workshops and special safety programs targeting young driver behavior.
- AAA has created several award categories for enforcement in the areas of pedestrian safety, speed safety, and impaired driving initiatives. They also conduct older driving programs and include RIDOT and OHS in their efforts to support safe senior driving. This year our local AAA created a unique program targeting the use and perception of risk of marijuana. To date they have facilitated their program to 3000 young drivers across the state and we are supporting a portion of that program in this year's OHS plan.

OHS and Media

Although Rhode Island's OHS budget funds numerous national and local media campaigns, our funds are complemented with several additional earned media highlights featuring crashes, safety messaging, and violation and fatalities and serious injury arrests that serve as awareness and deterrent messages.

OHS contracts with the PawSox organization in order to highlight our Occupant Protection and Impaired Driving messages.

In FFY 2017 we partnered with Rhode Island State Police to create a holiday awareness campaign called #beyondthecrash. It was a social media campaign, but we also purchased cinema space. It was well received and increased everyone's attention to the impaired driving problem and solutions and ultimately won an EMMY. In FFY 2019 we continued the efforts of our media awareness program through "The Ripple Effect" campaign. This campaign included not only law enforcement voices but those of parents, medical professionals, victims, and offenders. We believe increased ownership and awareness of the problem.

Countermeasure and Strategy Selection Process

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

Section 4.0 shows what activities will take place in FFY 2020 by program area. Each section contains a description of the problem using state crash and demographic data that justifies inclusion of the program area and guides the selection and implementation of countermeasures to address the problem in a way that is specific to Rhode Island. Countermeasures are activities that will be implemented in the next FFY by the highway safety office and the safety partners. The selected countermeasures are proven effective nationally, have been successful in Rhode Island, and are appropriate given the data in the problem identification and the resources available. The OHS used the *Countermeasures that Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices*, 9th Edition, 2017 as a reference in the selection of effective, evidence-based countermeasure strategies. The 2017 edition of *Countermeasures That Work* can be viewed in its entirety on the NHTSA web site at: https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/812478 countermeasures-that-work-a-highway-safety-countermeasures-quide-.pdf.

1.4 Coordination with Strategic Highway Safety Plan

The OHS has been an active partner in the Strategic Highway Safety Plan (SHSP) process since the development of the first plan in 2006. The 2017-2022 SHSP focuses on the following ten emphasis areas:

- > Impaired Driving
- > Occupant Protection
- > Older Drivers
- > Vulnerable Road Users (pedestrians, bicyclists, motorcyclists, work zones)
- > Younger Drivers
- > Distracted Driving
- > Speed
- > Traffic Incident Management
- > Data
- > Infrastructure (Intersections and Run Off the Road)

This list of emphasis areas includes three new emphasis areas not formally considered as part of the prior amended SHSP in October 2014: Distracted Driving, Traffic Incident Management, and Data. Additionally, the scope of the Vulnerable User emphasis area has been expanded to include motorcycles and work zones.

OHS staff are members of the SHSP Steering Committee and in many cases serve as team leaders for the Impaired Driving, Occupant Protection, Older Driver, Vulnerable Road User, Younger Driver, Distracted Driving, Speed, Traffic Incident Management, and Data emphasis areas. The OHS will continue to adopt Toward Zero Deaths (TZD) as a goal for the plan.

Data availability, access points, and integration continue to challenge the state. Through the SHSP update process interest addressing the following data gaps and deficiencies were apparent:

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

- > Lack of data on contributing factors in run-off-road fatalities (RIDOT now has a process to manually review all serious injury crashes to fill this data need).
- > Lack of data obtained in the field by enforcement agencies for distracted driving.

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

The behavioral goals, strategies, and action steps in the Rhode Island SHSP reflect the activities and programs in the HSP and the HSIP. The goal for the Rhode Island SHSP is Toward Zero Deaths. Several the strategies and action steps in the SHSP reflect OHS programs and activities. During FFY 2017 OHS assumed the lead in developing and implementing this extension of the SHSP. Following is a sampling of this coordination which shows the amended October 2014 SHSP action step and the role of OHS:

- > Impaired Driving: Broaden public awareness of the dangers of drinking and driving:
 - Continue and enhance High-Visibility Enforcement campaigns (i.e., Drive Sober or Get Pulled Over). Impaired driving patrols (including B.A.T. Mobile), with support from OHS, continue during NHTSA High-Visibility Enforcement (HVE) periods and many departments conduct patrols on a weekly basis.
 - Conduct additional outreach and education programs for the hospitality industry (e.g., over serving programs via merchant associations and insurance companies).
 - The OHS will leverage HSIP data identifying high risk ramps for WWD to inform enforcement location decisions.
- > Occupant Protection: Increase enforcement of occupant protection laws:
 - Conduct 24-hour occupant enforcement programs, including CIOT. Thirty-eight communities received safety belt grants from OHS.
 - Increase the number of collected seat belt citations, use e-citation where possible, and make sure law enforcement officers notify drivers of the required court appearance for a third violation.
- > Young Drivers: Increase public outreach and education on the basics of roadway safety aimed at drivers age 16 to 24:
 - Develop a media campaign that reinforces safe driving among young drivers focusing on safety belts, impaired driving, speed and distracted driving, and utilize media outlets used by the target population (e.g., social media).
- > Speed: Improve the collection of speed and aggressive driving-related data:
 - Develop a method to collect speed and aggressive driving-related data from crash reconstruction reports on fatal and serious injury crashes and forward data to RIDOT.
- > **Vulnerable Road Users:** Target pedestrian initiatives at the 21 through 55 age population that is experiencing the greatest number of pedestrian fatalities and

serious injuries. Educate all road users about the unique safety needs of vulnerable road users (pedestrians, bicyclists, moped users).

- Develop educational materials that are focused at individuals age 21 through 55, i.e., use insurance companies and the workplace to deliver information.
- Work with local communities to improve enforcement and educational initiatives in their Pedestrian Safety Action Plans as well as the Statewide Vulnerable Road Users Safety Plan which includes municipal examples.
- > Aging Road Users: Identify mechanisms and methods to do outreach and education to the aging road user community.
 - Develop and distribute an Older Driver guidebook that provides essential information to aging road users.
 - Educate aging road users about the dangers of distracted driving particularly cell phone use and hands-free devices.
 - The OHS will leverage HSIP data identifying high-density older driver communities to inform education target location decisions.

OHS aligns its behavioral goals, strategies, and action steps with the 2017-2022 Rhode Island SHSP. The goal for the Rhode Island SHSP continues to be Toward Zero Deaths. Section 4.0 of this document highlights strategies that align the FFY2020 HSP with the 2017-2022 SHSP.

2

FFY 2018 Performance Report

Table 2.1 provides the results of Rhode Island progress in meeting the core (shaded areas) and secondary performance measures identified in the FFY 2019 HSP. Targets for core performance measures are set for five-year average fatalities over the period 2015 to 2019.

Table 2.1 Progress in Meeting FFY 2019 Performance Targets

Program Area	Performance Measure	Performance Target	Realized ^a
OHS Program	C-1	Reduce the five-year average	Preliminary data indications
Goals	Reduce traffic fatalities	traffic fatalities by 4 percent	2018: 59 fatalities
		Baseline: 59 fatalities (2012-2016)	2014-2018 average: 58 fatalities
		Target: 57 fatalities (2015-2019)	Average trending upward
	C-2	Reduce the five-year average	Preliminary data indications
	Reduce serious injuries (SI)	serious injuries by 6 percent	2018: 313 SI
		Baseline: 392 SI (2012-2016)	2014-2018 average: 381 SI
		Target: 369 SI (2015-2019)	Average trending downward
	C-3	Reduce the five-year average	Preliminary data indications
	Reduce the rate of traffic	traffic fatalities per 100 million	2018: 0.72 fatalities per 100M VMT
	fatalities per 100 million	VMT by 4 percent	2014-2018 average: 0.73 fatalities
	vehicle miles traveled (VMT)	Baseline: 0.75 (2013-2017)	per 100M VMT
		Target: 0.72 (2015-2019)	Average trending upward
Occupant	C-4	Reduce the five-year average	Preliminary data indications
Protection	Reduce unrestrained	unrestrained occupant fatalities by 6 percent	2018: 13 fatalities
	occupant fatalities	Baseline: 17 fatalities (2013-2017)	2014-2018 average: 16 fatalities
			Average trending flat
	B-1	Target: 16 fatalities (2015-2019) Increase observed seat belt use	2010: 00 0 percent
			2018: 88.8 percent
	Increase observed seat belt use	Baseline: 88.3 percent (2017)	Survey indicates upward trend
		Target: 92 percent (2019)	
	Increase safety belt use among pickup truck drivers	Increase pickup truck driver safety belt usage	Observed pickup truck driver safety belt use
	among pickup truck unvers	Baseline: 76.7 percent (2017)	2017: 76.7 percent
		Target: 80 percent (2018)	Survey indicates upward trend
	Increase percention of being		
	Increase perception of being ticketed for failure to wear	Increase public perception	Perception of being ticketed for failure to wear safety belts
	safety belts "always" or	Baseline: 39.8 percent (2017)	"Always" or "Nearly Always"
	"nearly always"	Target: 47 percent (2019)	2018: 39.7 percent
			Survey indicates flat trend

Program Area	Performance Measure	Performance Target	Realized ^a
	Increase awareness of "Click It or Ticket" slogan	Increase public awareness Baseline: 89.5 percent (2017) Target: 92 percent (2019)	Awareness of "Click It or Ticket" slogan 2018: 89.7 percent Survey indicates upward trend.
Impaired Driving	C-5 Decrease alcohol impaired driving fatalities involving driver or motorcycle operator with a blood alcohol content (BAC) of 0.08 or greater ^a	Reduce the five-year average impaired driving fatalities by 5 percent Baseline: 21 fatalities (2013-2017) Target: 20 fatalities (2015-2019)	Preliminary data indications 2017: 34 fatalities 2013-2017 average: 22 fatalities Average trending upward
	Increase perception of being arrested by law enforcement after drinking and driving "Always" or "Nearly Always"	Increase public perception Baseline: 49.6 percent (2016) Target: 60 percent (2019)	Perception of being arrested for driving and driving "Always" or "Nearly Always" 2018: information unavailable
	Increase recognition of DSoGPO impaired driving enforcement slogan	Increase recognition Baseline: 54.5 percent (2017) Target: 65 percent (2019)	Recognition of "Drive Sober or Get Pulled Over" slogan 2017: 50.8 percent
Speed	C-6 Reduce speed-related fatalities	Reduce the five-year average speed-related fatalities by 9 percent Baseline: 23 fatalities (2013-2017) Target: 21 fatalities (2015-2019)	Preliminary data indications 2018: 27 fatalities 2014-2018 average: 24 fatalities Average trending upward
Motorcycles	C-7 Reduce motorcycle fatalities	Maintain the five-year average motorcyclist fatalities at 9 or below Baseline: 9 fatalities (2013-2017) Target: 9 fatalities (2015-2019)	Preliminary data indications 2018: 18 fatalities 2014-2018 average: 10 fatalities Average trending upward
	C-8 Reduce unhelmeted motorcyclist fatalities	Reduce the five-year average unhelmeted motorcyclist fatalities by 20 percent Baseline: 5 fatalities (2013-2017) Target: 4 fatalities (2015-2019)	Preliminary data indications 2018: 9 fatalities 2014-2018 average: 6 fatalities Average trending upward
Young Drivers	C-9 Reduce or maintain the number of drivers age 20 or younger involved in fatal crashes	Reduce the average number of drivers age 20 or younger involved in fatal crashes by 13 percent Baseline: 8 fatalities (2013-2017) Target: 7 fatalities (2015-2019)	Preliminary data indications 2018: 5 fatalities 2014-2018 average: 7 fatalities Average trending flat
Pedestrians	C-10 Reduce or maintain number of crash fatalities among pedestrians	Reduce the five-year average number of pedestrians in fatal crashes by 14 percent Baseline: 14 fatalities (2013-2017) Target: 12 fatalities (2015-2019)	Preliminary data indications 2018: 7 fatalities 2014-2018 average: 13 fatalities Average trending flat
	Reduce the number of pedestrian fatalities with a BAC of 0.08 or greater ^a	Reduce by 15 percent Baseline: 2.4 fatalities (2013-2017) Target: 2.2 fatalities (2015-2019)	Preliminary data indications 2018: 2 fatalities 2014-2018 average: 1.8 fatalities Average is slightly downward

Program Area	Performance Measure	Performance Target	Realized ^a		
Bicyclists	C-11 Maintain zero crash fatalities among bicyclists	Maintain the five-year average number of bicyclist fatalities Baseline: 1 fatality (2013-2017) Target: 1 fatality (2015-2019)	Preliminary data indications 2018: 1 fatality 2014-2018 average: 1 fatality Average slightly lower		
Traffic Records	Reduce the percentage of citation records with missing critical data elements	Increase completeness Baseline: zero percent (July 2015) Target: 5 percent (Sept. 2019)	In progress Maintained percentage of crash records with no errors in MMUCC critical data elements: 99.24% (April 2017 to March 2018) increased to 99.25% (April 2018 to March 2019). Decreased completeness for reports with latitude and longitude values by 0.03% from 77.96% (April 2017 to March 2018) to 77.93% (April 2018 to March 2019).		
	Reduce the percentage of appropriate records in the crash database that are not linked to another system on file	Increase integration Baseline: zero percent (July 2015) Target: 5 percent (Sept. 2019)	In progress		
	Reduce the percentage of appropriate records in the crash database that are not linked to crime data	Increase integration Baseline: zero percent (July 2015) Target: 2 percent (Sept. 2019)	Not met		
Planning and Administration	Administer a fiscally responsible, effective highway safety program that is data- driven, includes stakeholders, and addresses State specific safety characteristics		Conducted stakeholder meeting to receive input for development of the FFY 2020 HSP		
			FFY 2019 Annual Report delivered by December 31, 2019		
			Deliver FFY 2020 HSP by July 1, 2019		

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

a 2018 crash data is preliminary.

b Serious injury crashes 2011-2018 have been reviewed and validated resulting in slight changes to previously reported values.

c Measure based on NHTSA imputed values.

This page intentionally left blank.

3

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, measures, and strategies are determined by:

- > Using data, highway safety research, and prior experience to identify problem areas
- > Soliciting input and project proposals from local and regional organizations having expertise in areas relevant to highway safety
- > Analyzing trends in serious injury and fatality rates and comparing them to regional and national trends
- > Reviewing highway safety data and researching best practices including the following:
 - Fatality Analysis Reporting System (FARS)
 - NHTSA
 - National Occupant Protection Use Survey (NOPUS)
 - RIDOT OHS
 - Rhode Island DMV
 - Rhode Island Department of Health
 - Rhode Island Police Chiefs Association
 - Rhode Island State Police
 - Rhode Island Statewide Planning Program
 - RIDOT's Crash Data Management System (CDMS)
 - Rhode Island Attorney General's Office
 - Rhode Island Courts
- > Key data sources include:
 - Rhode Island Department of Transportation, Office on Highway Safety
 - Fatality Analysis Reporting System (FARS)
 - United States Census Bureau
 - United States Federal Highway Administration
 - Rhode Island Department of Motor Vehicles
 - 2018 Rhode Island Observed Restraint Use Surveys

- National Highway Traffic Safety Administration
- Rhode Island Department of Health, Forensic Sciences Unit
- Online System for Crash Analysis and Reporting (OSCAR)

3.2 Statewide Demographics

Rhode Island is the smallest state in the nation (1,045 square miles, bisected by Narragansett Bay), with 8 cities and 31 towns. The State contains about 6,100 miles of public roadway, including 70 miles of Interstate Highway (52 urban miles and 18 rural miles).

19 percent of Rhode Island residents are under 18 years of age; 5.1 percent are under age five. Inhabitants over age 65 make up 17.2 percent of the population.

About nine-tenths of the population reside in urban areas, the largest of which is Providence, the State capital. Rhode Island has one of the fastest growing Hispanic and Southeast Asian communities in the nation. Since 1980, the Hispanic population of Rhode Island has more than doubled, and this ethnicity makes up 14.6 percent of the Rhode Island population. As shown in **Figure 3.1**, African Americans, Asian Americans, and Native Americans now comprise one-tenth of the State population. Generally speaking, these demographic breakdowns tend to be reflected in the breakdown of crashes by race.

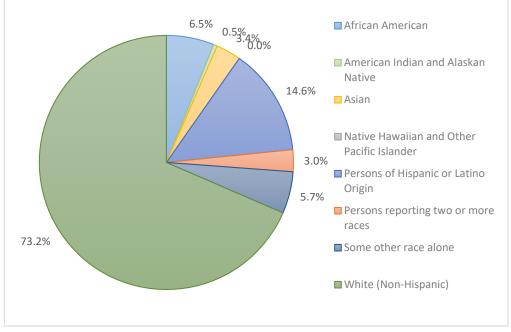


Figure 3.1 Rhode Island Population Estimate (2018)

Source: U.S. Census Bureau, 2018 American Community Survey 5-Year Estimates

Because crashes are measured in relation to population, licensed drivers, and vehicle miles traveled (VMT), the tables below provide a brief overview of these characteristics. The U.S. Census Bureau estimated the population of Rhode Island to

be 1,057,315 in 2018 (**Table 3.1**). Based on the latest statistics available, **Table 3.2** and **Figure 3.2** show that in 2017 there were 932,495 registered motor vehicles and 753,202 licensed drivers (with 77,585 endorsed motorcycle operators).

In this plan, data are generally presented over a five-year period to show 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, however, 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.

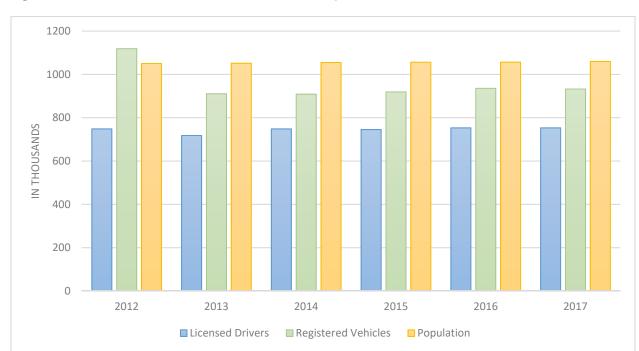
County and Town	2018 Population Estimates
Bristol County	48,649
Barrington	16,089
Bristol	22,131
Warren	10,429
Kent County	163,861
Coventry	34,698
East Greenwich	13,103
Warwick	80,847
West Greenwich	6,339
West Warwick	28,874
Newport County	82,542
Jamestown	5,490
Little Compton	3,484
Middletown	15,934
Newport	24,590
Portsmouth	17,313
Tiverton	15,731
Providence County	636,084
Burrillville	16,740
Central Falls	19,398
Cranston	81,274
Cumberland	34,977
East Providence	47,476
Foster	4,710
Gloucester	10,210
Johnston	29,322
Lincoln	21,771
North Providence	32,559
North Smithfield	12,485
Pawtucket	71,847
Providence	179,335
Scituate	10,658
Smithfield	21,719
Woonsocket	41,603
Washington County	126,179
Charlestown	7,820
Exeter	6,561
Hopkinton	8,119
Narragansett	15,464
New Shoreham	1,034
North Kingstown	26,320
Richmond	7,702
South Kingstown	30,650
Westerly	22,509
Total State Population	1,057,315

Table 3.1 U.S. Census Population Estimate by County and Town (2018)

	2013	2014	2015	2016	2017	2018	Change (2013-2018)
Licensed Drivers	717,870	748,337	745,470	753,143	753,202	n/a	%
Endorsed Motorcycle Operators	77,179	77,724	77,559	77,768	77,585	n/a	%
Registered Vehicles	910,460	908,626	919,237	935,712	932,495	n/a	%
Registered Motorcycles (incl. Mopeds)	33,576	32,216	34,874	34,397	34,081	n/a	%
Total Population of RI	1,051,511	1,055,173	1,056,298	1,056,426	1,059,639	1,057,315	0.6%
VMT (in millions)	7,775	7,677	7,833	7,927	8,018	n/a	%

 Table 3.2
 Rhode Island Drivers, Vehicles, and Population

Source: RIDOT/OHS (2019), FARS, (2019), FHWA State Statistical Abstracts (2019).





Source: RIDOT/OHS (2019) and FARS (2019).

3.3 Highway Safety Problem Areas

Any traffic deaths in Rhode Island are unacceptable, unaffordable, and avoidable. In 2018, the highest percentage of fatal crashes in Rhode Island occurred in the early fall. Noticeable spikes in fatalities also occurred in June, as shown in **Figure 3.3**. **Figure 3.4** shows that 20 percent of fatal crashes occurred on Fridays followed by 18 percent on Monday. **Figure 3.5** makes note that 20 percent of crashes occurred between the hours of 7:00 p.m. and 10:00 p.m. This data helps to inform on how enforcement strategies may be deployed.

Figure 3.6 depicts the multiple highway safety problems in Rhode Island, including impaired driving, occupant protection, speed, motorcycles, and other road users (including pedestrians and bicyclists), which are program areas in the FFY 2020 HSP and described in detail in Section 4.0. Not shown in **Figure 3.6**, but also priority program areas for FFY 2020, are older drivers and younger drivers. The OHS will continue to concentrate on improving State traffic records through crash data collection and reporting as part of the Section 405c records grant process. The HSP also addresses agency planning and administration functions.

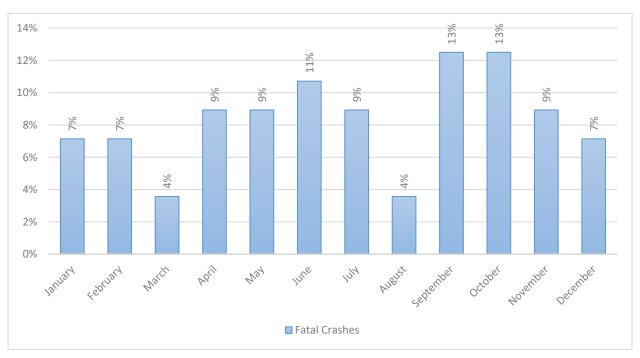


Figure 3.3 Percentage of Rhode Island Fatal Crashes by Month-of-Year (2018)

Source: RIDOT/OHS (2019) and FARS (2019).

Note: Missing bars indicate 0% of crashes occurring.

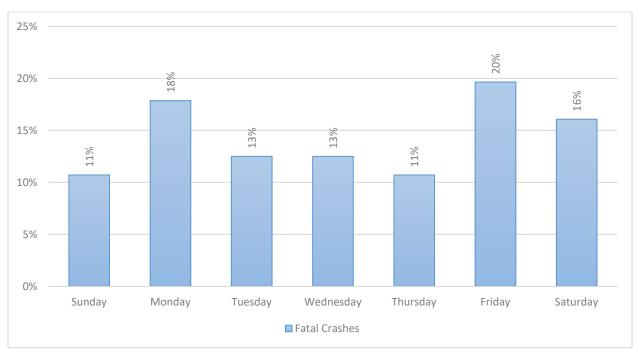


Figure 3.4 Percentage of Rhode Island Fatal Crashes by Day of Week (2018)

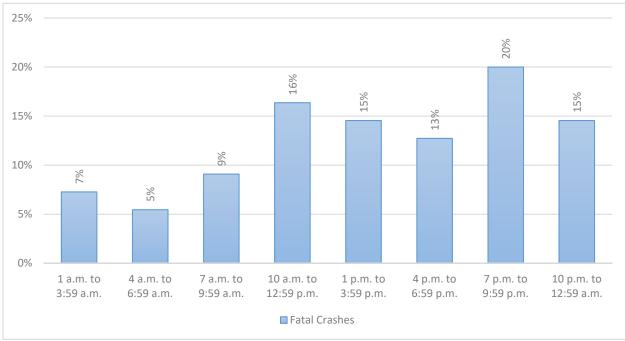
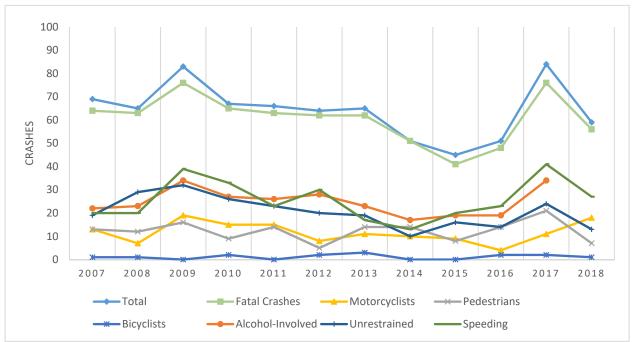


Figure 3.5 Percentage of Rhode Island Fatal Crashes by Time of Day (2018)

Source: RIDOT/OHS (2019) and FARS (2019).

Source: RIDOT/OHS (2019) and FARS (2019).





Source: RIDOT/OHS (2019) and FARS (2019).

Note: Alcohol-involved crashes imputed by NHTSA, 2018 data not available.

3.4 Additional Challenges to Highway Safety

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

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

their learners permit stage. We also do not require the extension of the first stage of driving if the young driver is convicted of a driving related offense. It is the intention of RI's OHS to support these deficiencies via new policies in the 2020 legislative session.

With guidance from NHTSA and other traffic safety experts we made enhancing our texting while driving a priority in our 2019 session. To date a bill was submitted and approved in both State House Judiciary committees which eliminates an exemption for texting by escort drivers. We are waiting to hear of final results of our efforts.

3.5 Rhode Island Comparison to New England and United States

As shown in **Figure 3.7**, Rhode Island has consistently had a lower fatality rate (per 100 million VMT) than the national average. The Rhode Island fatality rate also has been lower than the New England region fatality rate at various times throughout the period from 2007 to 2016, including 2007, 2008, 2010, 2014, 2015, and 2016. However, in 2017, the spike in fatalities resulted in a rate higher than that of New England but still less than that of the nation.

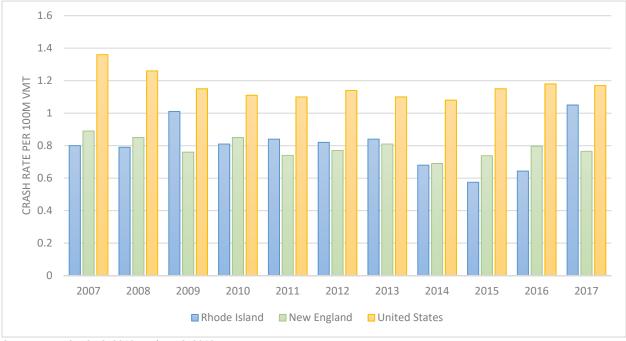


Figure 3.7 Fatality Rates (Per 100 Million VMT)

Source: RIDOT/OHS (2019) and FARS (2019).

Note: Figure extends to 2017 as regional VMT data not currently available for 2018.

	Unbelted Vehicle Occupant	Alcohol- Impaired	Motorcycle	Speed Related	Bicycle	Pedestrian
Fatalities						
Rhode Island	29%	37%	8%	45%	4%	27%
New England	29%	33%	14%	34%	2%	18%
USA	28%	28%	14%	27%	2%	16%

Table 3.3 Crash Conditions as Percent of Total Fatalities (2017)

Source: FARS (2019).

3.6 Legislative Updates

- In 2011, Rhode Island became the 33rd state in the country to enact a primary seat belt law. The law went into effect on June 30, 2011 and was set to expire on June 30, 2013. However, the General Assembly passed a law removing the sunset on the primary seat belt law and changed the fine from \$85.00 for all offenders to \$85.00 for all unbelted passengers up to seven years old and \$40.00 for all offenders eight years of age.
- > The Rhode Island General Assembly modified the Move Over Law to include construction and maintenance vehicles performing work on the side of the road. The "Move Over" law, passed in 2014, requires drivers to change lanes and slow down to help provide a safe work zone for those who make their living within inches of passing traffic.
- During the 2014 Session of the Rhode Island General Assembly, legislation was approved and signed into law by the Governor that provides for expanded use of Ignition Interlock Devices (IID) by making installation of the devices mandatory for repeat DUI and Chemical Test Refusal offenders and providing for judicial discretion to impose IIDs as part of sentencing of first-time offenders of both offenses.
- An important transportation safety bill which clarifies the fine schedule for unauthorized use of personal wireless communication devices on a school bus was passed during the 2015 legislative session. The act clarifies the definition of "use" to prohibit any use of a wireless handset or a personal wireless communication device other than hands-free use, to conform Rhode Island legislation to Federal guidelines.
- > During the 2016 legislative session the OHS supported a "hands-free" mobile device bill, a bill which supported speed cameras in school and work zones, and another bill which would increase the look back window for DUI offenses from five years to ten years. The hands-free mobile device bill was signed into law and took effect on June 1, 2018.
- In 2017 Rhode Island's general law was enhanced by mandating that infants and toddlers under the age of two (2) years or weighing less than thirty pounds (30 lbs.) shall be restrained in a rear-facing car seat.

We also continue to watch considerations being offered on behalf of a bill for an enhancement to the GDL statute which would mandate classes for parents of driver education students under age 18.

3.7 Performance Trends and Goals

NHTSA identified 11 core performance measures and one behavioral measure for states to use to judge the effectiveness of their programs. The measures are total fatalities, total serious injuries, fatality rate, total fatalities according to common crash factors, and seat belt usage. **Table 3.4** presents Rhode Island FFY 2020 program areas and targets for the core performance measures. These goals are consistent with the latest revision of the 2017-2022 SHSP and its TZD target of halving fatalities and serious injuries by 2030 using 2011 as the base-year (2011 – 2015 five-year averages). OHS worked with RIDOT engineering safety division to align our fatality targets with those within the Rhode Island FFY 2020 HSIP.

Table 3.5 on the following pages depicts the trends from 2007 to 2017, presents preliminary 2018 crash values, and presents the FFY 2020 targets for each measure. The trends on subsequent pages provide insight into how the targets were selected.

Core Performance Measures	Target
C-1) Traffic Fatalities	 Reduce the five-year average traffic fatalities by 2 percent from 58 (2014 to 2018 average) to 57 (2016 to 2020 average) by December 31, 2020.
C-2) Serious Injuries	 Reduce the five-year average serious injuries by 9 percent from 381 (2014 to 2018 average) to 348 (2016 to 2020 average) by December 31, 2020.
C-3) Traffic Fatalities per 100 million VMT	 Reduce the five-year average traffic fatalities per 100 million VMT by 1 percent from 0.73 (2014 to 2018 average) to 0.72 (2016 to 2020 average) by December 31, 2020.
C-4) Unrestrained Passenger Vehicle Occupant Fatalities	 Reduce the five-year average unrestrained occupant fatalities by 6 percent from 16 (2014 to 2018 average) to 15 (2016 to 2020 average) by December 31, 2020.
C-5) Fatalities Involving Driver or Motorcycle Operator with ≥0.08 BAC	 Reduce the five-year average impaired driving fatalities by 5 percent from 22 (2014 to 2018 average) to 21 (2016 to 2020 average) by December 31, 2020.
C-6) Speed-Related Fatalities	 Reduce the five-year average speed-related fatalities by 4 percent from 25 (2014 to 2018 average) to 24 (2016 to 2020 average) by December 31, 2020.
C-7) Motorcyclist Fatalities	 Maintain the five-year average motorcyclist fatalities at 10 or below by December 31, 2020.

Table 3.4 FFY 2020 Performance Goals and Targets

Core Performance Measures	Target
C-8) Unhelmeted Motorcyclist Fatalities	 Maintain the five-year average unhelmeted motorcyclist fatalities at 6 or below by December 31, 2020.
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	 Reduce the five-year average number of drivers age 20 or younger involved in fatal crashes by 14 percent from 7 (2014 to 2018 average) to 6 (2016 to 2020 average) by December 31, 2020.
C-10) Pedestrian Fatalities	 Reduce the five-year average number of pedestrians in fatal crashes by 8 percent from 13 (2014 to 2018 average) to 12 (2016 to 2020 average) by December 31, 2020.
C-11) Bicyclist Fatalities	 Maintain the five-year average number of bicyclist fatalities at or below one by December 31, 2020.
B-1) Observed Seat Belt Use	 Increase observed seat belt use from 88.8 percent in 2018 to 90 percent by 2020.

Source: RIDOT/OHS (2019), FARS (2019), Rhode Island DMV (2019), 2018 Rhode Island Observed Restraint Use Surveys.

Table 3.5 Performance Trends and Targets

Perfo	rmance Measures	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 ^b	2020 Target
		Core Per	formance	Measures	5								
C-1	Traffic Fatalities (Actual)	65	83	67	66	64	65	51	45	51	84	59	
	Five-Year Moving Average	77	77	73	70	69	69	63	58	55	59	58	57
C-2	Serious Injuries (Actual)	421	484	542	455	422	366	438	427	407	322	313	
	Five-Year Moving Average	_	_	_	494	473	454	445	422	412	392	381	348
C-3	Traffic Fatalities per 100M VMT	0.79	1.01	0.81	0.84	0.82	0.84	0.66	0.57	0.64	1.05	.72	
	Five-Year Moving Average	0.92	0.92	0.88	0.85	0.85	0.86	0.79	0.75	0.71	0.75	.73	0.72
C-4	Unrestrained Occupant Fatalities	29	32	26	23	20	19	10	16	15	24	13	
	Five-Year Moving Average	33	30	28	26	26	24	20	18	16	17	16	15
C-5	Fatalities Involving Driver or Motorcycle Operator ≥0.08 BAC ^a	23	34	27	26	28	23	17	19	19	34	n/a	-
	Five-Year Moving Average	29	29	27	26	28	28	24	23	21	22	n/a	21
C-6	Speed-Related Fatalities	20	39	33	23	30	17	13	20	23	41	27	
	Five-Year Moving Average	33	32	31	27	29	28	23	21	21	23	25	24
C-7	Motorcyclist Fatalities	7	19	15	15	8	11	10	9	4	11	18	
	Five -Year Moving Average	12	14	14	14	13	14	12	11	8	9	10	10
C-8	Unhelmeted Motorcyclist Fatalities	2	12	11	8	5	6	7	4	4	5	9	
	Five-Year Moving Average	7	8	9	8	8	8	7	6	5	5	6	5
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	9	11	7	4	4	7	4	6	9	13	5	
	Five-Year Moving Average	15	14	11	9	7	7	5	5	6	8	7	6
C-10	Pedestrian Fatalities	12	16	9	14	5	14	14	8	14	21	7	

Perfo	rmance Measures	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 ^ь	2020 Target
	Five-Year Moving Average	12	14	13	13	11	12	11	11	11	14	13	12
C-11	Bicyclist Fatalities	1	0	2	0	2	3	0	0	2	2	1	
	Five-Year Moving Average	1	1	1	1	1	1	1	1	1	1	1	1
B-1	Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	72%	75%	78%	80%	78%	86%	87%	87%	88%	88%	89%	90%
	Activity Measures Tracked (no goals set)												
	Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	_	4,630	5,802	6,446	7,317	8,446	9,607	6,200	8,092	10,798	9.836	_
	Number of Safety belt Citations Issued During Grant-Funded Enforcement Activities	2,336	2,553	2,181	2,172	5,958	5,346	2,825	7,099	5,562	5,272	4,444	_
	Number of Impaired Driving Arrests Made during Grant- Funded Enforcement Activities	U/A	253	288	253	417	438	507	404	363	306	257	

Source: RIDOT/OHS (June 2019), Rhode Island DMV (June 2019); FARS (2019).

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

a NHTSA imputed number.

b Preliminary.

3.8 Core Performance Measures

Figures 3.8 through 3.19 provide greater detail on the 11 national core and one behavioral performance measures and include data points and an associated trend line. OHS and RIDOT conducted a target setting workshop in Spring 2019 to finalize performance targets that are consistent between the SHSP, HSP, and HSIP for Fiscal Year 2020 (Fatality, Fatality Rate, Serious Injuries) as required by the FAST Act. As part of the target setting exercise, data was projected using the FORCAST function in Excel using 2014-2018 averages as the baseline. Staff then compared the projected crashes based on the historical trendline and discussed if and how Rhode Island could maintain this trendline. Factors such as current year fatality and serious injury projections, recently implemented and proposed programs and projects, and funding were considered when determining targets for Fiscal Year 2020.

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

The 2017-2022 Rhode Island SHSP adopted a 3 percent reduction in average annual fatalities and serious injuries to account for the recent increases for both numbers. The 2020 fatality and fatality rate targets for the HSP and HSIP align with a roughly one percent annual reduction move toward the trend line of average annual FARS numbers from 2011-2015, despite fatality increases. The 2020 serious injuries target for the HSP and HSIP take a maintains or exceeds the SHSP 3 percent reduction approach. This will help this target maintain the SHSP approach and help Rhode Island reach its targets stated in the 2017-2022 SHSP. The core measures described in the subsequent sections applies the approach described above unless specific programs or prevailing trends result in an alternate trajectory. The 2018 values shown in the subsequent figures are preliminary and are provided by RIDOT/OHS.

C-1 – Fatalities

- Goal. Reduce the five-year average traffic fatalities by 2 percent from 58 (2014 to 2018 average) to 57 (2016 to 2020 average) by December 31, 2020.
- Justification. Fatalities have steadily declined in recent years, however, there was spike to 84 fatalities in 2017, which then was reduced to 59 in 2018. The increase in 2017 was associated with a rise in speeding, pedestrian, and young driver crashes. With additional effort placed in highway safety programs, reductions were achieved in 2018. A conservative target of a two percent annual decrease was chosen for 2020 that accounts for the 2017 increase but helps to push Rhode Island toward the original SHSP goal of TZD with a baseline of 2011.

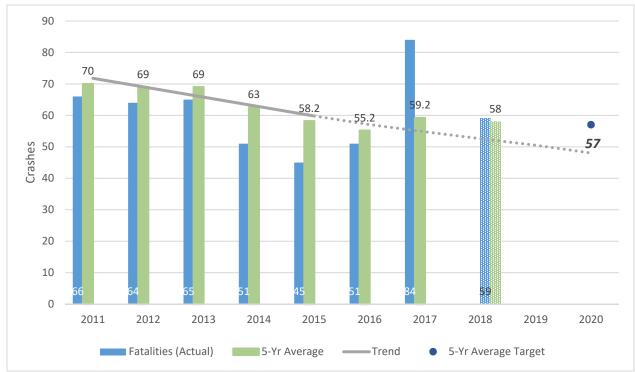


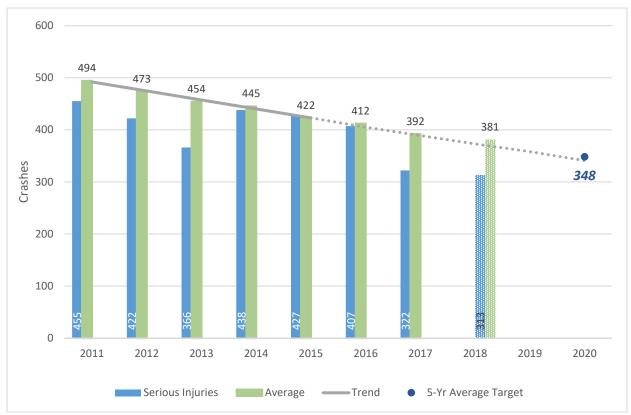
Figure 3.8 C-1 Fatalities

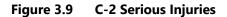
Source: RIDOT/OHS (2019) and FARS (2019).

Note: 2018 crash values are preliminary

C-2 – Serious Injuries

- > **Goal.** Reduce the five-year average serious injuries by 9 percent from 381 (2014 to 2018 average) to 348 (2016 to 2020 average) by December 31, 2020.
- > Justification. The five-year rolling average for Rhode Island's serious injuries have steadily decreased for the last five years. Serious injuries are projected to be lower than average, with 313 in 2018. Rhode Island will continue to work toward the SHSP goal of TZD with a baseline of 2011.





Source: RIDOT/OHS (2019).

Note: 2018 crash values are preliminary

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

Beginning in 2013, RIDOT transitioned to reporting a 5-year moving average from a 3-year moving average. 2011-2015 crashes have been reviewed and validated since the prior Highway Safety Plan submission. Values may not match prior reports.

C-3 – Fatality Rate

- Goal. Reduce the five-year average traffic fatalities per 100 million VMT by 1 percent from 0.73 (2014 to 2018 average) to 0.72 (2016 to 2020 average) by December 31, 2020.
- Justification. While the fatality crash rate has declined slightly in recent years, the spike in 2017 negates progress made toward traffic safety. This significant spike will require several years of rate reductions before Rhode Island moves back on track toward its zero goal. The conservative target of shown in the C-1 performance measure is also reflected here, with a long-term goal of moving back toward the SHSP goal of TZD with a baseline of 2011.



Figure 3.10 C-3 Fatality Rate per 100 Million VMT

Source: RIDOT/OHS (2019) and FARS (2019).

Note: 2018 crash values, and therefore rates, are preliminary

C-4 – Unrestrained Motor Vehicle Occupant Fatalities

- Goal. Reduce the five-year average unrestrained occupant fatalities by 6 percent from 16 (2014 to 2018 average) to 15 (2016 to 2020 average) by December 31, 2020.
- Justification. Unrestrained fatalities have steadily decreased over the last five years. While a spike in such fatalities in 2017 affects the five-year average, planned efforts to address unrestrained occupants will try to replicate successes in 2018 and maintain a downward trajectory in the average number of fatalities. The SHSP goal of TZD with a baseline of 2011 equates to 15 fatalities (5-year average) in 2020.

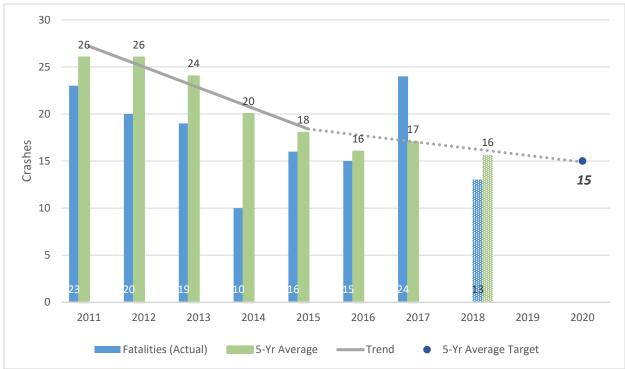


Figure 3.11 C-4 Unrestrained Motor Vehicle Occupant Fatalities

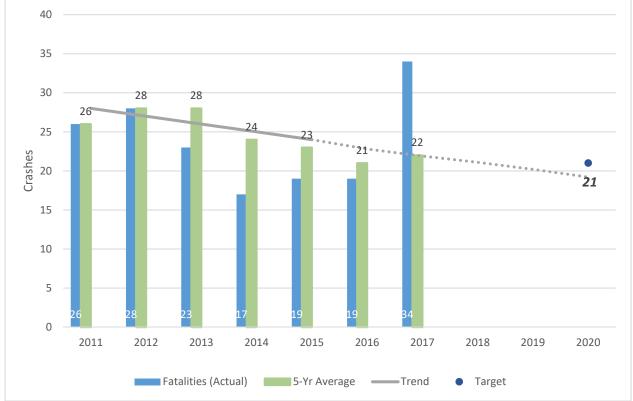
Source: RIDOT/OHS (2019) and FARS (2019).

Note: Restraint usage restated to reflect all motor vehicle occupants except buses. 2018 crash values are preliminary

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

- Goal. Reduce the five-year average impaired driving fatalities by 5 percent from 22 (2013 to 2017 average) to 21 (2016 to 2020 average) by December 31, 2020.
- > Justification. Between 2013 and 2017 five-year average fatalities have remained between a low of 21 and a high of 28. A target of 21 was chosen for 2020 to maintain a downward trajectory in the average number of fatalities while also acknowledging a spike in the number of fatalities in 2017. Redoubled efforts to address impaired driving are anticipated to help maintain this downward trajectory.

Figure 3.12 C-5 Fatalities Involving Driver or Motorcycle Operator with ≥0.08 BAC



Source: NHTSA Imputed data (2019).

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

2018 crash values not currently available.

C-6 – Speed

- Goal. Reduce the five-year average speed-related fatalities by 4 percent from 25 (2014 to 2018 average) to 24 (2016 to 2020 average) by December 31, 2020.
- > Justification. Speed-related fatalities have fluctuated over the last few years, with as few as 13 in 2014 and a spike in 2017 at 41 fatalities. The spike in 2017 will require significant decreases in future years to achieve averages that move toward the zero deaths goal. A goal of 24 fatalities in 2020 provides a realistic target and to move Rhode Island back toward a zero deaths trajectory.

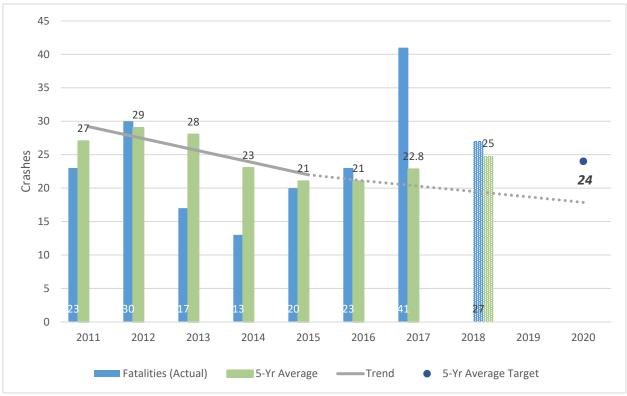


Figure 3.13 C-6 Speed-Related Fatalities

Source: RIDOT/OHS (2019) and FARS (2019).

Note: 2018 crash values are preliminary

C-7 – Motorcycle Fatalities

- > **Goal.** Maintain the five-year average motorcyclist fatalities at 10 or below by December 31, 2020.
- > Justification. Motorcycle fatalities have been somewhat inconsistent over the last five years with an overall downward trend. A spike in 2018 affects future average motorcycle fatalities. By instituting an aggressive program of motorcycle safety activities, Rhode Island will move toward a lower number of fatalities and move back to the path toward zero fatalities.

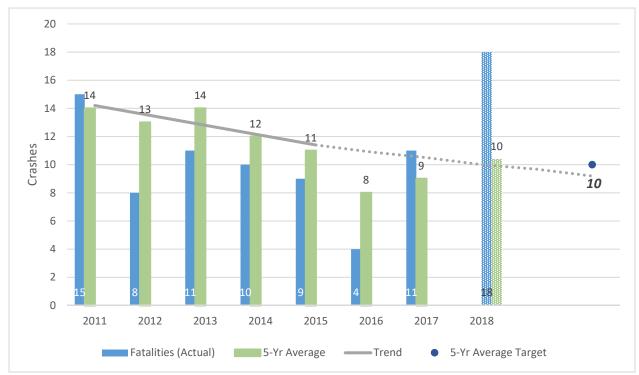


Figure 3.14 C-7 Number of Motorcyclist Fatalities

Source: RIDOT/OHS (2019) and FARS (2019).

Note: 2018 crash values are preliminary

C-8 – Unhelmeted Motorcycle Fatalities

- > **Goal.** Maintain the five-year average unhelmeted motorcyclist fatalities at 6 or below by December 31, 2020.
- Justification. Similar to the overall motorcycle performance measure, the spike in 2018 will affect future averages. By instituting an aggressive program of motorcycle safety activities, Rhode Island will move toward a lower number of unhelmeted fatalities and move back to the path toward zero fatalities. The 2016 NHTSA motorcycle assessment recommendations are anticipated to help OHS reach this goal.

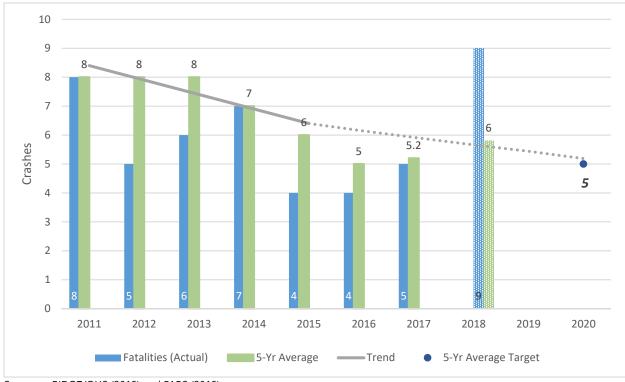


Figure 3.15 C-8 Unhelmeted Motorcycle Fatalities

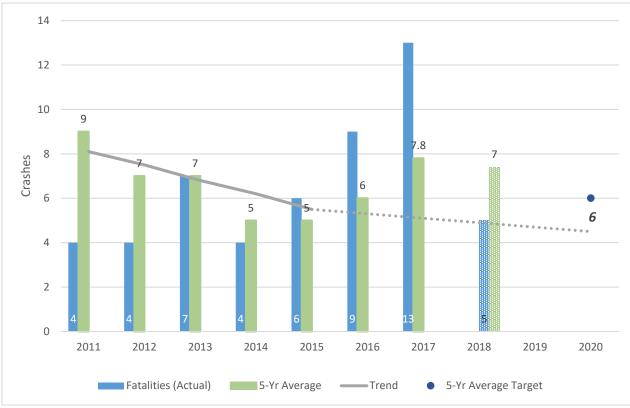
Source: RIDOT/OHS (2019) and FARS (2019).

Note: 2018 crash values are preliminary

C-9 – Young Drivers

- Goal. Reduce the five-year average number of drivers age 20 or younger involved in fatal crashes by 14 percent from 7 (2014 to 2018 average) to 6 (2016 to 2020 average) by December 31, 2020.
- > Justification. Preliminarily the number of 2018 fatalities is 5 compared to 13 in 2017. This shows a decrease compared to recent years. A goal of 6 fatalities (2016 to 2020 average) has been chosen to move toward the TZD.

Figure 3.16 Drivers Age 20 or Younger Involved in Fatal Crashes



Source: RIDOT/OHS (2019) and FARS (2019).

Note: 2018 crash values are preliminary

C-10 – Pedestrian

- Goal. Reduce the five-year average number of pedestrians in fatal crashes by 8 percent from 13 (2014 to 2018 average) to 12 (2016 to 2020) by December 31, 2020.
- Justification. Preliminary data indicate there were 7 pedestrian fatalities in 2018, a significant reduction from the 21 fatalities from 2017. An increased focus on statewide vulnerable road user programs targeting Providence and other municipalities with high pedestrian crashes has helped the State move back toward the TZD trend.

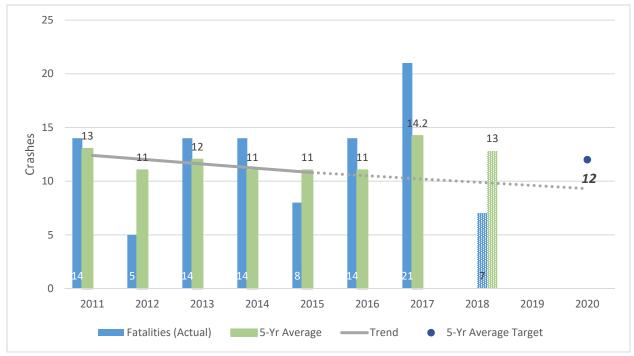


Figure 3.17 C-10 Pedestrian Fatalities

Source: RIDOT/OHS (2019) and FARS (2019).

Note: 2018 crash values are preliminary

C-11 – Bicycle

- > **Goal.** Maintain the five-year average number of bicyclist fatalities at or below one by December 31, 2020.
- > Justification. Bicyclist fatalities have been very low in Rhode Island over the past five years. Preliminary 2018 values show one fatality. On average, between 2012 and 2018, fatalities have been consistently between 1 and 2 and it is highly likely this trend will continue through the continuation of bicycle events and programs.

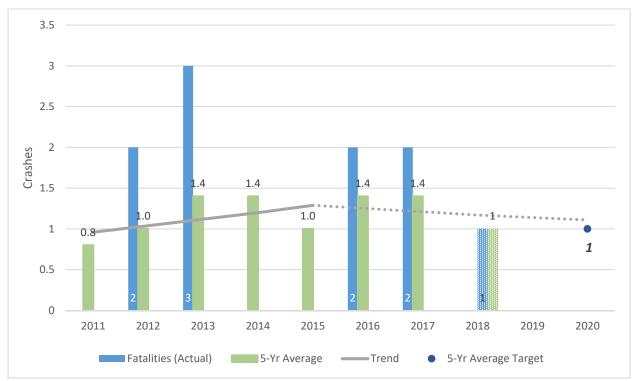


Figure 3.18 C-11 Bicyclist Fatalities

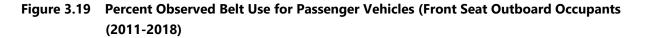
Source: RIDOT/OHS (2019) and FARS (2019).

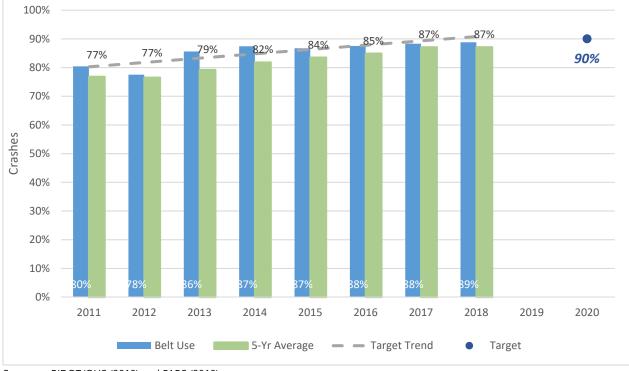
Note: 2018 crash values are preliminary

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

B-1 – Observed Belt Use

- > **Goal.** Increase observed seat belt use from 88.8 percent in 2018 to 90 percent by 2020.
- Justification. Since the 2013 removal of the sunset on the primary seat belt law seat belt usage has made very minor but steady improvements. The intent is for the rate to continue to rise to 90 percent by 2020, which is achievable with the continuation of the primary seat belt law, fines, enforcement, and education programs.





Source: RIDOT/OHS (2019) and FARS (2019).

3.9 Additional Performance Measures

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

3.9.1 Occupant Protection

- > **Goal.** Increase safety belt use among pickup truck drivers, as measured by observations, from 76.7 percent in 2017 to 80 percent in 2020.
 - Justification. The 2017 value was 2.3 percent higher than in 2016, which is significant. A one percent increase to reach 80 percent appears a reasonable goal. Pickup drivers exhibit the lowest safety belt use rate among the vehicle types tracked in the annual Rhode Island seat belt use survey, ten percent less than passenger cars. Changing the safety behavior of these users is a key component of the initiatives in the HSP. A dedicated enforcement and education focus on these users will help move percentage use upwards.

3.9.2 Pedestrians

- Goal. To decrease the five-year average number of pedestrian fatalities testing positive for blood alcohol, by 15 percent from 1.8 (2014 to 2018) to 1.7 (2016 to 2020) by 2019.
 - Justification. The average annual number of impaired pedestrian fatalities is 1.8 from 2014-2018. This is a continuation of a decline over the five previous years. Continued enforcement and education efforts will help drive the number down, however, Rhode Island recognizes increased pedestrian volumes may negate some successes.

3.9.3 Traffic Records

- > **Goal**. Increase the percentage of crash records successfully linked to a location within the roadway system.
 - Justification. This performance measure is based on the C-I-01 model performance measure. Rhode Island will improve the Integration of the Crash and Roadway systems as measured in terms of an increase in: The percentage of crash records which were successfully linked to a location within the Roadway system. Rhode Island will improve the Integration of the Crash system and the Roadway system. The relationship between these systems is now bi-directional. The Roadway system can consume crash data from the Crash system directly from database views made available on 2/16/2019. The Crash system accesses the roadway's map information using a locator service. The Roadway system was updated to a new version which provides a higher probability for the matches between crash locations and roadway locations. The measurable progress will be shown using the following method: Count the crash storal number of crashes for the baseline and current time periods. Count the crash records which had valid location

information collected from the Roadway system during each time period. Then, calculate the percentage of crashes with associated roadway information for each period. The baseline period is from April 1, 2017 to March 31, 2018. Location records are limited to those created during the baseline period. The current performance period is from April 1, 2019 to March 31, 2019. Location records are limited to those created during the current period. Numbers in this performance measure represent all crashes entered into the Crash system from all reporting agencies in Rhode Island. The baseline period had 35945 crashes with associated roadway locations out of 49302 total crashes resulting in 72.91% integration. The current period had 37879 crashes with associated roadway locations out of 48663 total crashes resulting in 77.84% integration.

3.9.4 Distracted Driving

- > **Goal.** Increase the number of DMV survey respondents who never talk on a handheld cellular phone while driving from 45 percent to at least 75 percent.
 - Justification. The target is to increase the number of DMV survey respondents who never talk on a hand-held cellular phone while driving from 45 percent to at least 75 percent. Ideally this target should be set at 100 percent., however, as an interim target, reaching 75 percent can be attainable. The 2018 DMV survey results showed that 45 percent of respondents had a "never" answer. With a cell phone ban starting in 2018, Rhode Island is encouraged more drivers will stop using their mobile devices while driving.

This page intentionally left blank.

4

Highway Safety Countermeasures and Projects for FFY 2020 (by Program Area)

Section 4 provides details on the program areas, performance targets and measures, project descriptions, and funding levels and sources. The program areas in the Rhode Island FFY 2020 HSP include occupant protection, impaired driving, speed, motorcycles, younger drivers, vulnerable road users (pedestrians, bicyclists), traffic records, evidence-based enforcement, distracted driving, and planning and administration. Each section contains the following information.

- > Safety Focus Area. The areas of highway safety that will be focused on in FFY 2020.
- 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 2020 performance targets.
- **Countermeasures.** Summary of the high-level, proven approaches which guide the Σ 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, Ninth Edition, 2017 as a reference to aid in the selection of effective, evidence-based countermeasure strategies for the FFY 2020 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 denotes the effectiveness of the related countermeasure strategy where appropriate. Note that CTW is not referenced for OHS administrative functions and activities. The 2017 edition of Countermeasures That Work can be viewed in its entirety on the NHTSA web site at: https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/812478 countermeasures-thatwork-a-highway-safety-countermeasures-guide-.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 Occupant Protection

Problem Identification and Analysis

Lack of restraint use continues to be a significant contributing factor in Rhode Island's crash fatalities and serious injuries. Fatalities resulting from crashes where restraints were not used accounted for approximately 22 percent of the total fatalities in 2018. The safety belt use rate for Rhode Island, while steadily rising, has been well below the national rate over the last decade. The Rhode Island seat belt in 2018 was 88.8 percent, lower than the national rate of 89.6 percent. However, the increase in safety belt use also appears to be associated with the continued decline of unrestrained fatalities.

Additional analysis of 2014-2018 data show that most unrestrained drivers in fatal crashes are white (72%). 30 percent of occupants are under age 25. Johnston has the highest numbers of unrestrained motor vehicle occupant fatalities.

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

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

Key Assessment Recommendations:

- > Program Management
 - Engage leadership on the importance of occupant protection so that it becomes a priority within the State. This message from the top down will create momentum in the program to reach the State's goal of 90 percent seat belt use.
 - Hire personnel to fill vacant OHS positions and, once fully staffed, prioritize staff to high risk emphasis areas. This may require reorganization of existing personnel to separate major emphasis areas from single staff members which will allow more centralization of time and effort to meet performance goals for occupant protection.
- > Legislation/Regulation and Policy
 - Engage law enforcement to conduct sustained occupant protection high visibility enforcement with coordinated media and educational efforts that address all age groups.
 - Develop and make readily accessible occupant protection fact sheets to include highlights of the law, consequences of not buckling, and the economic impact of unrestrained injuries and fatalities.

> Law Enforcement

- Develop a statewide occupant protection work plan using elements of community-oriented policing, a community-based intervention model (from the Centers for Disease Control and Prevention), and DDACTS to reduce unrestrained crashes, injuries and deaths.
- Develop, and distribute a law enforcement agency survey to assess how officers use their professional discretion when performing seat belt enforcement activities. The purpose of this survey is to better understand officers' decision-making process and how the OHS may refine and clarify their expectations when communicating with law enforcement agencies.
- Sponsor a program to advocate for all law enforcement agencies to adopt the principles of the "Below 100" program endorsed by the International Association of Chiefs of Police and the National Sheriffs Association, and create a roll call training video emphasizing the importance for seat belt use for officer safety.

> Communication

- Advertise all four enforcement mobilizations with earned and paid media and a strong enforcement-focused message (e.g., extra patrols on now) with localized ads that feature Rhode Island law enforcement.
- Develop a unified, multi-faceted, enforcement-focused communications campaign that includes print materials that are designed to carry forward the messages and look of the television and radio ads. Work with the media buy contractor to determine which print elements will be needed. As an example, web ads could make use of bonus media opportunities and billboard visuals. Ensure that the entire campaign uses similar fonts, colors and themes so motorists know the messages are connected.
- Contract with a public relations specialist who will assist the OHS team in identifying fresh news approaches for messaging and who will aggressively pitch news stories to reporters with the end goal of obtaining the most comprehensive news coverage and message exposure possible and the ability to measure results.

> Occupant Protection for Children

- Seek alternative funding for purchase of car seats to help meet the demand.
- Obtain injury data, child passenger observational surveys and car seat misuse information to support child passenger safety programming.

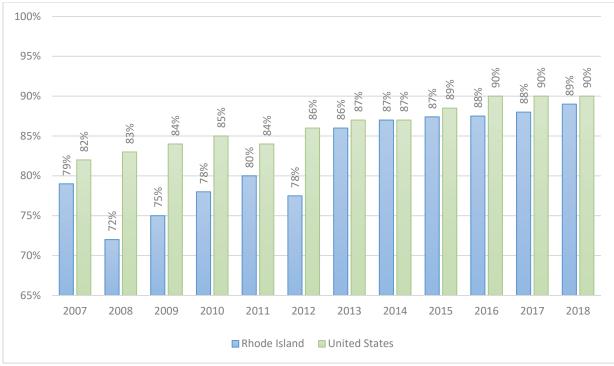
> Outreach

- Create an educational program for law enforcement officers to identify proper child car seat use and law violations by developing a roll call video with a pocket card containing key messages. Measure to determine if this effort results in an increase in child passenger safety citations.
- Sponsor training on media outreach, grant writing, program evaluation and strategic planning to facilitate communication among the many traffic safety stakeholder organizations and grant recipients. Ensure ample time is left on the agenda for informal networking and the sharing of creative ideas and best practices.

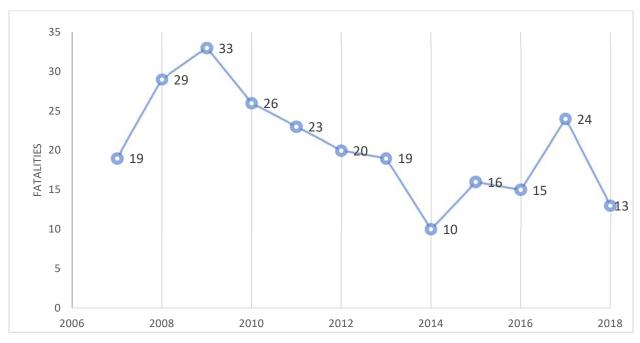
> Data and Evaluation

- Undertake an analysis of data from the observational and attitudinal surveys to identify locations and populations where seat belt usage is below the State average.
- Improve information collected regarding citations.
- Work with the Rhode Island Traffic Tribunal to obtain counts of seat belt and child restraint citations.
- Develop a citation tracking system to determine the eventual outcome of all seat belt and child restraint citations.
- Require agencies to report seat belt and child restraint citations written outside of grant-funded activities.
- Conduct an analysis of morbidity data to evaluate the burden of motor vehicle crashes within Rhode Island.
- Analyze data from the Rhode Island Hospital and Hasbro Children's Hospital trauma registry to determine the experiences of the most severely injured crash victims.
- Utilize contacts within the TRCC to conduct an analysis of the emergency department and hospital discharge databases to gain a broader picture of injuries resulting from motor vehicle crashes.
- Reestablish efforts to link the motor vehicle crash and hospital databases.

Figure 4.1 Observed Safety Belt Use Rate (Rhode Island and Nationwide)



Source: RIDOT/OHS (2019); FARS (2019).





Source: RIDOT/OHS (2019).

	Driver	Passenger	Total
None Used/Not Applicable	9	4	13
Lap Belt Only Used	0	0	0
Shoulder and Lap Belt	8	4	12
Child Restraints	0	1	1
Unknown	2	2	4
Total	19	11	30

Source: FARS (2019) - Preliminary.

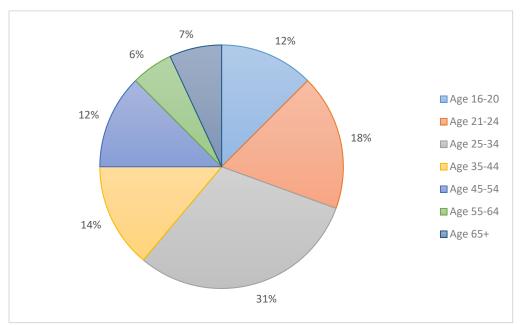


Figure 4.3 Number of Unrestrained Fatalities by Age Group 2014 to 2018

Source: RIDOT/OHS (2019).

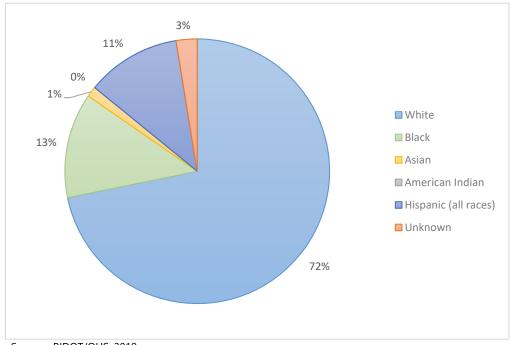


Figure 4.4 Unrestrained Fatalities by Race (2014 to 2018)

Source: RIDOT/OHS, 2019.

City/Town	2014	2015	2016	2017	2018	Total
Johnston	2	0	4	1	2	9
Providence	0	4	1	2	1	8
Cranston	2	0	0	2	3	7
Pawtucket	0	4	1	2	0	7
Coventry	1	1	1	0	0	3

Table 4.2Top Five Cities/Towns for Unrestrained Motor Vehicle OccupantFatalities (2014-2018)

Source: RIDOT/OHS, (2019)

Child Passenger Safety

While unrestrained child fatalities have not been observed in the most recent five years, OHS places a high importance on providing the education and resources necessary for all families to provide appropriate child passenger safety while riding in a vehicle. **Table 4.3** lists planned Child Passenger Safety Technician Events planned for FFY 2020. **Table 4.4** summarizes the active network of child restraint inspection stations proposed for FFY 2020.

Table 4.3 CPST Certification Events

Class	No. of Classes	No. of Students	Location
CPS Seat Check Events	Goal of 60 events		Throughout Rhode Island
CPST Certification Renewal Courses	3 cert. classes, 2 renewal classes	Up to 20 students per class	Injury Prevention Center Rhode Island Hospital 55 Claverick Street Providence, RI 02903
CPST Update		Open to all CPSTs	Hosted by Safe Kids Rhode Island Crowne Plaza Warwick June 5, 2020

Source: RIDOT/OHS, (2019)

City/Town	Urban/Rural	Population	At Risk Area				
State Police							
Hope Valley, Richmond	statewide						
Lincoln Woods, Lincoln	statewide						
Portsmouth, Portsmouth	statewide						
Scituate, Scituate	statewide						
Wickford, North Kingstown	statewide						
AAA	statewide						
Local Police							
Barrington	Urban	16,310					
Bristol	Urban	22,954					
Burrillville	Urban/Rural	15,955					
Central Falls	Urban	19,376	Yes				
Coventry	Urban/Rural	35,014					
Cranston	Urban/Rural	80,387					
Cumberland	Urban	33,506					
East Greenwich	Urban/Rural	13,146					
East Providence	Urban	47,037					
Jamestown	Urban	5,405					
Johnston	Urban/Rural	28,769					
Lincoln	Urban	21,105					
Middletown	Urban	16,150					
North Providence	Urban	26,486					
Pawtucket	Urban	71,148	Yes				
Portsmouth	Urban	17,389					
Providence	Urban	178,042	Yes				
Richmond	Urban	7,708	Yes				
Smithfield	Urban/Rural	21,430					
South Kingstown	Urban/Rural	30,369					
Tiverton	Urban/Rural	15,780					
Warren	Urban	10,611					
Warwick	Urban	82,672					
West Warwick	Urban	29,191					
Westerly	Urban/Rural	17,936					
Woonsocket	Urban	41,186	Yes				
TOTAL PO	OPULATION SERVED	905,000 (86%)					
Other							
Women & Infants Hospital, Prov	idence, RI						
Department of Public Safety, Providence, RI							
Injury Prevention Center, Rhode Island Hospital, Providence, RI							
Charlestown Rescue							
Children's Friend							
East Bay Community Action Program							
Meeting Street School							
Hasbro Children's Hospital							
RT Doula Services							

Table 4.4 Active Network of Child Restraint Inspection Stations FFY 2020

Source: RIDOT/OHS, (2019).

Strategic Partners

The OHS works primarily with 38 local law enforcement agencies and the RISP as partners for national traffic safety initiatives to increase safety belt use. More recently, OHS began working with schools and communities to reach younger drivers and older drivers. Similar to past years, in FFY 2020, OHS will continue to:

- > Work with a school-based network to promote safety belt use with a focus on teens via the "buckle up seat belt shuffle challenge" among schools; and
- > Work with a community-based network to promote safety belt use by establishing connections with local organizations, senior centers, and religious leaders.

Alignment with the SHSP

The 2017-2022 SHSP includes the following strategies to reduce unrestrained occupant fatalities:

- > Leadership
 - Establish an Occupant Protection Task Force to engage leadership from various agencies on occupant protection issues.
 - Staff key occupant protection program positions.
- > Criminal Justice System
 - Continue sustained high visibility enforcement of occupant protection laws.
 - Develop an occupant protection enforcement work plan.
 - Assess the quality of occupant protection enforcement efforts.
 - Provide continuing education efforts for law enforcement.
 - Explore regulations to increase restraint use.
- Prevention & Treatment
 - Support education and outreach to provide information concerning occupant protection laws.
 - Establish employer and fleet programs to increase seat belt use.
- > Evaluation
 - Improve the quality of occupant restraint use data.
 - Use data to target occupant protection efforts.

Performance Targets

- Goal. Reduce the five-year average unrestrained occupant fatalities by 6 percent from 16 (2014 to 2018 average) to 15 (2016 to 2020 average) by December 31, 2020.
 - Justification. Unrestrained fatalities have steadily decreased over the last five years. While a spike in such fatalities in 2017 affects the five-year average, planned efforts to address unrestrained occupants will try to replicate successes in 2018 and maintain a downward trajectory in the average number of fatalities. The SHSP goal of TZD with a baseline of 2011 equates to 15 fatalities (5-year average) in 2020.

- > Goal. Increase observed seat belt use from 88.8 percent in 2018 to 90 percent by 2020.
 - Justification. Since the 2013 removal of the sunset on the primary seat belt law seat belt usage has made very minor but steady improvements. The intent is for the rate to continue to rise to 90 percent by 2020, which is achievable with the continuation of the primary seat belt law, fines, enforcement, and education programs.
- > **Goal.** Increase safety belt use among pickup truck drivers, as measured by observations, from 76.7 percent in 2017 to 80 percent in 2020.
 - Justification. The 2017 value was 2.3 percent higher than in 2016, which is significant. A one percent increase to reach 80 percent appears a reasonable goal. Pickup drivers exhibit the lowest safety belt use rate among the vehicle types tracked in the annual Rhode Island seat belt use survey, ten percent less than passenger cars. Changing the safety behavior of these users is a key component of the initiatives in the HSP. A dedicated enforcement and education focus on these users will help move percentage use upwards.

List of Countermeasures (Strategies)

- Increase awareness among drivers that Rhode Island law requires all drivers and passengers to wear safety belts and failure to do so is a "primary offense." Increase the perception among Rhode Island drivers that a motorist who is not wearing a safety belt, or whose passengers are not wearing their seat belts, will be cited by police:
 - a. Conduct Click It or Ticket (CIOT) media campaigns.
 - b. Conduct a CIOT enforcement campaigns.
 - c. Expand the number of agencies conducting nighttime safety belt enforcement.
 - 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.
 - d. Develop culturally appropriate messages to expand minority outreach efforts.
- 3. Encourage the use of appropriate CPS restraint systems by children under 12 years of age:
 - a. Work with state and local law enforcement and Rhode Island Safe Kids to conduct CPS clinics throughout the State.

- b. Increase public awareness of the booster seat law that requires use of child restraints up to age 8.
- 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.
 - b. Conduct RIDMV offices intercept surveys.
- 6. Conduct program management and oversight for all activities within this priority area.

Project Descriptions

The FFY 2020 HSP project list to address occupant protection fatalities and serious injuries includes the project number, title, description, budget, evidence of effectiveness, and maintenance of effort, where applicable.

NHTSAM2HVE2006B – Municipalities Child Passenger Safety (CPS)

Sub-Recipient:

All Municipal Police Departments

Project Budget/Source: \$100,000.00 of Section 405B

Evidence of Effectiveness: CTW, Chapter 2, Section 5.1

Countermeasure Strategy:

Child Restraint System Inspection Station(s)

TSEP:NoMatch:\$25,000.00Indirect Costs:\$0.00Maintenance of Effort:\$0.00Local Benefit:\$0.00

NHTSA402OP2002 – Genesis OP for Diverse Families

Sub-Recipient: Genesis Center

Project Budget/Source: \$24,000.00 FAST Act NHTSA 402

Evidence of Effectiveness:

CTW, Chapter 2, Section 5.1

Countermeasure Strategy:

Communication Campaign

TSEP:	No
Match:	\$6,000.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$9,600.00

This project provides funds for Rhode Island municipal police departments with qualified personnel (nationally certified CPSTs) to conduct CPS checks on an appointment basis. We expect that the car seat inspections will take place regularly throughout the Federal Fiscal Year timeline, declining during the winter. We have 34 municipalities participating in this project. Funding is included to enable the agency to send at least one CPST to the Rhode Island Safe Kids one-day CPST Update. The amounts allocated to each municipality were determined based on the problem identification, citation and detail history, ability to deploy details, and overall community targeted safety needs.

The Genesis Center program, Occupant Protection for Safer Communities, will conduct outreach and education events within the Providence community with a multilingual staff on the proper use of seat belts and child restraints. They can reach a diverse and disadvantaged community of all age levels and will provide car seats to families that have shown the need. The program will look to increase seat belt and child restraint use by the community members, many of which are recent immigrants who are not aware of the laws. The program will also work with Law Enforcement to provide training and demonstrations to this community. The use of a pre- and post-survey will evaluate the effectiveness of the program.

NHTSA402OP2003 – Work Zone Orange Glove Safety Campaign

Sub-Recipient:

High school students and the general public

Project Budget/Source: \$50,000.00 FAST Act NHTSA 402

Evidence of Effectiveness: CTW, Chapter 6, Section 2

Countermeasure Strategy:

Communication Campaign

		dangerous driving behavior. The school has agreed
TSEP:	No	to allow us to share our NHTSA safety knowledge
Match:	\$12,500.00	with the students. We'll also be creating a Work
Indirect Costs:	\$0.00	Zone safety poster media competition. This program
Maintenance of Effort:	\$0.00	is intended to reach young students studying road
Local Benefit:	\$20,000.00	construction as well as the general public. Although
		we have a move over law many people do not
		understand the law itself or its intention. This
		program will help increase the safety knowledge
		base. The created media earned and paid will help us
		with our educational efforts on a larger scale. venues
		to highlight the messages and spread the awareness
		of work zone safety responsibilities and efforts. Data
		that supports this effort;
		Recent increase in the number of Rhode Island
		Traffic Crashes occurring within a work zone.
		FFY17 588
		FFY18 527
		FFY19 900 (preliminary)

One of RIDOT's experienced Work Zone safety staff

was severely injured by an impaired driver this year. Although RIDOT supports and implements safety plans and training for all workers associated with

road safety construction sites driving behavior continues to threaten all work zone safety staff. This program is twofold. One part is an educational

module created with one of the state's unique

week work zone safety module which stresses

Construction Career Academy. The school has a 10-

charter schools, The New England Laborer's

NHTSA402OP2004 – 0	CIOT DMV Intercept Survey	
Sub-Recipient: Preusser Research Group, Inc.Project Budget/Source: \$15,000.00 of Section 402OPEvidence of Effectiveness: NHTSA RecommendationCountermeasure Strategy: OP RIOHS Office		"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 May 19, 2020 to June 1, 2020. Survey locations will be at DMV offices in Cranston, Woonsocket, and Middletown. The survey will be revised to better understand the demographics of those individuals that do not recognize the CIOT slogan. This will allow OHS to better target media and campaign efforts in terms or communication medium, target audience, and funding required.
TSEP: Match: Indirect Costs: Maintenance of Effort: Local Benefit:	No \$3,750.00 \$0.00 \$0.00 \$6,000.00	
NHTSA402OP2005 – 0	CIOT Observational Surveys	
Sub-Recipient: Preusser Research Group, Inc. Project Budget/Source: \$76,000.00 of Section 402OP Evidence of Effectiveness: NHTSA Requirement		OHS will conduct the annual "Mini-Pre" paid and earned media and enforcement observational safety belt use survey in May and the mandatory full observational safety belt survey following the enforcement period in June, according to NHTSA regulations, to determine Rhode Island's official seat belt use rate for calendar year 2020.
Countermeasure Strategy: OP RIOHS Office		
TSEP: Match: Indirect Costs: Maintenance of Effort: Local Benefit:	No \$19,000.00 \$0.00 \$0.00 \$30,400.00	

NHTSA402OP2007 – \	/MS Message Boards	
Sub-Recipient: TBD Project Budget/Source \$25,000.00 of Section 4 Evidence of Effectivene CTW, Chapter 2, Section Countermeasure Strate Communication Campa TSEP: Match Amount: Indirect Costs: Maintenance of Effort: Local Benefit:	:: .02OP ess: n 1 egy:	Portable Variable Message Boards to display the "Drive Sober or Get Pulled Over" or other High Visibility of DUI laws messages for law enforcement agencies to be used as part of the two national "Drive Sober or Get Pulled Over" impaired driving crackdowns as well as for monthly sustained enforcement as part of the HVE program funded by OHS with NHTSA monies. 10 cities/towns will be chosen based on data and those who help coordinate the States' DUI task force details. Agencies chosen to receive grant funding to purchase Portable Variable Message Boards shall enter into a Memorandum of Agreement with the Office on Highway Safety regarding the effectiveness of safety messages. Furthermore, this Memorandum of Understanding will cover the usage of these tools and will make the subrecipient explicitly aware that the usage of these signs is restricted to alcohol related safety messages; Speed enforcement safety messages; seatbelt safety messages; Distracted Driving safety messages; and Non-Motorized messaging. The Office on Highway Safety shall closely monitor the usage of these message boards for compliance. These VMS boards will be <i>Buy</i> <i>America</i> compliant and shall be proportionally funded but will primarily be used for Alcohol Enforcement messaging 75% Alcohol; 25% Distracted; 25% Speed; 25% OP, and 25% Non- motorized.
	Occupant Protection Assessm	RIDOT requested NHTSA to conduct an Occupant
Sub-Recipient: TBD Project Budget/Source \$40,000.00 of Section 4		Protection Assessment project. Funding will encompass all expenses and tasks associated with the assessment's scope of work.
Evidence of Effectiveness: NHTSA recommendation		
Countermeasure Strate Highway Safety Office R		
TSEP: Match Amount: Indirect Costs:	No \$10,000 \$0.00	

Maintenance of Effort: Local Benefit:	\$0.00 \$16,000.00			
NHTSA402PM2001 -	Paid Media (OP)			
Sub-Recipient: State-Approved Media	Vendor	OHS will develop and implement a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2019, March 2020, May		
Project Budget/Source \$200,000.00 of Section		2020, and September 2020. The target audience will be 16- to 34-year old males. Media materials will be produced in both English and Spanish with the		
Evidence of Effectiveness: CTW, Chapter 2, Section 3.2 Countermeasure Strategy: Communication Campaign		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 al		
		television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising		
TSEP: Match: Indirect Costs: Maintenance of Effort: Local Benefit:	No \$50,000.00 \$0.00 \$0.00 \$150,000.00	Space Guidance. Using a State of Rhode Island Master Price Agreement (MPA) vendor, As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project.		
NHTSA402PM2002 – (Creative Media (OP)			
Sub-Recipient:		OHS will contract with a State of RI approved media consultant to create and produce a major occupant		
State-Approved Media Vendor Project Budget/Source: \$100,000.00 of Section 402PM		restraint campaign. Our primary target market will be males 16-34 years old, with rural drivers as a secondary audience. Pickup truck drivers (majority located in rural sections of state) remain high in		
Evidence of Effectiveness: CTW, Chapter 2, Section 3.1		unbelted usage rates. Our consultant will target that area using media components which attract that population. We will use Texas DOT "Buckle Up in		
Countermeasure Strate Communication Campa	aign	Your Truck" 2011 campaign as a starting point for our creative media campaign. Focus groups will be conducted to determine the best creative direction		
TSEP: Match: Indirect Costs: Maintenance of Effort: Local Benefit:	No \$25,000.00 \$0.00 \$0.00 \$50,000.00	to reach these audiences.		

NHTSAM2HVE2002B – State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)

OHS will contract with a qualified consultant to serve as the LEHSTC. Sub-Recipient: The LEHSTC will work as the liaison through the Office of Highway **RI Municipal Police Academy** Safety and will promote law enforcement participation in Operation Blue RIPTIDE and other program areas, conduct outreach to police **Project Budget/Source:** chiefs, and provide traffic safety training. The LEHSTC will also serve \$51,827.00 of Section 405B as the Program Coordinator for the Standardized Field Sobriety Testing (SFST) Refresher Training courses. **Evidence of Effectiveness:** OHS will continue to reinvigorate DRE training and program CTW, Chapter 2, Section 7.1 implementation through the Law Enforcement Highway Safety Training Coordinator. DRE duties will include; maintaining **Countermeasure Strategy:** certifications for 72+ DRE's as well as planned training for DRE, SFST, **OP RIOHS Office** and ARIDE courses, to include instructions on alcohol/drug blocks at the recruit level training at all Rhode Island police academies; Rhode TSEP: No Island Municipal Police Training Academy, Providence Police, and \$12,956,75 Match: Rhode Island State Police. The grant period; October 1, 2019 through Indirect Costs: \$0.00 September 30, 2020 will include additional duties as the Rhode Island Maintenance of Effort: \$0.00 DRE Coordinator as well Rhode Island's SFST Coordinator and will Local Benefit: \$0.00 account for an additional percentage of the LEHSTC's total time. The primary responsibility of the LEHSTC is taking the lead role in promoting highway safety programs to the local cities and towns through Rhode Island through training and other duties as determine by the OHS. The LEHSTC will accomplish these duties and responsibilities through day to day contact with all Grant Managers in the municipalities as well as act as the highway safety contact with the Rhode Island Chiefs of Police and other highway safety advocates in Rhode Island.

NHTSAM2HVE2004B – State Age	ncies (RISP) – Rollover Simulator Demonstrations		
Sub-Recipient:	OHS will work with RISP to promote and conduct Rollover Simulator		
Rhode Island State Police	demonstrations in as many locations as possible (with a warranted		
	size audience). For each demonstration, two persons are required to		
	operate the Simulator. Wherever possible, one RISP officer and an		
Project Budget/Source:	OHS Program Coordinator (one has been trained for these		
\$8,000.00 of Section 405B	demonstrations) will attend the event. If a program Coordinator is not		
	available, OHS will fund two RISP officers for the event. The projected		
Evidence of Effectiveness:	number of demonstrations for FY 20 will be approximately 10 based		
CTW, Chapter 2, Section $3.1 - 3.2$	on a four-year average.		
and 6.1 – 6.2	2015 – 15		
Country Christian I	2016 – 12		
Countermeasure Strategy:	2017 – 7		
Communication Campaign	2018 – 7		
	This office has noticed a steady increase in OP safety day requests		
TSEP No	with the Rollover Simulator. The State Police has posted a Rollover		
Match: \$2,000.00	Request form link to the Department web site for the general public		
Indirect Costs: \$0.00	to make requests directly without the need for telephone or personal		
Maintenance of Effort: \$0.00	contact. The Simulator and tow vehicle are utilized by the RISP for		
Local Benefit: \$0.00	many functions to include; school career and safety fairs, college		
	demonstrations, high school football games, Pawtucket Red Sox		
	safety events, church safety events, touch-a-truck details,		
	Construction Career Days, municipality safety days for local law		
	enforcement and fire agencies, and numerous other events. As the		
	Rollover Simulators' popularity increases, so do the requests for its		
	presence. The RISP has trained and certified a large group of		
	Troopers on mechanics, operation, and presentation for "Rollover		
	Simulator" demonstrations.		
	These demonstrations present a graphic depiction, without the risk on		
	human life, of the consequences of not properly wearing a safety belt		
	while inside a motor vehicle. For each detail – two Troopers are		
	assigned, No exceptions. The Planning and Research Unit requires		
	one Rollover Check Sheet be completed for each detail by assigned		
	Troopers. This check sheet includes mechanic/operative checks		
	before, during, and after the event. These steps are clearly labeled to		
	ensure proper care and maintenance of the simulator.		
	The RISP has received many phone calls, personal letters, and		
	accolades from patrons who have coordinated a Rollover event.		
	Evaluations of this nature from the general public, along with a steady		
	increase in detail requests proves that the Rollover Simulator		
	continues to grow in popularity and prove a valuable tool in the realm		
	of highway safety education for each member of the community.		

NHTSAM2HVE2006B – Municipalities Child Passenger Safety (CPS)

Sub-Recipient: This project provides func-

All Municipal Police Departments

Project Budget/Source: \$100,000.00 of Section 405B

Evidence of Effectiveness: CTW, Chapter 2, Section 5.1

Countermeasure Strategy: Child Restraint System Inspection

Station(s)

TSEP:	No
Match:	\$25,000.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$0.00

This project provides funds for Rhode Island municipal police departments with qualified personnel (nationally certified CPSTs) to conduct CPS checks on an appointment basis. We expect that the car seat inspections will take place regularly throughout the Federal Fiscal Year timeline, declining during the winter. We have 34 municipalities participating in this project. Funding is included to enable the agency to send at least one CPST to the Rhode Island Safe Kids one-day CPST Update. The amounts allocated to each municipality were determined based on the problem identification, citation and detail history, ability to deploy details, and overall community targeted safety needs.

NHTSAM2HVE2007B - RI Hospital Child Passenger Safety in Rhode Island

Sub-Recipient:

The Injury Prevention Center at Rhode Island Hospital

Project Budget/Source: \$114,500.00 of Section 405B

Evidence of Effectiveness: CTW, Chapter 2, Section 5.1

Countermeasure Strategy: Child Restraint System Inspection Station(s)

TSEP:	No
Match:	\$28,625.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$0.00

The Injury Prevention Center at Rhode Island Hospital has housed Safe Kids RI since 2008. Safe Kids RI is the agency that certifies Child Passenger Safety Technicians across the state of Rhode Island. In this role the IPC also assumed responsibility for all CPS training activities in the state of Rhode Island. They hold CPST certification classes, and renewal classes each year. They have certified over 400 individuals as CPSTs. The IPC has also served as the central resource for technicians to maintain their certification. They organize updates for technicians, so they can earn the continuing education credits (CEUs) needed for renewing their certifications. Representing children and young families across Rhode Island, Safe Kids RI helps represent, and educate families on the proper use of Child Passenger Seats to prevent injury and misuse across the state. In FY20, Safe Kids RI is planning an evaluation of all the child passenger safety inspection stations in Rhode Island to ensure that each location is educating families with the most up to date information regarding Child Passenger safety and to ensure that child seat checks are being conducted properly and safely. With the support of the Office on Highway Safety at RIDOT, Safe Kids will ensure quality is the defining term for Child Passenger Safety in Rhode Island. Safe Kids RI is funded under NHTSAM2HVE, which supports high visibility enforcement of child passenger safety, and as the states go-to resource for Child Passenger Safety Training, Safe Kids supports this funding source well.

NHTSAM2HVE2008B – Citizens Tra	ffic Safety Academy			
Sub-Recipient:	OHS will fund the second year of the Citizens Traffic Safety Academy			
Spartan International Consulting	(CTSA). The program is scheduled to conduct the 3rd session in			
Group	August 2019. A final evaluation report from an independent			
	evaluator is forthcoming. The funding will be in four equal values of			
Project Budget/Source:	\$25,000.00 from each of these funding streams/projects			
\$25,000.00 of Section 405B	NHTSAFHLE2006H (405H), NHTSAM2HVLE2008B (405b),			
	NHTSAFESX2001E (405e), and NHTSAFDLDAT2003(405D) for a total			
Evidence of Effectiveness:	of \$100,000.00.			
CTW, Chapter 4, Section 1.3	The purpose of the Citizens Traffic Safety Academy is to create a			
	cadre of traffic safety experts to foster better communication between			
Countermeasure Strategy:	citizens and highway safety experts through education and			
Communication Campaign	awareness. The Target Audience for CTSA is adults of the general			
	public to include State and Community Leaders. The Citizens Traffic			
TSEP: No	Safety Academy will provide information and training to the citizens			
Match: \$6,250.00	who participate, so they may make safe and informed judgments			
Indirect Costs: \$0.00	while driving, walking or biking.			
Maintenance of Effort: \$0.00	The Rhode Island Department of Transportation's Office on Highway			
Local Benefit: \$0.00	Safety in conjunction with Spartan International Consulting Group is			
	creating a partnership with the community to provide quality			
	education in the traffic safety emphasis areas to help in the protection			
	of life and property and to improve the public's awareness to the			
	dangers facing all roadway users.			
	The CTSA class will meet one day per week for three hours for a			
	period of eight weeks. The classes have been currently held at the			
	New England Institute of Technology. It is planned to partner with			
	other State, Colleges and community groups to continue the program			
	at various locations throughout the State to increase the reach of			
	participants. There is a minimum of 20 participants per class and			
	there are 4 planned sessions in this FFY. The program is looking to			
	expand by being provided to all state employees within DOT and			
	other Departments as part of the States incentive program for			
	education and training. This class will have approximately 30-35			
	participants.			
	The program will use classroom instruction paired with			
	demonstrations and participation blocks to raise awareness and			
	change behaviors while focusing on the emphasis areas of the SHSP.			
	The program will be able to target specific target audience agendas			
	based on the community in which the program is presented. Education is the driving force behind this program with increased			
	community relations with law enforcement, traffic safety partners and			
	stakeholders. The use of a pre- and post-survey will show the			
	effectiveness of the education and awareness program efforts to			
	show if a greater level of understanding and awareness was achieved.			
	show in a greater level of understanding and awareness was achieved.			

NHTSAM2PE2001B –	Paid Media (O	EPS)				
Sub-Recipient: State-Approved Media Vendor		OHS will inform the public via paid media of all the steps of child restraints, including infant seats, convertible seats, forward facing seats, booster seats, and safety belts. The media buy is expected to				
Project Budget/Source: \$50,000.00 of Section 405B		cover on-line/web/Internet and "out of home" (billboard/bus) with the target market of parents and caregivers, with emphasis on women between 18 and 40. The media buy will coincide with National Child				
Evidence of Effectiveness: CTW, Chapter 2, Section 6.2		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				
Countermeasure Strategy: Communication Campaign		will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis,				
TSEP:	No	which will serve as the evaluation for this project.				
Match Amount:	\$12,500.00					
Indirect Cost:	\$0.00					
Maintenance of Effort:	\$0.00					
Local Benefit:	\$0.00					

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 41 percent of the total fatalities in 2017, second to speed-related at 49 percent. Fatal crashes in Rhode Island in 2017 exceeded that of the nation (29%). This trend of Rhode Island having a higher proportion of impaired driving fatalities than the nation has been true over the past decade. Based on NHTSA imputed data from 2011 through 2017, the majority of Rhode Island's alcohol-related fatalities involved a driver or motorcycle operator with a BAC greater than or equal to the legal limit of 0.08, as shown in **Figure 4.5**.

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

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

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, resulting in a greater number of citations for chemical test refusals. The significant number of refusals severely limited the availability of BAC data and hindered 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.

The Rhode Island DUI law provides for higher sanctions at increasing BAC levels: 0.08 to <0.10, 0.10 to <0.15, and 0.15 and greater. Of the 66 drivers and motorcycle operators involved in fatal crashes in 2015, 49 were male and 17 were female. **Table 4.6** provides the BAC test results for these drivers.

Drugs also are prevalent in the State's motor vehicle crashes. **Table 4.7** 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.

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

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

During FFY 2016 RIDOT OHS invited NHTSA to lead an impaired Driving Assessment. During FFY 2020 OHS will continue to make efforts to employ strategies which support many of the recommendations. Some of the recommendations we hope to realize during FFY 2020 are listed below.

Key Impaired Driving Assessment Recommendations

- Program Management and Strategic Planning
- Continue the Rhode Island Impaired Driving Alliance.
- > Prevention
 - Conduct an analysis of the relationship between tax, price, sales and consumption in Rhode Island to understand the recent dramatic change in apparent consumption and determine the potential impact of sustaining recent temporary tax increases.
 - Enact a comprehensive social host liability statute.
 - Integrate needs assessment and prevention goals and objectives from the Strategic Plan for Substance Abuse Prevention; the Preventing Violence and Injuries a Plan for the State and other alcohol and substance abuse and health promotion plans with highway safety plans.

> Criminal Justice System

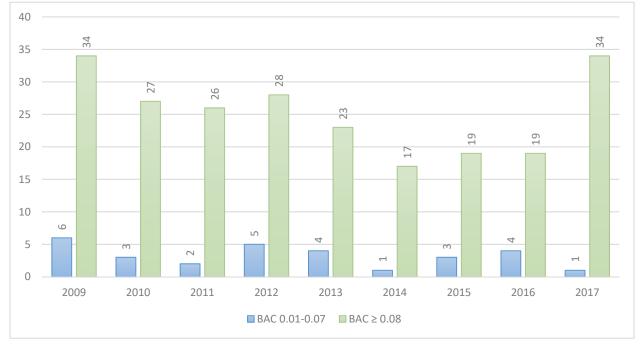
- Strengthen sanctions for DUI.
- Pass a law or Constitutional Amendment specifically sanctioning sobriety checkpoints.
- Pass a statute creating an enhanced penalty for DUI where any injury occurs.
- Amend the law to allow for officers to seek and secure blood draw warrants to gather evidence in all DUI cases.
- Continue to provide traffic data to law enforcement agencies and encourage data driven traffic enforcement initiatives.

- Execute a thorough examination of the statewide practices of sentencing and reductions and create data driven uniformity of terms, appropriate monitoring of offenders and enforcement of terms for consistency across the State.
- Prohibit the practice of attorneys serving as both prosecuting Solicitors and defense attorneys.
- Develop a DUI tracking system that is available to all those who interact with impaired drivers so that a driver can be tracked from arrest through adjudication to post-adjudication treatment and compliance.

> Program Evaluation and Data

- Develop a DUI tracking system that is available to all those who interact with impaired drivers so that a driver can be tracked from arrest through adjudication to post-adjudication treatment and compliance.
- Require reporting of any charge of DUI to the driver history record, regardless of disposition.

Figure 4.5 Alcohol-Related Fatalities



Source: FARS (2019).

Note: Reflects NHTSA imputed data.

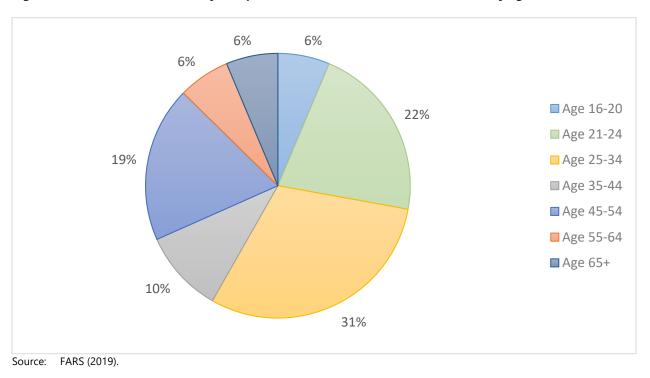


Figure 4.6 Drivers and Motorcycle Operators in Fatal Crashes with BAC ≥ 0.08 by age (2014 to 2018)

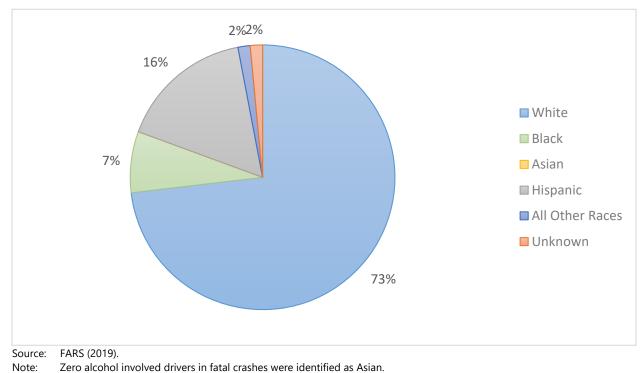


Figure 4.7 Alcohol Involved Drivers in Fatal Crashes by Race 2014 to 2018

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

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

Source: RIDOT/OHS (2019)

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

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

Source: FARS (2019).

Table 4.7 Most Frequently Detected Drugs in Motor Vehicle-Related Cases (2016)

Detected Drug	Detection Frequency (Percent of Total Cases) (N=203)
THC and/or metabolites (marijuana)	63%
Narcotic analgesics/Opiates	57%
Benzodiazepines	49%
Antidepressants/psychotics	12%
Cocaine and/or metabolites	16%
Other CNS Depressants (Sedatives, sleeping agents, muscle relaxants)	13%
Amphetamine	2%

Source: Statistics compiled by the Forensic Toxicology Laboratory (RIDOH Forensic Sciences Unit), 2017.

Strategic Partners

These OHS initiatives complement the activities of other partners, such as Rhode Island State Police, 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.

Alignment with the SHSP

The 2017-2022 SHSP includes the following strategies to reduce impaired driving fatalities:

- > Leadership
 - Develop an Impaired Driving and Drugged Driving Plan and update it on a regular basis.
 - Establish an Impaired and Drugged Driving Commission.
 - Recruit active involvement of State agency directors, local representatives, and business leaders.
 - Recruit alternative driving leaders.
 - Create joint media efforts between other state agencies and businesses.
- > Criminal Justice System
 - Explore legislation to strengthen impaired driving laws and the enforcement of these laws.
 - Establish training for law enforcement and officers of the court on best practices for impaired and drugged driving policies.
- > Prevention & Treatment
 - Develop an Impaired Driving and Drugged Driving Plan and update it on a regular basis.
 - Establish an Impaired and Drugged Driving Commission.
 - Recruit active involvement of State agency directors, local representatives, and business leaders.
 - Recruit alternative driving leaders.
 - Create joint media efforts between other state agencies and businesses.
- > Evaluation
 - Develop an Impaired Driving and Drugged Driving Plan and update it on a regular basis.
 - Establish an Impaired and Drugged Driving Commission.
 - Recruit active involvement of State agency directors, local representatives, and business leaders.
 - Recruit alternative driving leaders.

• Create joint media efforts between other state agencies and businesses.

Performance Targets

- Goal. Reduce the five-year average impaired driving fatalities by 5 percent from 22 (2013 to 2017 average) to 21 (2016 to 2020 average) by December 31, 2020.
 - Justification. Between 2013 and 2017 five-year average fatalities have remained between a low of 21 and a high of 28. A target of 21 was chosen for 2020 to maintain a downward trajectory in the average number of fatalities while also acknowledging a spike in the number of fatalities in 2017. Redoubled efforts to address impaired driving are anticipated to help maintain this downward trajectory.

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 HVE mobilizations and monthly sustained DUI enforcement programs combined with a Variable Message Sign (VMS) program. Launched in FFY 2009, local police departments and the RISP use VMS, with appropriate messaging, for all OHS-funded patrols. Participating agencies also are encouraged to apply for the International Association of Chiefs of Police "Law Enforcement Challenge" Award Program as well as the RIDOT "Chiefs Challenge" Incentive Reward Program.
 - b. Offer DRE and SFST refresher training courses via the LEHSTC, the latter in coordination with those offered by the Rhode Island Department of Health. Forensic Sciences Section's Breath Analysis Unit.
 - c. Continue LEHSTC coordination of Operation Blue RIPTIDE and continue LEHSTC outreach to police chiefs and implementation of traffic safety training initiatives.
 - d. Promote more timely analysis of specimens by the Rhode Island Department of Health's Forensic Sciences Section to increase the DUI conviction rate.
- 3. Expand media messages, including participation in national HVE mobilizations:
 - a. Conduct HVE Media Campaign.
 - b. Implement coordinated paid and earned media plan.
 - c. Promote public awareness of regional saturation patrols under Operation Blue RIPTIDE.
 - d. Develop culturally appropriate messages and expand minority outreach efforts.
- 4. Implement youth programs to prevent underage drinking.

- Continue to fund the MADD-Rhode Island Youth Education and Influencer project, which employs peer-to-peer and environmental underage drinking-and-driving prevention models.
- 6. Improve collection and analysis of impaired driving data on highway safety in Rhode Island:
 - a. Increase the quantity and linkage of BAC data in the FARS and Crash Data Management System files.
 - b. Improve the quality and coordination of alcohol-related databases.
 - c. Continue to work with the TSRP to evaluate the impact of Rhode Island's breath test refusal law on refusal rates.
- 7. Fund 75 percent of the salary of a TSRP within the Attorney General's Office.
- 8. Fund 100 percent of the salary of a Traffic Safety Resource Forensic Toxicologist within the Department of Health.
- 9. Include program management and oversight for all activities within this priority area.
- 10. Support and enhance the coordination of the Impaired Driving Prevention Alliance and its six sub committees to reduce impaired driving through education and community awareness and enforcement activities.

Project Descriptions

The FFY 2020 HSP project list to address impaired driving fatalities and serious injuries includes the project number, title, description, budget, evidence of effectiveness, and maintenance of effort, where applicable.

NHTSA164AL2003 / NHTSAFDLDAT2001 / NHTSAM5TR2001 – Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program

Sub-Recipient: Rhode Island Municipal Police Academy

Project Budget/Source:

\$119,359.00 of Section 164AL \$141,328.00 of Section 405D Low \$52,500.00 of Section 405D Mid Total: \$313,387.00

Evidence of Effectiveness: CTW, Chapter 1, Section 7.1

Countermeasure Strategy:

Law Enforcement Outreach Liaison Law Enforcement Training

TSEP	No
Match:	\$48,457.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$47,743.60

OHS will contract with a qualified consultant to serve as the LEHSTC. The LEHSTC will work as the liaison through the Office of Highway Safety and will promote law enforcement participation in Operation Blue RIPTIDE and other program areas, conduct outreach to police chiefs, and provide traffic safety training. The LEHSTC will also serve as the Program Coordinator for the Standardized Field Sobriety Testing (SFST) Refresher Training courses.

OHS will continue to reinvigorate DRE training and program implementation through the Law Enforcement Highway Safety Training Coordinator. DRE duties will include; maintaining certifications for 72+ DRE's as well as planned training for DRE, SFST, and ARIDE courses, to include instructions on alcohol/drug blocks at the recruit level training at all Rhode Island police academies; Rhode Island Municipal Police Training Academy, Providence Police, and Rhode Island State Police. The grant period; October 1, 2019 through September 30, 2020 will include additional duties as the Rhode Island DRE Coordinator as well Rhode Island's SFST Coordinator and will account for an additional percentage of the LEHSTC's total time. The primary responsibility of the LEHSTC is taking the lead role in promoting highway safety programs to the local cities and towns through Rhode Island through training and other duties as determine by the OHS. The LEHSTC will accomplish these duties and responsibilities through day to day contact with all Grant Managers in the municipalities as well as act as the highway safety contact with the Rhode Island Chiefs of Police and other highway safety advocates in Rhode Island.

NHTSA164AL2004 – RIPCA Safety Partnership Program

Sub-Recipient: Rhode Island Police Chiefs Association (RIPCA) Project Budget/Source: \$100,000.00 of Section 164AL	There is increasing need for statewide law enforcement executive oversight of Highway Safety funds in order to promote more efficient and effective use of them in every municipality to maintain consistent law enforcement efforts and introduce information and training opportunities targeting highway safety initiatives. Promoting that at the Chiefs' level will elevate it to priority status. RIDOT is dependent upon all police departments in the state to submit specific data for
Evidence of Effectiveness: In support and promotion of sustained law enforcement efforts	RIDOT to give accurate statistical information to NHTSA which in turn justifies the request for future funding within the state. Many times, the data transferals depend on department leadership priorities. The RIPCA will encourage priority of data collection at an Executive Level.
Countermeasure Strategy: Law Enforcement Training TSEP: No	The partnership between RIPCA and RIDOT/OHS is currently being handled by individuals at local levels as well as through the Executive Board at RIPCA. RIPCA has recognized that full time chiefs do not have the time necessary to handle these issues on a statewide basis.
TSEP:NoMatch:\$0.00Indirect Costs:\$0.00Maintenance of Effort:\$0.00Local Benefit:\$40,000.00	RIDOT/OHS will partner with RIPCA on other traffic safety initiatives to include distracted driving and pedestrian safety. Funding will allow the RIPCA to disseminate information from the Office on Highway Safety to all active law enforcement leadership entities and other state agencies (i.e., DEM). The RIPCA will also lead a media effort which includes law enforcement safety information by all municipalities. This project supports a portion of the salary of the RI Police Chiefs' Executive Director's salary. It also affords the membership of the RIPCA an opportunity to create and buy media pieces which highlight municipal law enforcement messages and efforts. Any media pieces will be pre-approved by the OHS. Success will be measured by the increased buy in and law enforcement participation by PD Chiefs regarding all highway safety initiatives. This planned activity is listed three times in the HSP and will cost \$200,000. This is split funded between the three projects NHTSA402PT2007 (\$50,000). NHTSA164AL2004 (\$100,000), and NHTSA402DD2006 (\$50,000). This supports the ED's position as well as efforts for a media campaign to include creative, social, and paid media. This past year they created a campaign to complement our Distracted Driving efforts and in 2020 they will once again mirror one of our multiple campaigns which is dictated by shared data. The ED
	will continue to assist our efforts to increase law enforcement traffic safety activities and will also bring our efforts to Law Enforcement leadership. The ED will work as one of the OHS's most cooperative team members and stakeholders. They will supply monthly reports as will all our sub grantees.

NHTSA164AL2005 – Alcohol Survey	
Sub-Recipient:	OHS will facilitate a survey, targeting the general public, which
Preusser Research Group, Inc.	will effectively gauge the level of risk of arrest for Driving Under the Influence of Alcohol that persons perceive while using the
Project Budget/Source:	State's roadways. This survey will be created using a scientific
\$15,000.00 of Section 164AL	approach by a reputable company experienced in polling and conducting surveys. This survey will help OHS in planning a
Evidence of Effectiveness:	strategic plan to address the public's perception and alleviate
CTW, Chapter 1, Section 5.2	any fears or concerns that are not based upon data or statistics.
	Survey locations bill be at DMV offices in Cranston, Woonsocket
Countermeasure Strategy:	and Middletown with pre-surveys taking place in late-July 2020 and post surveys in early September 2020, to align with the
Communication Campaign	State's mandatory participation in the national "Drive Sober or
TSEP: No	Get Pulled Over" national Labor Day HVE Mobilization.
Match: \$0.00	
Indirect Costs: \$0.00	
Maintenance of Effort: \$0.00	
Local Benefit: \$6,000.00	
NHTSA164AL2006 – Alcohol Program	Resources
Sub-Recipient:	OHS will develop, maintain, and disseminate appropriate
TBD	resource and educational materials for use by local and state
Project Budget/Source:	programs addressing "DSoGPO" and underage alcohol use in
Project Budget/Source: \$50.000.00 of Section 164Al	regard to dangerous driving behaviors. The OHS will look to
Project Budget/Source: \$50,000.00 of Section 164AL	
	regard to dangerous driving behaviors. The OHS will look to create informational handouts/brochures to bring awareness to young drivers especially around the Prom season to local high schools. These materials will also be provided to our partners
\$50,000.00 of Section 164AL	regard to dangerous driving behaviors. The OHS will look to create informational handouts/brochures to bring awareness to young drivers especially around the Prom season to local high schools. These materials will also be provided to our partners and stakeholders to disseminate at their events as well to
\$50,000.00 of Section 164AL Evidence of Effectiveness: CTW, Chapter 1, Section 5.2	regard to dangerous driving behaviors. The OHS will look to create informational handouts/brochures to bring awareness to young drivers especially around the Prom season to local high schools. These materials will also be provided to our partners
\$50,000.00 of Section 164AL Evidence of Effectiveness: CTW, Chapter 1, Section 5.2 Countermeasure Strategy:	regard to dangerous driving behaviors. The OHS will look to create informational handouts/brochures to bring awareness to young drivers especially around the Prom season to local high schools. These materials will also be provided to our partners and stakeholders to disseminate at their events as well to
\$50,000.00 of Section 164AL Evidence of Effectiveness: CTW, Chapter 1, Section 5.2 Countermeasure Strategy: Highway Safety Office Program	regard to dangerous driving behaviors. The OHS will look to create informational handouts/brochures to bring awareness to young drivers especially around the Prom season to local high schools. These materials will also be provided to our partners and stakeholders to disseminate at their events as well to
\$50,000.00 of Section 164AL Evidence of Effectiveness: CTW, Chapter 1, Section 5.2 Countermeasure Strategy:	regard to dangerous driving behaviors. The OHS will look to create informational handouts/brochures to bring awareness to young drivers especially around the Prom season to local high schools. These materials will also be provided to our partners and stakeholders to disseminate at their events as well to
\$50,000.00 of Section 164AL Evidence of Effectiveness: CTW, Chapter 1, Section 5.2 Countermeasure Strategy: Highway Safety Office Program Management TSEP: No	regard to dangerous driving behaviors. The OHS will look to create informational handouts/brochures to bring awareness to young drivers especially around the Prom season to local high schools. These materials will also be provided to our partners and stakeholders to disseminate at their events as well to
\$50,000.00 of Section 164AL Evidence of Effectiveness: CTW, Chapter 1, Section 5.2 Countermeasure Strategy: Highway Safety Office Program Management TSEP: No Match: \$0.00	regard to dangerous driving behaviors. The OHS will look to create informational handouts/brochures to bring awareness to young drivers especially around the Prom season to local high schools. These materials will also be provided to our partners and stakeholders to disseminate at their events as well to
\$50,000.00 of Section 164AL Evidence of Effectiveness: CTW, Chapter 1, Section 5.2 Countermeasure Strategy: Highway Safety Office Program Management TSEP: No Match: \$0.00 Indirect Costs: \$0.00	regard to dangerous driving behaviors. The OHS will look to create informational handouts/brochures to bring awareness to young drivers especially around the Prom season to local high schools. These materials will also be provided to our partners and stakeholders to disseminate at their events as well to
\$50,000.00 of Section 164AL Evidence of Effectiveness: CTW, Chapter 1, Section 5.2 Countermeasure Strategy: Highway Safety Office Program Management TSEP: No Match: \$0.00	regard to dangerous driving behaviors. The OHS will look to create informational handouts/brochures to bring awareness to young drivers especially around the Prom season to local high schools. These materials will also be provided to our partners and stakeholders to disseminate at their events as well to

NHTSA164AL2007 – Alcohol Training	g video
Sub-Recipient:Dept. of Behavioral Healthcare,Developmental Disabilities andHospitals.Project Budget/ Source:\$200,000.00 of Section 164ALEvidence of Effectiveness:CTW, Chapter 1, Sections 3 and 4Rhode Island Impaired DrivingAssessment, 2016Countermeasure Strategy:Communication CampaignTSEP:NoMatch:\$0.00Indirect Costs:\$0.00Maintenance of Effort:\$0.00Local Benefit:\$80,000.00	OHS will create an RFP for the professional production of a training video regarding the effectiveness of the three tests currently used in the Standardized Field Sobriety Testing battery, Horizontal gaze nystagmus, Walk and Turn, One Leg stand. This training video will be utilized for recruit level training at the local law enforcement training academies to assist them in understanding how and why NHTSA's Standardized Field Sobriety Testing process is so effective at identifying persons who are suspected of operating a motor vehicle while under the influence of alcohol. In addition to recruit training this production is also intended to be an educational tool which will be utilized at training held for prosecutors and judges. Rhode Island does not have any caselaw which grants judicial notice to the effectiveness of the Horizontal Gaze Nystagmus test, which is the most accurate test at identifying persons operating under the influence of alcohol. This production is intended to help spread the message regarding the effectiveness of the Field Sobriety tests and hopefully assist with getting the message out on the effectiveness of these tests. Increasing awareness on the effectiveness of the tests will then hopefully lead to better prosecutions by prosecutors and judges who grasp the concepts behind the effectiveness of the three tests.
· · · ·	(HEALTH) Alcohol Toxicology & BAT Mobile Support
Sub-Recipient: Rhode Island Department of Health Project Budget/ Source: \$260,727.00 of Section 164AL Evidence of Effectiveness: CTW, Chapter 1, Section 2.3 Countermeasure Strategy: Breath Test Devices TSEP: No Match: \$0.00	OHS will reimburse 60% of the salary of a Traffic Safety Resource Forensic Toxicologist at the Rhode Island Department of Health, Forensics Laboratory. We will also support 40% of the salary of a forensic scientist and the full salary of a senior laboratory technician. This project supports overtime in HEALTH's Forensics Unit, the BATmobile deployments and Breath Analysis Section to calibrate Preliminary Breath Testers to expand use of these instruments and to calibrate and set up Intoxilyzer 9000s in the lab. Also, to download data from these instruments for reporting to OHS and to conduct associated tasks that arise with the implementation of these instruments. The Sr. Lab Technician position was a completely new position funded solely by federal monies. This was never a state funded position. This FTE provides monthly data on breath alcohol cases from the 9000 units as part of the reporting module within the program. He maintains all PBT's for the federally funded DRE

NHTSA164AL2011 / NHTSAFDLDAT	2002 – Criminal Justice Training
Sub-Recipient: TBDProject Budget/ Source: \$70,000.00 of Section 164AL \$70,000.00 of Section 405DEvidence of Effectiveness: CTW, Chapter 1, Sections 3 and 4 Rhode Island Impaired Driving Assessment, 2016Countermeasure Strategy: Judicial EducationTSEP:No Match: \$17,500.00 Indirect Costs: \$0.00 Local Benefit:Sub-Recipient: Strategy: Str	Members of the Judiciary will be educated on the effectiveness of Standardized Field Sobriety Testing and the Drug Recognition Expert Program. There have been many other states which have taken Judicial Notice regarding these two programs which law enforcement uses and it is necessary to educate the judiciary on just how effective they are in identifying impaired drivers. These programs are excellent at identifying both alcohol and drug impaired drivers and use a good amount of science. To accomplish this task a multimedia presentation will be produced by Highway Safety Professionals, and Law Enforcement Officers, showing the effectiveness of the SFST and DRE programs. A summit will be conducted utilizing subject matter experts to include other Judges and Medical Doctors. Several sessions will be conducted throughout the fiscal year to ensure all relevant members of the judiciary have an opportunity to partake in this educational undertaking.
NHTSA164AL2013 – VMS Message I	Boards
Sub-Recipient: TBD Project Budget/Source: \$100,000.00 of Section 164AL Evidence of Effectiveness: CTW, Chapter 1, Section 5.2 Countermeasure Strategy: Communication Campaign	Portable Variable Message Boards to display the "Drive Sober or Get Pulled Over" or other High Visibility of DUI laws messages for law enforcement agencies to be used as part of the two national "Drive Sober or Get Pulled Over" impaired driving crackdowns as well as for monthly sustained enforcement as part of the HVE program funded by OHS with NHTSA monies. 10 cities/towns will be chosen based on data and those who help coordinate the States' DUI task force details. Agencies chosen to receive grant funding to purchase Portable Variable Message Boards shall enter into a Memorandum of Agreement with the Office on Highway Safety regarding the effectiveness of safety messages. Furthermore, this Memorandum of

TSEP:	No
Match:	\$0.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$40,000.00

monthly sustained enforcement as part of the HVE program funded by OHS with NHTSA monies. 10 cities/towns will be chosen based on data and those who help coordinate the States' DUI task force details. Agencies chosen to receive grant funding to purchase Portable Variable Message Boards shall enter into a Memorandum of Agreement with the Office on Highway Safety regarding the effectiveness of safety messages. Furthermore, this Memorandum of Understanding will cover the usage of these tools and will make the subrecipient explicitly aware that the usage of these signs is restricted to alcohol related safety messages; Speed enforcement safety messages; seatbelt safety messages; Distracted Driving safety messages; and Non-Motorized messaging. The Office on Highway Safety shall closely monitor the usage of these message boards for compliance. These VMS boards will be Buy America compliant and shall be proportionally funded but will primarily be used for Alcohol Enforcement messaging 75% Alcohol; 25% Distracted; 25% Speed; 25% OP, and 25% Non-motorized.

NHTSA164AL2014 – Leadership Committee Statute/Outreach
I NAISA 104ALZV14 – Leduership Committee Statute/Outreach

	caucionip con	imittee Statute/Outreach
Sub-Recipient: TBD Project Budget/Source: \$50,000.00 of Section 10 Evidence of Effectivene CTW, Chapter 1, Section Countermeasure Strate Communication Campa TSEP: Match: Indirect Costs: Maintenance of Effort: Local Benefit:	64AL sss: n 5 sgy:	The Office on Highway Safety will conduct outreach activities for local government leaders with relevant highway safety information. A multimedia informational package will be created which will raise awareness of highway safety issues in Rhode Island and highlight the countermeasures that work to create a holistic approach towards combating serious injuries and deaths on our roadways. This project will provide the state's policy makers with relevant information which will highlight the State of Rhode Island's Impaired Driving problem and show how proven countermeasures can be utilized to combat the state's 41% impaired fatal crash operator statistic and reduce deaths and serious injuries upon the roadways of the state. The OHS will provide educational information packets for each participant that focus on impaired (alcohol) driving as designated in our State's 10-year Impaired driving plan. The packets will NOT include any information targeting, resembling or addressing traffic safety lobbying efforts.
NHTSA164AL2019 – W	/ork Zone Safe	ety Campaign
Sub-Recipient: High school students ar general public Project Budget/Source: \$50,000.00 of Section 10 Evidence of Effectivene CTW, Chapter 2, Section Countermeasure Strate Communication Campa TSEP: Match: Indirect Costs: Maintenance of Effort: Local Benefit:	: 64AL ess: n 1 egy:	One of RIDOT's experienced Work Zone safety staff was severely injured by an impaired driver this year. Although RIDOT supports and implements safety plans and training for all workers associated with road safety construction sites driving behavior continues to threaten all work zone safety staff. This program is twofold. One part is an educational module created with one of the state's unique charter schools, The New England Laborer's Construction Career Academy. The school has a 10-week work zone safety module which stresses dangerous driving behavior. The school has agreed to allow us to share our NHTSA safety knowledge with the students. We'll also be creating a Work Zone safety poster media competition. This program is intended to reach young students studying road construction as well as the general public. Although we have a move over law many people do not understand the law itself or its intention. This program will help increase the safety knowledge base. The created media earned and paid will help us with our educational efforts on a larger scale. venues to highlight the messages and spread the awareness of work zone safety responsibilities and efforts. Data that supports this effort; Recent increase in the number of Rhode Island Traffic Crashes occurring within a work zone. FFY17 588 FFY18 527 FFY19 900 (preliminary)

NHTSA164AL2021 / NHTSAM5OT2001D – H	Holiday Safe Driving Application Support

		Torber Torrady Safe Driving Application Support		
Sub-Recipient:		In 2017 RIDOT created a localized safe driving application modeled		
TBD		after NHTSA's that supports using alternative transportation by which people can get to and from places where they drop in without having to drop even thing. This approves created due to our data which		
Project Budget/Source:		to drop everything. This app was created due to our data which		
\$50,000.00 of Section 10		continues to demonstrate Rhode Island's high percentage of alcohol		
\$50,000.00 of Section 40	05D Mid	related impaired driving fatalities. During the 2019 Holiday Season we will feature the availability of our application for use by the general		
Evidence of Effectivene	ss:	public. We will offer discounted coupons in conjunction with ride		
CTW, Chapter 1, Section	n 5.4	sharing companies. We will track the app's usage along with our		
		impaired driving crash data for the time period of Thanksgiving		
Countermeasure Strate		through New Year for past 5 years.		
Communication Campa	ign			
TSEP:	No			
Match:	\$12,500.00			
Indirect Costs:	\$0.00			
Maintenance of Effort: Local Benefit:	\$0.00 \$20,000.00			
	•			
NHTSA164PM2001 – F	Paid Media (Al	-) OHS will develop and implement a statewide paid media campaign		
Sub-Recipient:		for the DSoGPO campaigns to coincide with enforcement		
State-Approved Media	vendor	mobilizations scheduled for December 2019 and August/September		
Project Budget/Source:		2020 in addition to supporting monthly sustained enforcement. The		
\$1,000,000.00 of Section		target audience is 20-50-year-old males. The media buy is expected		
+ .,,		to cover print, online/web/Internet and "out of home"		
Evidence of Effectivene	ss:	(billboard/bus/movie theater). Media materials are produced in both		
CTW, Chapter 1, Section	1 5.2	English and Spanish and the venues are chosen based on market data for each audience. This task will meet the requirements within the		
Countermeasure Strate	av:	Grant Funding Policy Part II E by ensuring that all television ads		
Communication Campai		include closed captioning. Additionally, the project will be evaluated		
·	-	based on the criteria set out in the Section 402 Advertising Guidance.		
TSEP:	No	When OHS implements a media plan we receive reach and frequency		
Match:	\$0.00	numbers and impressions listed to answer the "penetration of the		
Indirect Costs:	\$0.00	target audience." Significantly, we will have 90+ reach and much frequency. As stipulated by the MPA contract, the selected vendor		
Maintenance of Effort:	•	will conduct a comprehensive post-buy analysis, which will serve as		
Local Benefit:	\$750,000.00	the evaluation for this project. There is a need to create more		
		localized messages that highlight local stories, issues, strengths and		
		partners. We will increase our social media presence. OHS will also		
		use our DMV surveys and we rely on Providence media expertise to		
		purchase media buys and media creative.		

NHTSA164PM2002 – Creative Medi	a (AL)
Sub-Recipient: State-Approved Media Vendor	OHS will enter into a contract with a public relations firm (listed on our state's MPA list) for creative media to create and produce an impaired driving campaign that will serve as a "part 4" in our "Ripple
Project Budget/Source: \$500,000.00 of Section 164PM	Effect" efforts. Both of those campaigns have offered increased awareness and education regarding Traffic Safety countermeasures targeting the reduction of impaired driving behavior. These
Evidence of Effectiveness: CTW, Chapter 1, Section 5.2	campaigns specifically target alcohol related traffic behavior and fatalities.
Countermeasure Strategy: Communication Campaign	
TSEP:NoMatch:\$0.00Indirect Costs:\$0.00Maintenance of Effort:\$0.00Local Benefit:\$400,000.00	

NHTSAFDLBAC2001 - Municipalities Impaired Driving – BAT (Breath Alcohol Testing) Mobile Providence

Sub-Recipient: Providence Police Department

Project Budget/Source: \$60,000.00 of Section 405D

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

Countermeasure Strategy: Breath Test Devices

TSEP:	No
Match:	\$15,000.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$0.00

OHS will reimburse the Providence Police Department (PPD) for all necessary B.A.T. equipment, and overtime for the PPD at two officers per day for three days per week for at least 18 weeks of the FFY, gas, maintenance, specialized "Impaired Driving Task Force" safety vests, and two Guth Simulators to calibrate the Intoxilyzer 9000s There is no equipment over \$5000.00 to be acquired as part of this project.

BATMobile Mobilization Calendar

- 10/08: (Columbus Day)
- 10/20
- 10/31: (Halloween)
- 11/11
- 11/22: (Thanksgiving Eve)
- 12/14
- 12/20
- 12/22
- 12/23
- 12/31: New Year's Eve
- 1/12
- 1/27
- 2/4: Superbowl Sunday
- 2/14
- 3/10: Newport St. Patrick's Day Parade
- 3/17: St. Patrick's Day
- 3/31
- 4/13
- 4/28
- 5/5: Cinco de Mayo
- 5/26
- 6/9
- 6/22
- 7/3: Bristol's 4th of July Parade
- 7/4
- 7/20
- 8/11
- 8/31: Labor Day Weekend
- 9/2: Labor Day Weekend
- 9/21

and Preliminary Breath			
Sub-Recipient: Rhode Island Department of Health		OHS will reimburse 60% of the salary of a Traffic Safety Resource Forensic Toxicologist at the Rhode Island Department of Health, Forensics Laboratory. We will also support 40% of the	
Project Budget/Source: \$136,010.00 of Section 405D		salary of a forensic scientist and the full salary of a senior laboratory technician. Includes equipment with a per-unit cost	
Evidence of Effectiveness: CTW, Chapter 1, Section 2.3		of less than \$5,000. 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	
Countermeasure Strategy: Breath Test Devices		and to calibrate and set up Intoxilyzer 9000s in the lab. The Toxicologist continues operating the federally funded GC/MS instrument, and she is instrumental in the validation of	
TSEP: Match: Indirect Costs: Maintenance of Effort: Local Benefit:	No \$34,002.50 \$0.00 \$0.00 \$0.00		

NHTSAFDLBAC2002 – State Agencies (HEALTH) – Traffic Safety Resource Forensic Toxicologist (TSRFT) and Preliminary Breath Testing

NHTSAFDLCS2001D - State Agencies	s (AG)–Traffic Safety Resource Prosecutor (TSRP)
Sub-Recipient: Rhode Island Attorney General's Office Project Budget/Source: \$200,000.00 of Section 405D Evidence of Effectiveness: CTW, Chapter 1, Sections 3.1 and 6.5 Countermeasure Strategy: Prosecutor Training TSEP: No Match: \$50,000.00 Indirect Costs: \$0.00 Maintenance of Effort: \$0.00 Local Benefit: \$0.00	 OHS will pay 75% of the salary of a prosecuting attorney from the Attorney General's staff, to serve as the TSRP. The TSRP will: The TSRP will be an active member on the Traffic Safety Coalition and agree to attend monthly meetings. He/She will also be an active participant on several emphasis teams which deal with dangerous driving behavior. His/her presence and participation should be included on the Impaired Driving, Speeding, OP, and Young Driver teams. The TSRP will organize and lead a committee (to include the OHS) to review RI's Impaired Driving statute in order to create a list of agreed upon statute changes/enhancements. The TSRP will review RI's social host law and offer recommendations for changes and/or enhancements. The TSRP will obtain and share with OHS data on disposition of arrests for DUI and refusal, calculate conviction rates and compare rates of the AG's office and municipal solicitors. The TSRP will offer interlock data to include the number of interlocks installed monthly and annually. The TSRP will continue to train police officers and recruits at annual recertification classes for breathalyzer operators in the area of DUI and Implied Consent Prosecution. The recruit training at will include lecture and mock trail exercises. The TSRP will participate on NHTSA TSRP focused webinars and teleconferences on behalf of the OHS.

NHTSAFDLDAT2003 -	Citizens Traffi	ic Safety Academy	
Sub-Recipient: Spartan International Consulting Group		OHS will fund the second year of the Citizens Traffic Safety Academy (CTSA). The program is scheduled to conduct the 3rd session in August 2019. A final evaluation report from an independent evaluator is forthcoming. The funding will be in four	
Project Budget/Source: \$25,000.00 of Section 405D Low		equal values of \$25,000.00 from each of these funding streams/projects NHTSAFHLE2006H (405H), NHTSAM2HVLE2008B (405b), NHTSAFESX2001E (405e), and NHTSAFDLDAT2003(405D) for	
Evidence of Effectiveness: CTW, Chapter 4, Section 1.3		a total of \$100,000.00. The purpose of the Citizens Traffic Safety Academy is to create a cadre of traffic safety experts to foster better communication	
Countermeasure Strategy: Communication Campaign		between citizens and highway safety experts through education and awareness. The Target Audience for CTSA is adults of the general public to include State and Community Leaders. The Citizens Traffic	
TSEP: Match: Indirect Costs: Maintenance of Effort: Local Benefit:	No \$6,250.00 \$0.00 \$0.00 \$0.00	awareness. The Target Audience for CTSA is adults of the general	

Sub-Recipient:		This is a pending project, based upon potential NHTSA approval, of	
TBD		law enforcement training activities becoming an acceptable and allowable OHS expense.	
Project Budget/Source: \$40,000.00 of Section 405D		Funding shall be utilized to sponsor officers to attend SFST and in- service training events, and potentially cover the costs of backfilling	
Evidence of Effectiveness: NHTSA Recommended		for the officer's absence at his/her agency should NHTSA allow it. It is recommended by NHTSA that all SFST practitioners complete a state-approved refresher/update training at a minimum of every three years from the date of their most recent state refresher/update training as an SFST practitioner. The average BAC of a DUI offender who submits to chemical testing is a .16 which shows that officers in RI could potentially be making face to face contact with impaired	
Countermeasure Strategy: SFST training for Law Enforcement Officers			
TSEP:	No	motorists and not recognize they are dealing with a possible DUI	
Match:	\$10,000.00	suspect.	
Indirect Costs:	\$0.00	The Office on Highway Safety shall facilitate, through the Rhode	
Maintenance of Effort:	\$0.00	Island Municipal Police Academy, approximately six (6), four (4) hour, in-service training classes per year to ensure officers can obtain	
Local Benefit:	\$0.00	refresher training and practice their skills. Class size would be limited to 20 officers per class.	

4.3 Speed

Problem Identification and Analysis

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

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

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

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

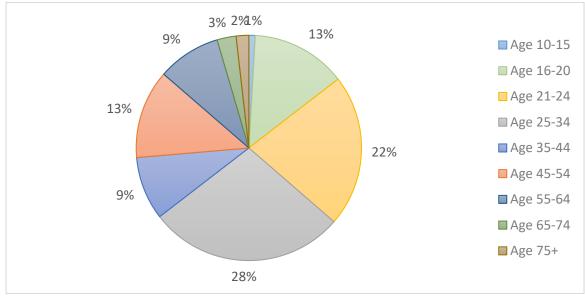


Figure 4.8 Age of Drivers in Fatal Speeding Crashes (2014 to 2018)

Source: RIDOT/OHS, (2019)

City/Town	2014	2015	2016	2017	2018	Total
Providence	0	4	4	4	5	17
Cranston	4	0	1	2	2	9
Warwick	1	4	0	2	1	8
North Kingstown	1	2	1	2	2	8
Coventry	0	0	3	3	1	7

Table 4.8 Top Five Cities/Towns by Fatal Speeding Crashes

Source: RIDOT/OHS (2019)

Strategic Partners

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

Alignment with the SHSP

The 2017-2022 SHSP includes the following strategies to reduce speed-related driving fatalities:

- > Leadership
 - Establish a Speeding Task Force to engage leadership from various agencies.
- > Criminal Justice System
 - Enforce speeding laws to act as a deterrent to keep people from engaging in speed and aggressive driving behaviors.
 - Provide continuing education efforts for law enforcement.
- > Prevention & Treatment
 - Support education and outreach to promote safer driving.
- > Evaluation
 - Improve the quality of speeding data.
 - Use data to target speeding initiatives.
- > Infrastructure
 - Enhance roadway design to promote safe transportation practices among all users.

Performance Targets

> **Goal.** Reduce the five-year average speed-related fatalities by 4 percent from 25 (2014 to 2018 average) to 24 (2016 to 2020 average) by December 31, 2020.

• Justification. Speed-related fatalities have fluctuated over the last few years, with as few as 13 in 2014 and a spike in 2017 at 41 fatalities. The spike in 2017 will require significant decreases in future years to achieve averages that move toward the zero deaths goal. A goal of 24 fatalities in 2020 provides a realistic target and to move Rhode Island back toward a zero deaths trajectory.

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 RISP and Operation Blue RIPTIDE.
- 6. Employ speed-activated roadside displays showing speed limit and actual speed traveled.
- 7. Conduct program management and oversight for all activities within this priority area.
- 8. Use recently purchases radar units and software to analyze speed data in enforcement areas and compare to crash locations for all Police Departments.
- 9. Develop a method to collect speed-related data from crash reconstruction reports on fatal and serious injury crashes and forward data to RIDOT.
- 10. Develop policies on the collection of speed-related serious injury data, including a review of current state policies, laws, and regulations with assistance from the Rhode Island Police Chief's Association's Traffic Safety Committee. (TSRP/Attorney General)
- 11. Expand existing and planned HVE programs and speed enforcement patrols.
- 12. Use highway message boards to communicate a speed prevention message during the periods of the speed campaign.
- 13. Utilize DDACTS to conduct regular coordinated enforcement efforts with state and local law enforcement in known trouble spots for speed violations. (LEL/OHS)
- 14. Review appropriateness of speed limits statewide.
- 15. Review the placement and use of speed limit signs statewide.
- 16. Use variable speed limits on limited access highways in Rhode Island.

Project Descriptions

The FFY 2020 HSP project list to address speed-related driving fatalities and serious injuries includes the project number, title, description, budget, evidence of effectiveness, and maintenance of effort, where applicable.

NHTSA402PM2003 - P	Paid Media (PT	r.
NHTSA402PM2003 – Paid Media (PTSub-Recipient: State-Approved Media VendorProject Budget/Source: \$100,000.00 of Section 402PMEvidence of Effectiveness: CTW, Chapter 3, Section 4.1Countermeasure Strategy: Communication CampaignTSEP:No Match: \$25,000.00 Indirect Costs:		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. <u>As</u> <u>stipulated by the MPA contract, the selected vendor will conduct a</u> <u>comprehensive post</u> -buy analysis, which will serve as the evaluation for this project.
	\$50,000.00	
NHTSA402PM2004 – C	Creative Media	
Sub-Recipient: State-Approved Media Vendor Project Budget/Source: \$150,000.00 of Section 402PM Evidence of Effectiveness: CTW, Chapter 3, Section 4.1		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. Focus groups will be conducted to determine the best creative direction to reach these audiences. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.
Countermeasure Strategy: Communication Campaign		
TSEP: Match: Indirect Costs: Maintenance of Effort: Local Benefit:	No \$37,500.00 \$0.00 \$0.00 \$75,000.00	

NHTSA402PT2003 – State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinate	or
(LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program & ATS	

Sub-Recipient: Rhode Island Municipal Police Academy

Project Budget/Source: \$51,827.00 of Section 402PT

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

Countermeasure Strategy: Sustained Enforcement

TSEP: Match: Indirect Costs: Maintenance of Effort: Local Benefit:	
Local Benefit:	\$20,730.80

OHS will contract with a qualified consultant to serve as the LEHSTC. The LEHSTC will work as the liaison through the Office of Highway Safety and will promote law enforcement participation in Operation Blue RIPTIDE and other program areas, conduct outreach to police chiefs, and provide traffic safety training. The LEHSTC will also serve as the Program Coordinator for the Standardized Field Sobriety Testing (SFST) Refresher Training courses.

OHS will continue to reinvigorate DRE training and program implementation through the Law Enforcement Highway Safety Training Coordinator. DRE duties will include; maintaining certifications for 72+ DRE's as well as planned training for DRE, SFST, and ARIDE courses, to include instructions on alcohol/drug blocks at the recruit level training at all Rhode Island police academies; Rhode Island Municipal Police Training Academy, Providence Police, and Rhode Island State Police. The grant period; October 1, 2019 through September 30, 2020 will include additional duties as the Rhode Island DRE Coordinator as well Rhode Island's SFST Coordinator and will account for an additional percentage of the LEHSTC's total time. The primary responsibility of the LEHSTC is taking the lead role in

promoting highway safety programs to the local cities and towns through Rhode Island through training and other duties as determine by the OHS. The LEHSTC will accomplish these duties and responsibilities through day to day contact with all Grant Managers in the municipalities as well as act as the highway safety contact with the Rhode Island Chiefs of Police and other highway safety advocates in Rhode Island.

NHTSA402PT2007 – RI Police Chiefs Association - Safety Partnership Program

Sub-Recipient: Rhode Island Police Chiefs Association

Project Budget/Source: \$50,000.00 of Section 402PT

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

Countermeasure Strategy: Sustained Enforcement

TSEP:	No
Match:	\$12,500.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$20,000.00

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

Funding will allow the RIPCA to disseminate information from the Office on Highway Safety to all active law enforcement leadership entities and other state agencies (i.e., DEM). The RIPCA will also lead a media effort which includes law enforcement safety information by all municipalities. This project supports a portion of the salary of the RI Police Chiefs' Executive Director's salary. It also affords the membership of the RIPCA an opportunity to create and buy media pieces which highlight municipal law enforcement messages and efforts. Any media pieces will be pre-approved by the OHS. Success will be measured by the increased buy in and law enforcement participation by PD Chiefs regarding all highway safety initiatives. This planned activity is listed three times in the HSP and will cost \$200,000. This is split funded between the three projects NHTSA402PT2007 (\$50,000), NHTSA164AL2004 (\$100,000), and NHTSA402DD2006 (\$50,000). This supports the ED's position as well as efforts for a media campaign to include creative, social, and paid media. This past year they created a campaign to complement our Distracted Driving efforts and in 2020 they will once again mirror one of our multiple campaigns which is dictated by shared data. The ED will continue to assist our efforts to increase law enforcement traffic safety activities and will also bring our efforts to Law Enforcement leadership. The ED will work as one of the OHS's most cooperative team members and stakeholders. They will supply monthly reports as will all our sub grantees.

NHTSA402PT2008 – V	mo message	
Sub-Recipient: TBD		Portable Variable Message Boards to display the "Drive Sober or Get Pulled Over" or other High Visibility of DUI laws messages for law enforcement agencies to be used as part of the two national "Drive
Project Budget/Source:		Sober or Get Pulled Over" impaired driving crackdowns as well as for
\$25,000.00 of Section 40		monthly sustained enforcement as part of the HVE program funded by OHS with NHTSA monies. 10 cities/towns will be chosen based on data
Evidence of Effectivene	ss:	and those who help coordinate the States' DUI task force details.
NHTSA recommended.		Agencies chosen to receive grant funding to purchase Portable Variable Message Boards shall enter into a Memorandum of
Countermeasure Strate	av.	Agreement with the Office on Highway Safety regarding the
Communication Campa		effectiveness of safety messages. Furthermore, this Memorandum of Understanding will cover the usage of these tools and will make the
TSEP:	No	subrecipient explicitly aware that the usage of these signs is restricted
Match:	\$6,250.00	to alcohol related safety messages; Speed enforcement safety
Indirect Costs:	\$0,230.00	messages; seatbelt safety messages; Distracted Driving safety
Maintenance of Effort:		messages; and Non-Motorized messaging. The Office on Highway
Local Benefit:	\$10,000.00	Safety shall closely monitor the usage of these message boards for
Local Benefit.	+10,000.00	compliance. These VMS boards will be Buy America compliant and
		shall be proportionally funded but will primarily be used for Alcohol
		Enforcement messaging 75% Alcohol; 25% Distracted; 25% Speed; 25%
		OP, and 25% Non-motorized.
NHTSA402PT2009 – M	lunicipalities	Speed Initiative
Sub-Recipient:		OHS will fund the implementation of an innovative Speed Enforcement
All municipal police dep	artments	program utilizing local data provided by the police relating to speed
		and crash data. High-visibility enforcement campaigns have been
Project Budget/Source:		used to deter speeding and aggressive driving through specific and
\$100,000.00 of Section 4	402PT	general deterrence. In the high-visibility enforcement model, law
		enforcement targets certain high-crash or high-violation geographical
Evidence of Effectivene	ss:	areas using either expanded regular patrols or designated aggressive
In support and promotion	on of	driving patrols. The objective is to convince the public that speeding
sustained law enforcem	ent efforts	and aggressive driving actions are likely to be detected and that
		offenders will be arrested and punished.
Countermeasure Strate	gy:	In Rhode Island, a fatality is defined as speed-related if one of the
Sustained Enforcement		driver-related factors includes driving over the speed limit, excessive
TSEP:	Yes	speed, driving too fast for conditions, or racing. A speed-related
Match:	\$25,000.00	serious injury crash is defined as occurring when a citation is issued to
Indirect Costs:	\$0.00	a driver involved in the crash for exceeding the lawful speed limit.
Maintenance of Effort:		Speed was a likely factor in over 45% of fatalities in 2017 and 2018,
Local Benefit:	\$40,000.00	which is dramatically higher than the 38% of all fatalities over the prior
		five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities,
		compared to 23 in 2016. Most drivers in speed-related fatal crashes
		are between age 16 and 34 (63%), and 82 percent are white. The cities
		of Providence and Cranston have the highest numbers of speeding
		crashes in the most recent five years with 17 and 9 respectively.
		Rhode Island speeding crashes occur on roads with lower speed limits

related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54 percent). Enforcement efforts have improved annually, and Rhode Island increased the number of citations issued to 9,836 in 2018. A partnership of local city/town departments, media group and the OHS will implement a program targeting speed issues with media outreach and enforcement efforts. The targeted area and operator demographics will be generated by the law enforcement department from a detailed analysis of their local data to specific "hot spots" and not an overall reach within their jurisdiction. Police will review local data prior to implementation so an evaluation can be conducted of the impact this targeted deployment effort had at the "hot spot". Outreach will be conducted in conjunction with and separately targeting the risky behavior of speeding. This program will establish ownership of the program within the local department to increase participation and completion. This program will allocate funds to the participating departments for overtime enforcement patrols that will be conducted during preselected weeks of the "100 Deadliest Days" to obtain the greatest impact to concentrated incidents of fatal and serious injury crashes. Earned media will be expected. Enforcement areas will be evidence based and on the overall community safety needs. Results will be measured utilizing citation analysis, officer reports, crash data, and speed study data and analysis following the completion of the speed initiative program at the conclusion of the fiscal year

NHTSA402PT2012 – Work Zone Orange Glove Safety Campaign

Sub-Recipient:	One of RIDOT's experienced Work Zone safety staff was severely
High school students and the	injured by an impaired driver this year. Although RIDOT supports and
general public	implements safety plans and training for all workers associated with
	road safety construction sites driving behavior continues to threaten
Project Budget/Source:	all work zone safety staff. This program is twofold. One part is an
\$50,000.00 of Section 402PT	educational module created with one of the state's unique charter
	schools, The New England Laborer's Construction Career Academy.
Evidence of Effectiveness:	The school has a 10-week work zone safety module which stresses
CTW, Chapter 6, Section 2	dangerous driving behavior. The school has agreed to allow us to
	share our NHTSA safety knowledge with the students. We'll also be
Countermeasure Strategy:	creating a Work Zone safety poster media competition. This program
Communication Campaign	is intended to reach young students studying road construction as well
	as the general public. Although we have a move over law many people
TSEP: Yes	do not understand the law itself or its intention. This program will help
Match: \$12,500.0) increase the safety knowledge base. The created media earned and
Indirect Costs: \$0.00	paid will help us with our educational efforts on a larger scale. venues
Maintenance of Effort: \$0.00	to highlight the messages and spread the awareness of work zone
Local Benefit: \$20,000.0	0 safety responsibilities and efforts. Data that supports this effort;
	Recent increase in the number of Rhode Island Traffic Crashes
	occurring within a work zone.
	FFY17 588
	FFY18 527
	FFY19 900 (preliminary)

4.4 Motorcycles

Problem Identification and Analysis

From 2014 through 2018, motorcyclist fatalities in Rhode Island fluctuated between a low of 4 in 2016 to a spike 18 in 2018. This preliminary data for 2018 brings the five-year average from 2014 to 2018 up to 10. This is moving the State away from the desired downward trend.

Unhelmeted motorcycle fatalities have also mirrored the overall trend, with a spike in 2018. After achieving a low of two in 2008, the lowest lower since then has been 4. There were 9 unhelmeted motorcycle fatalities in 2018. Over the period 2014-2018, over half of the motorcycle drivers were unhelmeted. Under half involved in a fatal crash had a BAC of .08 or greater. Rhode Island does not have a universal helmet law for all motorcyclists. The state motorcycle helmet use law only covers all passengers (regardless of age) and all operators during the first year of licensure (regardless of age), which makes it challenging to lower unhelmeted motorcycle fatalities.



Annual Motorcycles Skills Revival Rally

Additional analysis shows that the majority of impaired drivers in fatal crashes are white (67%). About one-quarter (27%) of drivers are between the ages of 25 to 34 and another 23 percent are between the ages of 21 to 24. From 2014 to 2018, June and July had the most fatal crashes; Two-thirds of crashes occurred between Thursday and Saturdays; and one-third of crashes occurred between 8:00 PM and 2:00 AM. The urban areas such as Providence, Warwick, and Cranston generally have the highest numbers of motorcycle fatalities.

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

The key recommendations from that assessment are as follows:

Program Management

- > Implement a Strategic Plan for Motorcycle Safety with priorities that are based on data, best practices, and proven strategies. Ensure all motorcycle programs and projects align with this plan.
- > Develop a formal, ongoing process to define the elements to be measured for each activity, e.g., value, effectiveness, impact, and outcomes.

- > Develop a motorcycle safety subcommittee within the Traffic Safety Coalition, comprised of stakeholders from both government and non-government entities (e.g., representatives from motorcycle dealers, the rider education program, emergency medical services, highway engineering, law enforcement, rider groups, independent riders, and researchers).
- > Identify motorcycle safety as an independent emphasis area in the SHSP.
- > Use motorcycle injury collision data in order to better understand collision causation and pinpoint potential 'hot spots' for motorcycle crashes.

Motorcycle Personal Protective Equipment

- > Enact a universal helmet law requiring helmets compliant with Federal Motor Vehicle Safety Standard No. 218 be worn securely fastened on the heads of all motorcycle riders and passengers.
- > Amend §31-10.1.1-4 to provide specifications for eye protection that is compliant with the most recent standards and specifications established by ANSI.
- Conduct observational surveys of helmet and eye protection usage in order to establish a baseline for measurement of success of campaigns to encourage the use of personal protective equipment.

Motorcycle Operator Licensing

- Ensure all required licensing tests are being completed in compliance with §31-10.1-1.2.
- Amend the existing motorcycle license test waiver program to require additional training or practice during the leaner's permit period to ensure individuals seeking their first H restriction have the necessary knowledge, skills, and experience to responsibly operate a motorcycle on public roadways.
- > Update the Rhode Island-specific completion certificate to include security features, serialization, whether rider training was in-state or out-of-state, printed instructor name, and a seal.
- > Document and publish the standards used by Community College of Rhode Island to evaluate out-of-state rider training courses that result in the issuance of the Rhode Island-specific completion certificate.
- Reemphasize DMV's authority and responsibility to administer and regulate the motorcycle licensing process by auditing the rider training testing and the issuance of completion certificates.

Motorcycle Rider Education and Training

- Amend §31-10.1-1.2 to delete all references to Motorcycle Safety Foundation. Replace it with language that gives the Board of Governors for Higher Education authority and responsibility to develop or approve curriculums, certify instructors, and define student completion requirements.
- Develop a policy and procedures manual for the Rhode Island Rider Education
 Program that includes such topics as general administration, instructors, curriculum,
 quality assurance, criteria for accepting out-of-state course completion cards, etc.

> Evaluate the effectiveness of the current rider training curriculum to determine if it meets the needs of students and addresses the safety issues identified through an analysis of Rhode Island crash, injury, and fatality data.

Motorcycle Operation under the Influence of Alcohol or Other Drugs

- Incorporate motorcycle-specific messages and imagery into current and future Rhode Island impaired driving campaign materials. Develop a professionally produced impaired riding prevention campaign.
- Engage the Traffic Safety Coalition in impaired riding prevention efforts with motorcycle organizations, dealers, and other community-based groups to work toward culture change with regards to riding impaired.

Law Enforcement

- > Develop data-driven enforcement strategies that support motorcycle safety and specifically target high-risk motorist and motorcyclist behaviors.
- Implement motorcycle safety law enforcement workshops to share and review law enforcement strategies. Feature crash re-constructionists specifically educated in motorcycle crashes to train law enforcement colleagues on motorcycle crash causation factors and enforcement strategies. Include refresher training on motorcycle specific issues, such as personal safety equipment (helmets and eye protection), and vehicle equipment violations, such as illegal exhaust systems and handlebars.

Highway Engineering

- > Consider the safety needs of motorcyclists in roadway design, construction, maintenance and repair.
- Ensure that design and work zone operations policies for new and reconstructed roadways consider the roadway surface needs of motorcyclists and include warning signage.

Motorcycle Rider Conspicuity and Motorist Awareness Programs

- > Develop Rhode Island-specific materials addressing motorcyclist conspicuity, such as wearing retro-reflective gear, the importance of lane positioning and following distance in order to see and be seen, as well as strategies to prevent involvement in left-turn collisions with other vehicles. Partner with dealerships, rider groups, and other partners to distribute the materials.
- Declare a Motorcycle Safety Awareness Month and develop opportunities to include motorist awareness and rider conspicuity messages in earned media during the month.

Communications Program

Develop or adapt Rhode Island-specific motorcycle safety materials addressing helmet and personal protective equipment use, impaired riding, licensing, and rider training. Research the most appropriate methods of reaching the target audience with these materials (e.g., Division of Motor Vehicles, rider training sites, dealerships, direct mail, rider groups).

- > Ensure that the comprehensive outreach plan includes a research component to ensure that appropriate themes and messages are developed.
- Allocate more funds to targeted digital campaign buys, rather than television or radio, to reach the audience. Establish a contract with a creative agency to develop banner ads for these campaigns. Provide them to partnership groups for placement on their websites.
- Pursue a standalone website or unique URL (e.g., RIMotorcycleSafety.org) and a website or webpage that includes motorcycle safety program information (licensing and rider training requirements, crash data, rider resources, and safety messages). The site/page should be easily updated by OHS program staff. If this is not feasible with current restrictions, utilize the networks of program partners or the Traffic Safety Coalition.

Program Evaluation and Data

- > Create a central data repository, or a process to link or integrate data systems, that is managed by an agency or contractor that can access all the data files, develop queries, produce standardized and ad hoc reports, and support the formal evaluation of Rhode Island's motorcycle safety efforts.
- Create a working group within the Traffic Safety Coalition to develop and formalize a process to evaluate and measure the value, effectiveness, impact, and outcomes of Rhode Island's motorcycle safety efforts.

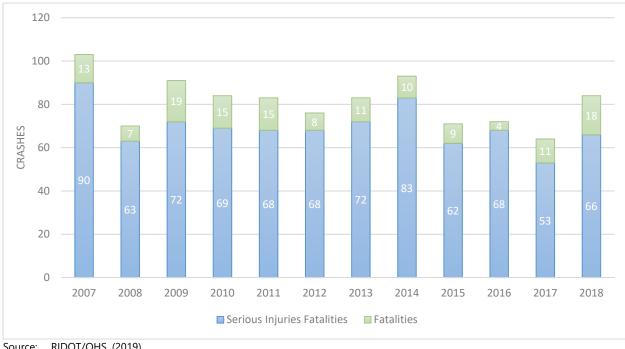
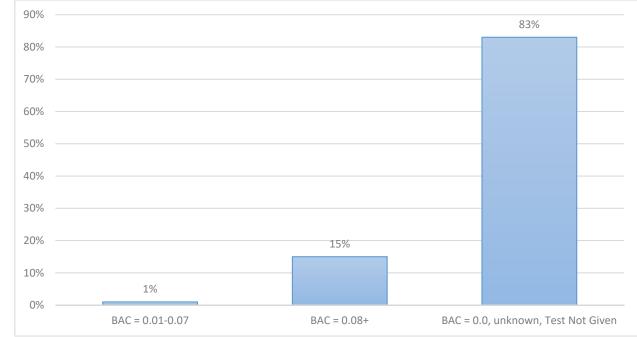


Figure 4.9 Motorcyclist Fatalities and Serious Injuries

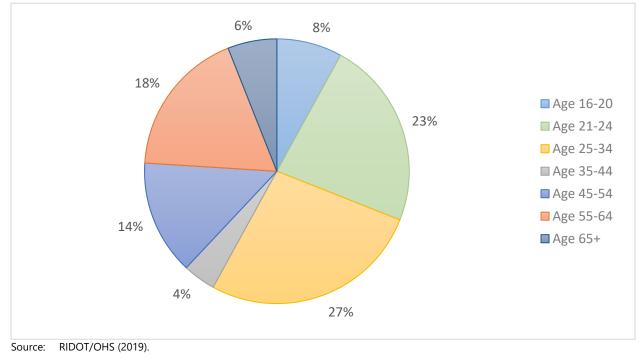
Source: RIDOT/OHS, (2019) Note: 2018 data is preliminary.

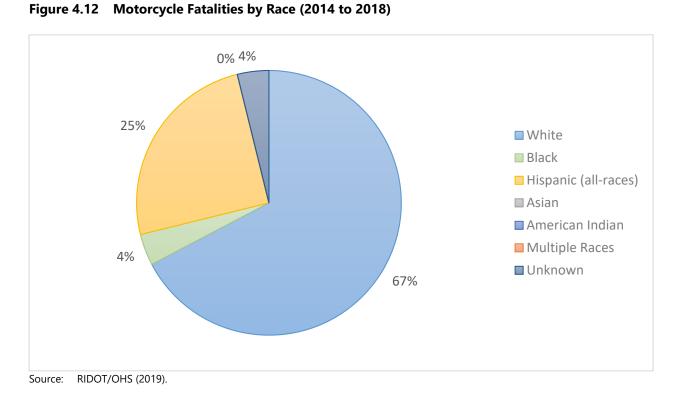




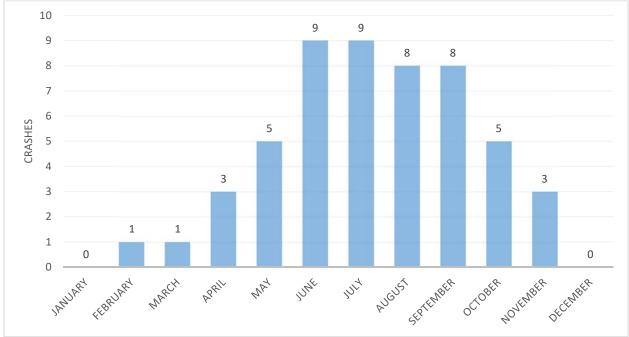
Source: RIDOT/OHS, 2019.











Source: RIDOT/OHS (2019)

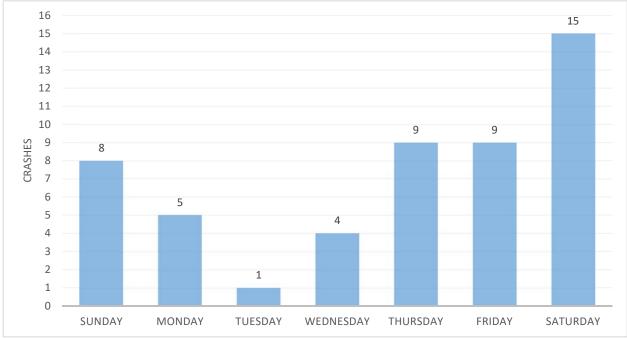


Figure 4.14 Fatal Motorcycle Crashes by Day of Week (2014 to 2018)

Source: RIDOT/OHS (2019)

Table 4.9 Top Three Cities/Towns by Fatal Motorcycle Crashes

City/Town	2011	2012	2013	2014	2015	2016	Total
Providence	4	2	2	1	1	1	11
Warwick	1	0	2	1	2	0	6
Cranston	0	1	1	4	0	0	6

Source: RIDOT/OHS, (2018)

Table 4.10 Motorcycle Models (2014-2018) Data Source (OSCAR)

Vehicle Model	Fatal Crashes
BMW	1
Ducati	1
Harley Davidson	17
Honda	9
Kawasaki	7
Suzuki	9
Triumph	0
Victory	0
Yamaha	4
Unknown	1
Other	3
Grand Total	52

Source: OSCAR (2019)

Strategic Partners

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

Alignment with the SHSP

The 2017-2022 SHSP addresses motorcycle fatalities within the Vulnerable Road User emphasis area with pedestrians, bicyclists, and work zone safety. The full list of vulnerable road user emphasis area strategies is included in Section 4.6.

Performance Targets

- Goal. Maintain the five-year average motorcyclist fatalities at 10 or below by December 31, 2020.
 - Justification. Motorcycle fatalities have been somewhat inconsistent over the last five years with an overall downward trend. A spike in 2018 affects future average motorcycle fatalities. By instituting an aggressive program of motorcycle safety activities, Rhode Island will move toward a lower number of fatalities and move back to the path toward zero fatalities.
- > **Goal.** Maintain the five-year average unhelmeted motorcyclist fatalities at 6 or below by December 31, 2020.
 - Justification. Similar to the overall motorcycle performance measure, the spike in 2018 will affect future averages. By instituting an aggressive program of motorcycle safety activities, Rhode Island will move toward a lower number of unhelmeted fatalities and move back to the path toward zero fatalities. The 2016 NHTSA motorcycle assessment recommendations are anticipated to help OHS reach this goal.

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.
- 3. Increase awareness of helmet and safety gear use using paid media.
- 4. Develop comprehensive impaired riding program to educate motorcyclists on the consequences of riding under the influence.
- 5. Develop and disseminate printed safety materials to all motorcyclists on the three target areas, Awareness, Impaired Riding, and Speed.
- 6. 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.
- c. Continue the Motorcycle Safety and Awareness Campaign preceding the national "Motorcycle Awareness Month" in May.
- 7. Continue to develop a motorcycle database with the assistance of the RIDMV:
 - a. Periodically mail safety and awareness information to all riders with registered motorcycles in the State.
 - b. Continue to work with CCRI to expand the number of rider training classes offered through the CCRI Motorcycle Training Program.
- 8. Conduct program management and oversight for all activities within this priority area.
- 9. 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 2020 HSP project list to address motorcycle fatalities and serious injuries includes the project number, title, description, budget, evidence of effectiveness, and maintenance of effort, where applicable.

NHTSA402MC2002 – Motoro	vcle Crash Reconstruction

NHISA402MC2002 – N	viotorcycle Cra	ash Reconstruction				
Sub-Recipient: State-Approved Media	Vendor	OHS will fund a Law Enforcement Department/Entity to host a training session(s), to be offered to all law enforcement departments based on class limitations, for the purpose of				
Project Budget/Source: \$25,000.00 of Section 402MC		certifying officers in the specialized field of motorcycle crash reconstruction. The instruction shall be that of a qualified and certified provider capable of nationally excepted standards. It will				
Evidence of Effectivene CTW, Chap. 5, Sec. 1, 2,		provide the capability for law enforcement to reconstruct the crash mechanisms and causal factors relating to any crash where at least one motorcycle was involved. This training would be provided to				
Countermeasure Strategy: Communication Campaign		those officers who have already received the prerequisite training in crash reconstruction. It will provide experienced crash investigators with additional skills in analyzing the motorcycle and operator				
TSEP: Match: Indirect Costs: Maintenance of Effort: Local Benefit:	No \$6,250.00 \$0.00 \$10,000.00	characteristics. This includes both motorcycle and operator equipment. It is expected that the class would be attended by at least 10 officers. From 2014 through 2018, motorcyclist fatalities in Rhode Island fluctuated between a low of 4 in 2016 to a spike of 18 in 2018. This preliminary data for 2018 brings the five-year average from 2014 to 2018 up to 10. This is moving the State away from the desired downward trend. Unhelmeted motorcycle fatalities have also mirrored the overall trend, with a spike in 2018. After achieving a low of two in 2008, the lowest since then has been 4. There were 9 unhelmeted motorcycle fatalities in 2018. Over the period 2014-2018, over half of the motorcycle drivers were unhelmeted. Under half involved in a fatal crash had a BAC of .08 or greater. Rhode Island does not have a universal helmet law for all motorcyclists. The state motorcycle helmet use law only covers all passengers (regardless of age) and all operators during the first year of licensure (regardless of age), which makes it challenging to lower unhelmeted motorcycle fatalities Additional analysis shows that most impaired drivers in fatal crashes are white (67%). About one-quarter (27%) of drivers are between the ages of 25 to 34 and another 23 percent are between the ages of 21 to 24. From 2014 to 2018, June and July had the most fatal crashes; Two-thirds of crashes occurred between Thursday and Saturdays; and one-third of crashes occurred between 8:00 PM and 2:00 AM. The urban areas such as Providence, Warwick, and Cranston generally have the highest numbers of motorcycle fatalities.				

NHTSA402PM2005 – Pai	d Media (M	C) Awareness	Campaign

Sub-Recipient: State-Approved Media Vendor Project Budget/Source: \$110,000.00 of Section 402PM		OHS will enter into a contract with a public relations firm for creative media to create and produce ads for each of the major campaigns. When OHS implements a media plan we receive reach and frequency numbers and impressions listed to answer the "penetration of the target audience". Our primary target audience will be males ages 16-34. There is a need to create more localized			
Evidence of Effectivene CTW, Chap. 5, Sec. 4.1,		messages that highlight local stories, local issues, local strengths and local partners. OHS will also increase our Social media presence. We also use our DMV survey data and we rely on			
Countermeasure Strategy: Communication Campaign		Providence media expertise to purchase media buys and creative. The date of the campaign is May 2020 and will target all drivers with the message of "Motorcycle Safety is a Two-Way Street." Focus			
TSEP: Match: Indirect Costs: Maintenance of Effort: Local Benefit:	No \$27,500.00 \$0.00 \$0.00 \$100,000.00	groups will be conducted to determine the best creative direction to reach these audiences.			
NHTSA402PM2006 –	Creative Media	(MC) – Awareness Personal Protective Gear			
Sub-Recipient: State-Approved Media Vendor		OHS will develop creative media in the three major areas, impaired driving, protective gear, and speeding, to address and appeal to motorcycle riders in specific age groups and demographics based			
Project Budget/Source: \$100,000.00 of Section 402PM		on 2013 to 2018 data trends that we have found. As supported by data, the target audience for motorcycle media is older than for most of other media programs and includes males 16 to 34 years of			
Evidence of Effectiveness: CTW, Chapter 5, Section 2.2 Countermeasure Strategy: Communication Campaign		age. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements developed under this plan include closed captioning. In addition,			
		this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. Using a State of Rhode Island Master Price Agreement (MPA) vendor to design the creative			
TSEP: Match: Indirect Costs: Maintenance of Effort:		materials, focus groups will be conducted to determine the best creative direction to reach these audiences.			
Local Benefit:	\$100,000.00				

NHTSAM9MA2001 – Motorcycle Public Education Awareness and Outreach Campaign

Sub-Recipient: CCRI Rider Program

Project Budget/Source: \$30,000.00 of Section 405F

Evidence of Effectiveness: CTW, Chap. 5, Sec. 1, 2, 3, 4

Countermeasure Strategy: Motorcycle Rider Training

TSEP:	No
Match:	\$7,500.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$0.00

The State of Rhode Island, Rider Education Program currently uses the Motorcycle Safety Foundation's most current Basic Rider Course curriculum for a licensing requirement. The program is operated under the Community College of Rhode Island, all Rangers, Rider Coaches, and Rider Coach trainers are current and in good standing with MSF guidelines. The funding will be used to increase outreach for motorcycle training and for equipment to increase safety of the rider course itself through an approved vendor. The State of Rhode Island, Rider Education Program currently uses the Motorcycle Safety Foundation's most current Basic Rider Course curriculum for a licensing requirement. The program is operated under the Community College of Rhode Island, all Rangers, Rider Coaches, and Rider Coach trainers are current and in good standing with MSF guidelines. The funding will be used to increase outreach for motorcycle training and for equipment to increase safety of the rider course itself through an approved vendor. The CCRI Rider Program, as a stakeholder in the Traffic Safety Coalition, will continue the effort of proposing amendments to include advanced motorcycle training to new licensing protocols. This effort would also look to incorporate the assessment recommendation of amending §31-10.1-1.2 to delete all references to Motorcycle Safety Foundation. Replace it with language that gives the Board of Governors for Higher Education authority and responsibility to develop or approve curriculums, certify instructors, and define student completion requirements. The 2017-2018 academic year had 1,719 students register for the rider program of that 1,439 completed the program.

Over the period 2014-2018, over half of the motorcycle drivers were unhelmeted. Under half involved in a fatal crash had a BAC of .08 or greater. Rhode Island does not have a universal helmet law for all motorcyclists. The state motorcycle helmet use law only covers all passengers (regardless of age) and all operators during the first year of licensure (regardless of age), which makes it challenging to lower unhelmeted motorcycle fatalities.

Additional analysis shows that the majority of impaired drivers in fatal crashes are white (67%). About one-quarter (27%) of drivers are between the ages of 25 to 34 and another 23 percent are between the ages of 21 to 24. From 2014 to 2018, June and July had the most fatal crashes; Two-thirds of crashes occurred between Thursday and Saturdays; and one-third of crashes occurred between 8:00 PM and 2:00 AM. The urban areas such as Providence, Warwick, and Cranston generally have the highest numbers of motorcycle fatalities.

4.5 Young Driver

Problem Identification and Analysis

Over the years, crash statistics in Rhode Island have shown young drivers are overrepresented in serious injury and fatal crashes. For example, in 2012, young drivers' ages 16 to 20 years represented 4.1 percent of Rhode Island's licensed driver population yet comprised 4.6 percent of drivers involved in fatal crashes. Preliminarily, younger driver-related crashes make up 11 percent of the 2018 annual crashes. This is reduction from 16 percent observed in 2017.

The top communities for young driver fatalities from 2014 to 2018 are Providence, Cranston, Johnston, Exeter, and Warwick.

The OHS has made substantial inroads combating issues in young driver safety. As part of the multifaceted approach to this issue OHS has facilitated a program to reach young drivers through fun educational activities like ThinkFast with the hope that students will more readily retain important highway safety messaging if they are engaged in a fun activity as opposed to a classroom environment. The ThinkFast intervention produced statistically significant improvements in knowledge about highway safety (teens gained 28.66 points from pre to post-score) and significant improvement in attitudes towards the graduated driving licensing (GDL) related behaviors of being out after curfew, not obeying passenger restrictions, talking on a cell while driving, and speeding.

Legislation also was passed during 2014 to mandate "Distracted Driving information be taught and tested as part the State's Drivers Licensing program." The new "hands-free" law also took effect on June 1, 2018 that will assist police to enforce the cell phone laws for young drivers.

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

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. Observationally, this trend has continued leaving fewer drivers with a formal education.

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

not wearing a seat belt. These reasons point to the need for targeted education and enforcement for this population." (AAAFTS)

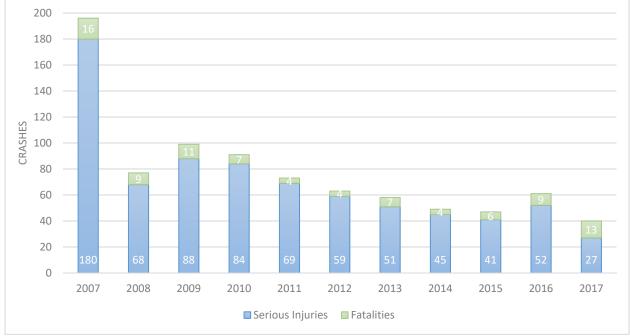


Figure 4.15 Total Young Driver Involved in Fatal and Serious Injury Crashes

Source: RIDOT/OHS, (2019).

Table 4.11	Top Cities/Towns by Fatal Younger Driver Crashes
------------	--

City/Town	2014	2015	2016	2017	2018	Total
Cranston	2	0	0	1	1	4
Exeter	0	0	1	1	0	2
Foster	0	0	0	1	1	2
Johnston	0	1	1	1	1	4
Pawtucket	0	1	0	1	0	2
Providence	0	2	2	2	1	7
Portsmouth	0	0	1	1	0	2
Warwick	0	0	1	1	0	2

Source: RIDOT/OHS, (2019)

Strategic Partners

The RIDMV is charged with licensing drivers. Currently, applicants between the ages of 16 and 18 are subject to 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.

Alignment with the SHSP

The 2017-2022 SHSP includes the following strategies to reduce younger driver-related driving fatalities:

- > Leadership
 - Develop and regularly update a Younger Driver Plan.
 - Develop partnerships with youth organizations, local coalitions, advocacy groups, and faith-based groups.
- > Criminal Justice System
 - Expand provisions of the Graduated Drivers Licensing.
 - Adopt and support codifying standards for driving schools and instructors to ensure consistent and appropriate education for drivers.
- > Prevention & Treatment
 - Improve driver education/preparedness requirements and guidelines.
 - Encourage driver re-education.
 - Promote use of technology by younger drivers to monitor driving trends and incentivize good driving habits through insurance programs.
 - Develop instructional modules to standardize education on key topics and improve outreach effectiveness.
 - Use web-based and social media platforms to reach the younger driver audience.
- > Evaluation
 - Utilize existing driver education and licensing data to inform and support legislative initiatives.
 - Utilize existing driving programs, such as TREDS, to collect data on driving violations and recidivism.

Performance Targets

Goal. Reduce the five-year average number of drivers age 20 or younger involved in fatal crashes by 14 percent from 7 (2014 to 2018 average) to 6 (2016 to 2020 average) by December 31, 2020. • Justification. Preliminarily the number of 2018 fatalities is 5 compared to 13 in 2017. This shows a decrease compared to recent years. A goal of 6 fatalities (2016 to 2020 average) has been chosen to move toward the TZD.

List of Countermeasures (Strategies)

- 1. Improve and expand educational outreach to 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. Continue to work with the CCRI driver education administrator to identify and implement potential improvements to the drivers' training program.
 - g. Develop culturally appropriate messages and expand minority outreach efforts.
 - h. Implement young driver/GDL enforcement in and around high schools.
 - i. Develop distracted driving awareness programs in high schools.
 - j. Collect and analyze age-related data on highway safety.
 - k. Conduct program management and oversight for all activities within this priority area.

Project Descriptions

The FFY 2020 HSP project list to address younger driver fatalities and serious injuries includes the project number, title, description, budget, evidence of effectiveness, and maintenance of effort, where applicable.

NHTSA402SA2002 – Cranston Child Opportunity Zone (COZ) Passport to Safety

Sub-Recipient: Cranston Family Center/COZ

Project Budget/Source: \$12,739.00 of Section 402SA

Evidence of Effectiveness: CTW, Chapter 4, Section 2.2

Countermeasure Strategy: Communication Campaign

TSEP:	No
Match:	\$3,184.75
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$5,095.60

The Cranston COZ (Child Opportunity Zone) Passport to Safety program supports stronger communication between Cranston families, community education, social service, healthcare, and public safety organizations. Their program educates on bicycle and pedestrian safety, the dangers of distracted driving, and the importance of occupant protection for every age in a motor vehicle. The Cranston Family Center/COZ serves 3000 children and 2350 families at eight Title I elementary schools and one Title I middle school in the city of Cranston. The focus at the Family Center is family engagement. To accomplish this, they conduct outreach by telephone, flyers, emails, and in person presenting safety information to families 15 to 20 times per year. The Family Center has successfully been serving Cranston School system for over 25 years and they have been a loyal partner with RIDOT's Office on Highway Safety for 10 years. Funding through NHTSA402SA (Young Drivers) will assure the continuation of safety programming, education and outreach for seatbelt safety/car seat safety, bicycle safety, pedestrian safety and distracted driving in Cranston, RI for youth and their families.

NHTSA402SA2003 – Young Voices Keeping Young Drivers Safe

Sub-Recipient: Young Voices

Project Budget/Source: \$34,600.00 of Section 402SA

Evidence of Effectiveness: CTW, Chapter 4, Section 2.2

Countermeasure Strategy: Communication Campaign School Programs

TSEP:	No
Match Amount:	\$8,650.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$13,840.00

Young Voices has been designing and delivering successful youthled highway safety education across Rhode Island for over five years. Programs that they have developed have focused on highway safety emphasis areas including young drivers, distracted driving, and seatbelt safety. In the coming year Young Voices is hoping to deliver targeted, multi-strategy approaches to reduce pedestrian and bicycle serious injuries and fatalities in the city of Providence. Their work in this emphasis area will include the creation of PSA's, fliers to their communities, social media blasts, and a cumulative media outreach event with the providence community that they are hoping to reach. Young Voices will also work with RIDOT's Office on Highway Safety to brainstorm other ways in which to spread their message. Throughout the school year, Young voices monitors their program's success and determines content to focus on by administering pre and post surveys to students to determine knowledge of traffic safety emphasis areas. Young Voices is run primarily by Providence High School Youth with the assistance of the Young Voice's Executive Director; Karen Feldman and their Program Coordinator Greta Schaaf. Young Voices is funded under NHTSA402SA (Young Drivers) and continues their work to ensure that young drivers on Rhode Island roadways are as safe and informed as possible.

NHTSA402SA2004 – ThinkFast Interactive High School Education Program

Sub-Recipient: TjohneE Productions

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

Evidence of Effectiveness: CTW, Chapter 4, Section 2.2

Communication Campaign: School Programs

No
\$12,500.00
\$0.00
\$0.00
\$20,000.00

Think Fast Interactive, created by TJohnE Productions, is an interactive game show style program that blends critical highway safety messaging with pop culture to command youth's engagement and attention at high school and middle school assemblies. The production educates on such emphasis areas as Distracted Driving, Impaired Driving, Occupant Protection, GDL (Graduated Driver's License) Laws, RI General Law, and Pedestrian/Bicycle Safety. ThinkFast is funded by three different funding sources under these projects; NHTSA402SA2004 (\$50,000), NHTSA402DD2007 (\$50,000), and NHTSA402PS2004 (\$50,000). These three funding sources are represented within each production's content. Reaching up to 50 schools by the conclusion of each school year hitting grade 6-12, this program exposes youth to important targeted highway safety information with a strong retention rate. The goal of ThinkFast is to empower Rhode Island middle and high school youth to make more educated and safe decisions when on Rhode Island roadways as either an occupant or as a driver. In order to measure the success of the program throughout the school year, pre and post examinations are administered. This ensures the program's success by measuring youth's knowledge of traffic safety emphasis areas, and what areas each school or grade needs to focus in on. The results of these surveys are compiled and put into a formal report by TJohnE Productions and sent to RIDOT's Office on Highway Safety. These results are featured in the OHS's Annual Report.

NHTSA402SA2005 – RIPCA Youth Force

Sub-Recipient: Rhode Island Police Chiefs Association

Project Budget/Source: \$200,000.00 of Section 402SA

Evidence of Effectiveness: CTW, Chapter 4, Section 2.2

Countermeasure Strategy: School Programs

TSEP:	No
Match:	\$50,000.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$80,000.00

Youth Force is a pilot Youth Leadership Program put forth by the Rhode Island Police Chief's Association and supported by the Rhode Island Department of Transportation's Office on Highway Safety. Youth Force's target audience is 8th-12th grade middle and high school students from over 30 Rhode Island schools around the state totaling around 100 students from rural to urban populations. This two-part youth focused traffic safety program will feature a summer summit taking place at Roger Williams University during the summer, and a year- long action plan to be created at the summit and carried out over the remainder of their year at school. The summit will focus on all manners of traffic safety related emphasis areas and will also empower Rhode Island Youth to make informed, and strong decisions towards safety in their daily lives. Youth Force's mission is to provide Rhode Island Youth and their adult advisors with the motivation, information, skills and support necessary to organize events in their communities focusing on traffic safety related emphasis areas. Areas to be covered during the summit and year-round will include distracted driving, occupant protection, speed, impaired driving and RI General Law. The summit will feature pre and post examinations for all student attendees to determine a baseline and then to analyze the intended effect that the summit

had on the participating youth. This effect will continue to be
monitored and analyzed year-round as youth create and deliver the
events portion of their action plans within their school or
communities. The action plan will be centered around a specific
emphasis area to be decided on at the summit, and then expanded
upon through youth planned school or community traffic safety
events over the course of their year. Youth Force will hold monthly
check in meetings after the summit with the youth to go over their
plans and next steps.

NHTSA402SA2006 - RI Interscholastic League - Traffic Safety Is A Team Sport

Sub-Recipient:				
Rhode Island State Police				

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

Evidence of Effectiveness: CTW, Chapter 4, Section 2.2

Countermeasure Strategy: Communication Campaign School Programs

.

TSEP:	No
Match:	\$12,500.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$20,000.00

Creating a strategic partnership with the Rhode Island Interscholastic League will allow the RIDOT OHS to create a sports marketing campaign aimed at tackling the flowing areas of emphasis: Occupant Protection, Impaired Driving, Speed and Aggressive Driving and Distracted Driving. The target audience is High School athletes, their parents and High School students generally. Advertising will be placed at venues where all RI High School sports events take place as well as on RIIL owned on-line properties. To evaluate this project, the RIIL will use Google Analytics and its custom website banner ad manager to measure web impressions and website click-throughs as a tool to measure engagement. RIL will provide specific analytics for overall traffic helping to determine number of impressions and length of time on the RIIL site. Social media efforts will be measured for engagements, likes, shares and impressions. Each platform has its own specific demographic audience and will provide evidence of engagement and impact. Online forms will be kept simple to track effectively response rates and to measure awareness of laws and behaviors.

NHTSA402DE2001 – Driver's Education Assessment

Sub-Recipient:	
Office on Highway Safe	ty
Project Budget/Source	:
\$40,000.00 of Section 4	02YA
Evidence of Effectivene	ess:
NHTSA Recommended	
Countermeasure Strate	egy:
Highway Safety Office F	Program
Management	
TSEP:	No
Match:	\$10,000.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$16,000.00

The Driver's Education Assessment will review and strengthen learning objectives and outcomes for current driver education curriculum. Through a NHTSA designated technical assessment, Rhode Island's Driver's Education Curriculum will be evaluated on the current administrative standards that guide the program. The framework of this evaluation follows a professional education approach, allowing flexibility for local conditions and efficiency for periodic technical updates, while promoting consistency and quality assurance across programs and among states. The Driver's Education Assessment will be comprised of a technical team of NHTSA designated members. The target audience of young or novice drivers in Rhode Island will benefit from this assessment by receiving a more relevant and up to date education experience as they learn how to safely operate a motor vehicle

NHTSAM5OT2002D -		Gears
Sub-Recipient:		In an effort to educate Rhode Island youth on the dangers of
Office on Highway Safe	ty	smoking marijuana and then operating a motor vehicle, AAA
		Northeast created the Shifting Gears: Blunt Truth presentation for
Project Budget/Source		high school students across the state. The Shifting Gears program
\$15,000.00 of Section 4	05D	was designed to educate young drivers about the risks involved with driving under the influence of THC and inform youth on the effects
Evidence of Effectivene	ess:	that marijuana has on their still developing brains and bodies. With
CTW, Chapter 6, Section	1 2	this drug now legal for recreational use in Massachusetts, the issue
		is quite literally right at our borders, which poses a threat to the
Countermeasure Strate	egy:	young drivers' population. Impaired driving has attributed to 41% of
Communication Campa	ign	fatalities in recent years, and with marijuana legalization in our state
		looming closer this number may even rise. This 45-minute
TSEP:	No	presentation held in health classes for 9th-12th graders hopes that
Match:	\$3,750.00	education and awareness will attribute to this population making
Indirect Costs:	\$0.00	smarter decisions about their safety while operating a motor vehicle.
Maintenance of Effort:		Funded under NHTSA405D (Impaired Driving) this pilot program is
Local Benefit:	\$0.00	the first of its kind to shed light on the dangers of marijuana and
		driving. Although this program is new and has only been running
		since February 2019, the presentation has been seen by over 3,000
		students throughout the state of Rhode Island, with the second year
		hoping to far exceed that number. Pre and Post examinations were
		administered by the AAA educator for the program to determine a
		baseline knowledge of this issue and to determine student attitude
		about marijuana and driving.

4.6 Pedestrians and Bicyclists

Problem Identification and Analysis

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

Over the most recent five-year period (2014-2018) pedestrian fatalities averaged 13 per year. The spike in 2017 contributes to a rise in the average compared to averages in the past. A reduction in fatalities to 7 in 2018 helps to lower the average. Bicyclist fatalities have generally been low over the last five years with no fatalities in 2014 and 2015, while in each of 2016 and 2017, there were two fatalities per year, and one in 2018.

A total of 147 pedestrians were killed in motor vehicle crashes in Rhode Island from 2007 through 2018 and total fatalities involving pedestrians have fluctuated from as few as five to as many as 21 in 2017, as illustrated in **Figure 4.16**. Over this period bicycle fatalities have totaled 12 with between zero and three occurring in a given year. Rhode Island has exceeded the national percentage for pedestrian fatalities for most years in the past decade. The proportion of pedestrian fatalities rose in 2017 in conjunction with rise in overall fatalities did not. In terms of bicycle fatalities as a proportion of total fatalities, the small number of fatalities occurring in the state causes each crash to have a significant impact.

By age, the majority of pedestrian fatalities are 65 and over (38%) or between the ages of 45 to 54 (17%). By race, the majority of pedestrian fatalities are white (74%) and 21 percent are identified as black or Hispanic.

The top community for pedestrian fatalities from 2014 to 2018 was Warwick with 2.

By age, bicycle fatalities are impacting users across age groups, primarily 16-24-year olds. As shown in **Table 4.13**, pedestrian fatalities are dispersed across the State with five communities experiencing a total of one over the past five years.

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

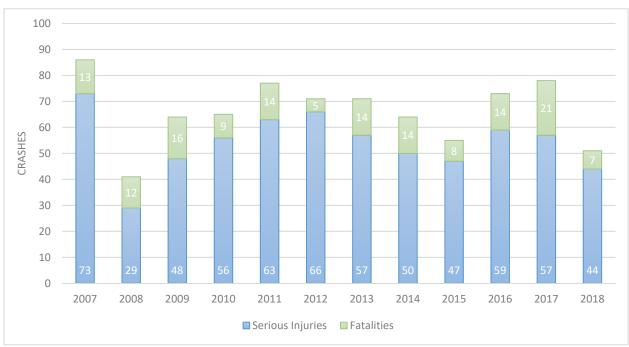


Figure 4.16 Total Fatalities and Serious Injuries Involving Pedestrians

Source: RIDOT/OHS (2019).

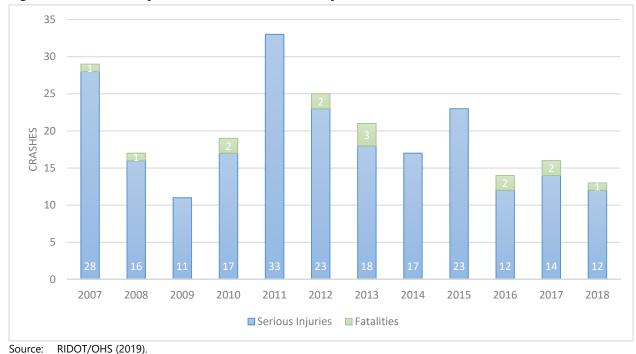
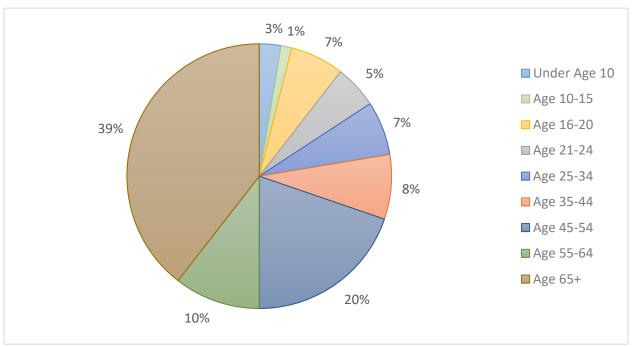


Figure 4.17 Total Bicyclist Fatalities and Serious Injuries

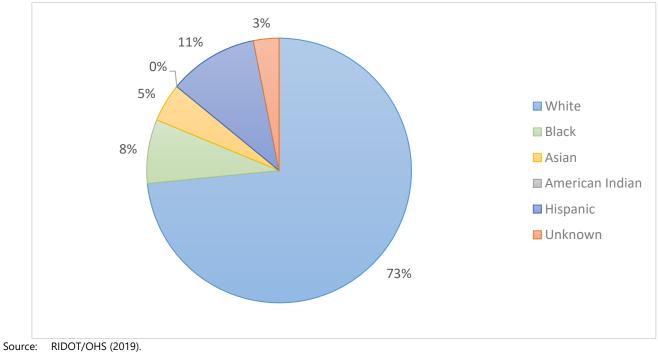
Note: Zero bicycle fatalities occurred 2009, 2011, 2014 and 2015.





Source: RIDOT/OHS (2019).





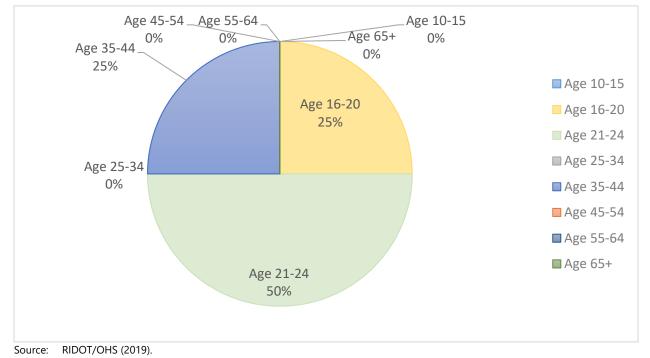
Note: Zero pedestrian fatalities were identified as American Indian.

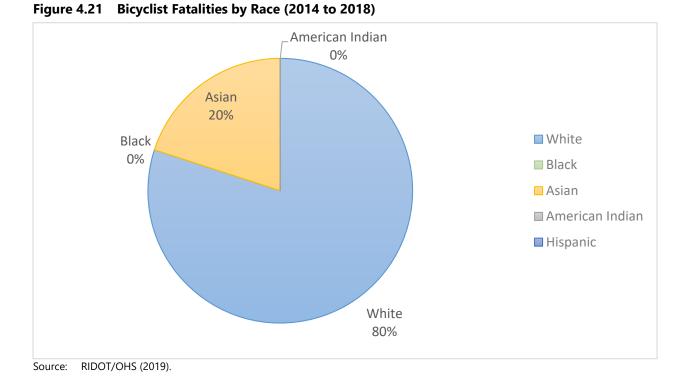
City/Town	2014	2015	2016	2017	2018	Total
Providence	3	3	4	3	1	14
Cranston	3	1	0	1	0	5
Warwick	1	1	2	3	2	9

Table 4.12 Top Three Cities/Towns by Fatal Pedestrian Crashes

Source: RIDOT/OHS, (2019)







City/Town	2014	2015	2016	2017	2018	Total
Bristol	0	0	0	0	1	1
Coventry	0	0	0	1	0	1
Cranston	0	0	1	0	0	1
East Providence	0	0	0	1	0	1
South Kingstown	0	0	1	0	0	1

 Table 4.13 Top Cities/Towns by Fatal Bicycle Crashes

Source: RIDOT/OHS, (2019)

In order to help guide pedestrian fatality countermeasures, pedestrian impairment was reviewed. **Table 4.14** summarizes the blood alcohol content of pedestrians involved in fatal crashes. The majority of pedestrians (72%) had a BAC of 0.0%, however, 14 percent of pedestrians had a BAC of 0.08 or greater. While the threshold of 0.08 is tied to the legal limit for operating a vehicle, data from the most recent five years (2014-2018) suggests that pedestrian fatalities are also falling within this boundary.

	2014	2015	2016	2017	2018	Total (%)
BAC 0.00	9	7	11	16	3	46 (72%)
BAC 0.01 - 0.07	0	0	0	1	0	1 (2%)
BAC 0.08 - 0.14	0	0	0	1	1	2 (3%)
BAC 0.15 +	2	1	2	1	1	7 (11%)
Test not given	3	0	1	2	2	8 (13%)
Not Reported	0	0	0	0	0	0 (0%)
Total	14	8	14	21	7	64 (100%)

Table 4.14 BAC Test Results for Pedestrians Involved in Fatal Crashes

Source: FARS (2019).

Strategic Partners

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

Alignment with the SHSP

The 2017-2022 SHSP addresses vulnerable road users as pedestrian, bicyclists, motorcyclists, and work zone safety issues. The following strategies are aimed at all those vulnerable road users:

- > Leadership
 - Establish a Vulnerable Users Task Force to engage leadership from various agencies on issues related to these users.
- > Criminal Justice System
 - Enforce pedestrian and bicycle laws particularly at locations where vulnerable road user crashes are a problem.
 - Provide continuing education efforts for law enforcement.
 - Explore regulations to augment the safety of vulnerable users.
- > Prevention & Treatment
 - Support education and outreach to provide information about the unique needs of vulnerable users.
- > Evaluation
 - Improve the quality of vulnerable user data.
 - Use data to target vulnerable user efforts.

- > Infrastructure
 - Enhance roadway design to improve vulnerable user safety by improving and creating roadway designs that account for pedestrians, bicyclists, and motorcycle riders which will improve safe transportation practices among all users.

Performance Targets

- Goal. Reduce the five-year average number of pedestrians in fatal crashes by 8 percent from 13 (2014 to 2018 average) to 12 (2016 to 2020) by December 31, 2020.
 - Justification. Preliminary data indicate there were 7 pedestrian fatalities in 2018, a significant reduction from the 21 fatalities from 2017. An increased focus on statewide vulnerable road user programs targeting Providence and other municipalities with high pedestrian crashes has helped the State move back toward the TZD trend.
- Goal. Maintain the five-year average number of bicyclist fatalities at or below one by December 31, 2020.
 - Justification. Bicyclist fatalities have been very low in Rhode Island over the past five years. Preliminary 2018 values show one fatality. On average, between 2012 and 2018, fatalities have been consistently between 1 and 2 and it is highly likely this trend will continue through the continuation of bicycle events and programs.
- Goal. To decrease the five-year average number of pedestrian fatalities testing positive for blood alcohol, by 15 percent from 1.8 (2014 to 2018) to 1.7 (2016 to 2020) by 2020.
 - Justification. The average annual number of impaired pedestrian fatalities is 1.8 from 2014-2018. This is a continuation of a decline over the five previous years. Continued enforcement and education efforts will help drive the number down, however, Rhode Island recognizes increased pedestrian volumes may negate some successes.

List of Countermeasures (Strategies)

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

Project Descriptions

The FFY 2020 HSP project list to address pedestrian and bicyclist fatalities and serious injuries includes the project number, title, description, budget, evidence of effectiveness, and maintenance of effort, where applicable.

NHTSA402PS2002 -	Rike New	nort Road Sh	are Education
NITT 3A402F 32002 -	DIKE NEW	μυτι κυάμ στ	are Luucation

Sub-Recipient: Bike Newport

Project Budget/Source: \$76,000.00 of Section 402PS

Evidence of Effectiveness: CTW, Chapter 9, Section 4.2

Countermeasure Strategy: Communication Campaign

TSEP:	No
Match Amount:	\$19,000.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$30,400.00

Bike Newport runs numerous initiatives to improve practices of safe road sharing - addressing all road users simultaneously whenever possible - including bicyclists, motorists and pedestrians as equal participants in safe road sharing g. Productive partnerships with community organizations - city, schools, agencies, foundations and businesses - gives them direct access to all sectors of the community, and are models for other municipalities. In 2018-2019, they significantly expanded their work in the Spanish-language community with weekly "Garaje en Espanol" sessions, translation of all their educational and informational outreach into Spanish and hiring staff that intentionally represents Newport's many neighborhoods and cultures. Target pedestrian initiatives at the 21 through 55 age population that is experiencing the greatest number of pedestrian fatalities and serious injuries. Educate all road users about the unique safety needs of vulnerable road users (pedestrians, bicyclists, moped users).

o Develop informational and educational materials with a focus on individuals age 21 through 55, available in English and Spanish. o Work with local communities to improve enforcement and educational initiatives in their Pedestrian Safety Action Plans as well as the Statewide Vulnerable Road Users Safety Plan which includes municipal examples.

The goal of FY 2020 at Bike Newport is to refine and optimize their programs to reach the people/communities they have not yet adequately served - with vital information about how to drive, cycle, and/or walk on shared road. Bike Newport will also continue to expand its outreach for their Rhode Island Waves Initiative in FY20. Piloted in Newport, this now statewide public awareness campaign improves communication among pedestrians, cyclists, and motorists across Rhode Island pushing the "Be noticed", "Stop Look and Wave" slogans to pedestrians and motorists.

NHTSA402PS2003 – RI Bike Coalition - Statewide Smart Cycling Education

Sub-Recipient: Rhode Island Bike CoalitionProject Budget/Source: \$10,000.00 of Section 402PSEvidence of Effectiveness: CTW, Chapter 8, Section 4.1Countermeasure Strategy: Communication CampaignTSEP:No Match: \$2,500.00Indirect Costs: Maintenance of Effort: \$0.00Local Benefit:\$4,000.00	The Rhode Island Bike Coalition serves the bicyclist population of Rhode Island by offering their Smart Cycling courses throughout the state. In FY20 the RI Bicycle Coalition will hold a total of 40 smart cycling classes. Each Smart cycling course is administered by an LCI (League Certified Bicycle Instructor) certified through the League of American Bicyclists. Through education and outreach, the Rhode Island Bicycle Coalition will strengthen the confidence of both adults and children as vulnerable road users with a focus on safety, rules of the road and an application of taught practical skills. The coalition's goal is to help the state lower the amount of serious injuries and fatalities of bicyclists on Rhode Island roadways through practical training and safety education. Their target audience covers any and all bicyclists in the state from novice to pro. The Rhode Island Bike Coalition serves as the states go-to resource for those looking to improve their riding skills while also being educated on safety standards. The Rhode Island Bicycle Coalition is funded under NHTSA402PS which covers pedestrian and bicycle education efforts
	throughout the state of Rhode Island.
NHTSA402PS2004 – ThinkFast Inter	active High School Education Program
Sub-Recipient: TjohneE Productions	Think Fast Interactive, created by TJohnE Productions, is an interactive game show style program that blends critical highway safety messaging with pop culture to command youth's
Project Budget/Source: \$50,000.00 of Section 402PS	engagement and attention at high school and middle school assemblies. The production educates on such emphasis areas as Distracted Driving, Impaired Driving, Occupant Protection, GDL
Evidence of Effectiveness: CTW, Chapter 9, Section 4.2	(Graduated Driver's License) Laws, RI General Law, and Pedestrian/Bicycle Safety. ThinkFast is funded by three different funding sources under these projects; NHTSA402SA2004 (\$50,000),

Countermeasure Strategy: Communication Campaign

TSEP:	No
Match:	\$12,500.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$20,000.00

NHTSA402DD2007 (\$50,000), and NHTSA402PS2004 (\$50,000). These three funding sources are represented within each production's content. Reaching up to 50 schools by the conclusion of each school year hitting grade 6-12, this program exposes youth to important targeted highway safety information with a strong retention rate. The goal of ThinkFast is to empower Rhode Island middle and high school youth to make more educated and safe decisions when on Rhode Island roadways as either an occupant or as a driver. In order to measure the success of the program throughout the school year, pre and post examinations are administered. This ensures the program's success by measuring youth's knowledge of traffic safety emphasis areas, and what areas each school or grade needs to focus in on. The results of these surveys are compiled and put into a formal report by TJohnE Productions and sent to RIDOT's Office on Highway Safety. These results are featured in the OHS's Annual Report.

	RIDOT Bike Safe	
Sub-Recipient:		Elementary schools have reached out to RIDOT with the request of
Rhode Island Department of		renewed and enhanced bicycle safety information for their students.
Transportation		Many young children reside in neighborhoods which support
		bicycle paths. RIDOT/OHS has created a new bike safety pilot curriculum geared or students grade 3-5. It is a five-hour module
Project Budget/Source:		curriculum that has an attached educational video. The entire
\$75,000.00 of Section 402PS		curriculum was based on best practice and borrowed components
		from other successful programs across the country and vetted by
Evidence of Effective		several R.I. based bicycle safety experts. After meeting with several
CTW, Chapter 9, Secti	ION I	elementary school administrators and health teachers it's been
		determined that RIDOT/OHS will pilot the program in 8-10
Countermeasure Stra Communication Cam		elementary schools during the FY2020 school year. The program will
Communication Cam	paign	also be demonstrated at parent geared events in order to expand its
TSEP:	No	family friendly practices. Costs will support staff hours and
Match:	\$18,750.00	educational materials.
Indirect Costs:	\$0.00	
Maintenance of Effor	-	
Local Benefit:	\$30,000.00	
NHTSAFHLE2001H -	- Pedestrian/Bicy	cle Enforcement Patrols
Sub-Recipient:		This task will provide funds to enable approximately 19 municipal
All Municipal Police Departments		law enforcement agencies to conduct patrols aimed at enforcing the
All Mullicipal Folice L	Departments	law enforcement agencies to conduct patrols arried at enforcing the
	Departments	state's pedestrian/bicycle laws. Grants will be funded based on a
Project Budget/Sour	ce:	state's pedestrian/bicycle laws. Grants will be funded based on a competitive application including factors such as demonstrated
	ce:	state's pedestrian/bicycle laws. Grants will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road
Project Budget/Sour \$65,000.00 of Section	ce : 405H	state's pedestrian/bicycle laws. Grants will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols
Project Budget/Sourd \$65,000.00 of Section Evidence of Effective	ce: 405H eness:	state's pedestrian/bicycle laws. Grants will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols will be conducted year-round with a focus on the summer months
Project Budget/Source \$65,000.00 of Section Evidence of Effective CTW, Chapter 8, Section	ce: 405H mess: ion 4.4 and	state's pedestrian/bicycle laws. Grants will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols will be conducted year-round with a focus on the summer months primarily in downtown locations during the morning and evening
Project Budget/Source \$65,000.00 of Section Evidence of Effective	ce: 405H mess: ion 4.4 and	state's pedestrian/bicycle laws. Grants will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols will be conducted year-round with a focus on the summer months primarily in downtown locations during the morning and evening commuting hours. Specific times and locations will be based on
Project Budget/Sourd \$65,000.00 of Section Evidence of Effective CTW, Chapter 8, Secti Chapter 9, section 3.3	ce: 405H eness: ion 4.4 and	state's pedestrian/bicycle laws. Grants will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols will be conducted year-round with a focus on the summer months primarily in downtown locations during the morning and evening
Project Budget/Source \$65,000.00 of Section Evidence of Effective CTW, Chapter 8, Section Chapter 9, section 3.3 Countermeasure Strat	ce: 405H eness: ion 4.4 and 3 ategy:	state's pedestrian/bicycle laws. Grants will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols will be conducted year-round with a focus on the summer months primarily in downtown locations during the morning and evening commuting hours. Specific times and locations will be based on
Project Budget/Source \$65,000.00 of Section Evidence of Effective CTW, Chapter 8, Secti Chapter 9, section 3.3	ce: 405H eness: ion 4.4 and 3 ategy:	state's pedestrian/bicycle laws. Grants will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols will be conducted year-round with a focus on the summer months primarily in downtown locations during the morning and evening commuting hours. Specific times and locations will be based on
Project Budget/Sourd \$65,000.00 of Section Evidence of Effective CTW, Chapter 8, Secti Chapter 9, section 3.3 Countermeasure Stra Reduce and Enforce S	ce: 405H eness: ion 4.4 and 3 ategy:	state's pedestrian/bicycle laws. Grants will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols will be conducted year-round with a focus on the summer months primarily in downtown locations during the morning and evening commuting hours. Specific times and locations will be based on
Project Budget/Source \$65,000.00 of Section Evidence of Effective CTW, Chapter 8, Section Chapter 9, section 3.3 Countermeasure Strat	ce: 405H eness: ion 4.4 and ategy: Speed Limits Yes	state's pedestrian/bicycle laws. Grants will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols will be conducted year-round with a focus on the summer months primarily in downtown locations during the morning and evening commuting hours. Specific times and locations will be based on
Project Budget/Source \$65,000.00 of Section Evidence of Effective CTW, Chapter 8, Section Chapter 9, section 3.3 Countermeasure Strat Reduce and Enforce S TSEP:	ce: 405H eness: ion 4.4 and ategy: Speed Limits	state's pedestrian/bicycle laws. Grants will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols will be conducted year-round with a focus on the summer months primarily in downtown locations during the morning and evening commuting hours. Specific times and locations will be based on
Project Budget/Source \$65,000.00 of Section Evidence of Effective CTW, Chapter 8, Section Chapter 9, section 3.3 Countermeasure Strat Reduce and Enforce S TSEP: Match:	ce: 405H eness: ion 4.4 and ategy: Speed Limits Yes \$16,250.00 \$0.00	state's pedestrian/bicycle laws. Grants will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols will be conducted year-round with a focus on the summer months primarily in downtown locations during the morning and evening commuting hours. Specific times and locations will be based on

NHTSAFHLE2002H – Pe	edestrian & Bi	cycle Education Public
Sub-Recipient: TBDProject Budget/Source: \$15,000.00 of Section 40Evidence of Effectiveness CTW, Chapter 8, Section Chapter 9, Section 1.3, 2.Countermeasure Strateg Communication CampaigTSEPMatch:Sindirect Costs:Sindirenance of Effort:	5H s: 4 2, 4.1 gy: gn No \$3,750.00 \$0.00	The Office on Highway Safety will conduct pedestrian and bicycle education geared towards the general public. This educational program will focus on enlightening the general public about state and local laws involving both pedestrians and bicyclists. It is imperative that awareness is raised revolving around vulnerable road users. Informational handouts will be created in both English and Spanish highlighting motorist, bicyclist, and pedestrian responsibilities when interacting on the roadways. "Roadsharing" will be a common theme and the target audience will be taught how to safely utilize our roadways and how to be inclusive of other modes of transportation such as pedestrians and bicyclists.
NHTSAFHLE2003H – Pe	edestrian/Bike	Public Education LE
Sub-Recipient: TBD Project Budget/Source: \$50,000.00 of Section 40 Evidence of Effectiveness CTW, Chapter 8, Section Chapter 9, Section 3.3	s:	The Office on Highway safety conducts training for law enforcement officers for pedestrian safety. Officers are provided data showing the existing issue and are encouraged to conduct pedestrian enforcement activities, using a data driven approach, in their respective communities. Officers are also trained on how to properly conduct pedestrian enforcement "Decoy operations" and a review of local state laws is also conducted. A portion of the training encompasses bicycle safety as well.
Countermeasure Strateg Reduce and Enforce Spec		
Match: Sindirect Costs:	No \$12,500.00 \$0.00 \$0.00 \$0.00	

NHTSAFHLE2004H – Youth Bike/Ped Safety Woonasquatucket River

Sub-Recipient: Rhode Island State Police	The Red Shed Bike Program run through the Woonasquatucket River Watershed Council in Olneyville, Rhode Island has targeted providence youth ages 8-18 in many different bicycle	
Project Budget/Source: \$50,000.00 of Section 405H	safety/competency education programs. These programs include an eight-week summer bike camp, a spring bike camp for girls, and various after school bike programs at Providence and Pawtucket	
Evidence of Effectiveness: CTW, Chapter 8, Section 4.4 and Chapter 9, Section 3.3	public schools. An LCI (League Certified Instructor) through the League of American Bicyclists administers all these classes and programs. Red Shed's goal is to educate and create confidence in the next generation of vulnerable road users in urban communities	
Countermeasure Strategy: Communication Campaign	of Rhode Island including Olneyville, Providence and Pawtucket. By doing so, a larger goal is to lower the amount of serious injuries and fatalities of bicyclists in this state. To ensure that their program is	
TSEP:NoMatch:\$12,500.00Indirect Costs:\$0.00Maintenance of Effort:\$0.00Local Benefit:\$0.00	run as effectively as possible, Red Shed conducts pre and post surveys to all that attend their classes, camps or programs. The results of these surveys are shared monthly with the Office on Highway Safety at RIDOT. Funding for Red shed comes out of the NHTSAFHLE source which supports public bicycle and pedestrian education for the state of Rhode Island.	
NHTSAFHLE2005H – VMS Message Boards		
Sub-Recipient: TBD	Portable Variable Message Boards to display the "Drive Sober or Get Pulled Over" or other High Visibility of DUI laws messages for law enforcement agencies to be used as part of the two national "Drive	
Project Budget/Source: \$25,000.00 of Section 405H	Sober or Get Pulled Over" impaired driving crackdowns as well as for monthly sustained enforcement as part of the HVE program	

Evidence of Effectiveness: CTW, Chapter 8, Section 4.1

Countermeasure Strategy: Communication Campaign

TSEP:	No
Match:	\$6,250.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$0.00

for monthly sustained enforcement as part of the HVE program funded by OHS with NHTSA monies. 10 cities/towns will be chosen based on data and those who help coordinate the States' DUI task force details. Agencies chosen to receive grant funding to purchase Portable Variable Message Boards shall enter into a Memorandum of Agreement with the Office on Highway Safety regarding the effectiveness of safety messages. Furthermore, this Memorandum of Understanding will cover the usage of these tools and will make the subrecipient explicitly aware that the usage of these signs is restricted to alcohol related safety messages; Speed enforcement safety messages; seatbelt safety messages; Distracted Driving safety messages; and Non-Motorized messaging. The Office on Highway Safety shall closely monitor the usage of these message boards for compliance. These VMS boards will be Buy America compliant and shall be proportionally funded but will primarily be used for Alcohol Enforcement messaging 75% Alcohol; 25% Distracted; 25% Speed; 25% OP, and 25% Non-motorized.

NHTSAFHLE2006H – O	Citizens Traffic	Safety Academy
Sub-Recipient:		OHS will fund the second year of the Citizens Traffic Safety
Spartan International C	onsulting	Academy (CTSA). The program is scheduled to conduct the 3rd
Group		session in August 2019. A final evaluation report from an
		independent evaluator is forthcoming. The funding will be in four equal values of \$25,000.00 from each of these funding
Project Budget/Source:		streams/projects NHTSAFHLE2006H (405H), NHTSAM2HVLE2008B
\$25,000.00 of Section 4	05H	(405b), NHTSAFESX2001E (405e), and NHTSAFDLDAT2003(405D) for
		a total of \$100,000.00.
Evidence of Effectiveness: CTW, Chapter 4, Section 1.3		The purpose of the Citizens Traffic Safety Academy is to create a
CTW, Chapter 4, Sectio	11.5	cadre of traffic safety experts to foster better communication
Countermeasure Strate	av:	between citizens and highway safety experts through education and
Communication Campa		awareness. The Target Audience for CTSA is adults of the general
		public to include State and Community Leaders. The Citizens Traffic
TSEP:	No	Safety Academy will provide information and training to the citizens
Match:	\$6,250.00	who participate, so they may make safe and informed judgments
Indirect Costs:	\$0.00	while driving, walking or biking.
Maintenance of Effort:	-	The Rhode Island Department of Transportation's Office on
Local Benefit:	\$0.00	Highway Safety in conjunction with Spartan International Consulting
		Group is creating a partnership with the community to provide quality education in the traffic safety emphasis areas to help in the
		protection of life and property and to improve the public's
		awareness to the dangers facing all roadway users.
		The CTSA class will meet one day per week for three hours for a
		period of eight weeks. The classes have been currently held at the
		New England Institute of Technology. It is planned to partner with
		other State, Colleges and community groups to continue the
		program at various locations throughout the State to increase the
		reach of participants. There is a minimum of 20 participants per
		class and there are 4 planned sessions in this FFY. The program is
		looking to expand by being provided to all state employees within
		DOT and other Departments as part of the States incentive program
		for education and training. This class will have approximately 30-35 participants.
		The program will use classroom instruction paired with
		demonstrations and participation blocks to raise awareness and
		change behaviors while focusing on the emphasis areas of the
		SHSP. The program will be able to target specific target audience
		agendas based on the community in which the program is
		presented. Education is the driving force behind this program with
		increased community relations with law enforcement, traffic safety
		partners and stakeholders. The use of a pre- and post-survey will
		show the effectiveness of the education and awareness program
		efforts to show if a greater level of understanding and awareness
		was achieved.

NHTSAFHPE2001H – Paid M	edia (PS) Pedestrian/Bicycle Safety
Sub-Recipient: State-Approved Media Vendo	 OHS will fund media placement to further education of the motoring public, pedestrians and bicyclists regarding motor vehicle laws intended to protect pedestrians and bicyclists from injury.
Project Budget/Source: \$100,000 of Section 405H	Using a State of Rhode Island Master Price Agreement (MPA) vendor, our primary target audience will be adults 18-45. As stipulated by the MPA contract, the selected vendor will conduct a
Evidence of Effectiveness: CTW, Chapter 8, Section 3.1	comprehensive post-buy analysis, which will serve as the evaluation for this project.
Countermeasure Strategy: Communication Campaign	
TSEP:NoMatch:\$25,0Indirect Costs:\$0.00Maintenance of Effort:\$0.00Local Benefit:\$0.00	
NHTSAFHPE2002H – Creativ	e Media (PS) Pedestrian/Bicycle Safety Education
Sub-Recipient: State-Approved Media Vendo	 OHS will fund creation of media to further education of the motoring public, pedestrians and bicyclists regarding motor vehicle laws intended to protect pedestrians and bicyclists from injury.
Project Budget/Source: \$50,000 of Section 405H	Using a State of Rhode Island Master Price Agreement (MPA) vendor to design the creative materials, our primary target audience will be adults 18-45. Focus groups will be conducted to determine
Evidence of Effectiveness: CTW, Chapter 8, Section 3.1	the best creative direction to reach these audiences.
Countermeasure Strategy:	
Communication Campaign	
TSEP: No	
Match: \$12,5	
Indirect Costs: \$0.00	
Maintenance of Effort: \$0.00	

NHTSAFHTR2001H – State Agencies	(RIMPA) Ped/Bike Training				
Sub-Recipient: Rhode Island Municipal Police Academy	OHS will contract with a qualified consultant to serve as the LEHSTC. The LEHSTC will work as the liaison through the Office of Highway Safety and will promote law enforcement participation in Operation Blue RIPTIDE, conduct outreach to police chiefs, and provide traffic cafety training. The LEHSTC will also come as the Program				
Project Budget/Source: \$51,827.00 of Section 405H	safety training. The LEHSTC will also serve as the Program Coordinator for the Standardized Field Sobriety Testing (SFST) Refresher Training courses.				
Evidence of Effectiveness: CTW, Chapter 2, Section 7.1	OHS will continue to reinvigorate DRE training and program implementation through the Law Enforcement Highway Safety Training Coordinator. DRE duties will include; maintaining				
Countermeasure Strategy: Communication Campaign	certifications for 72+ DRE's as well as planned training for DRE, SFST, and ARIDE courses, to include instructions on alcohol/drug blocks at the recruit level training at all Rhode Island police				
TSEP:NoMatch:\$12,956.75Indirect Costs:\$0.00Maintenance of Effort:\$0.00Local Benefit:\$0.00	SFST, and ARIDE courses, to include instructions on alcohol/drug				

4.7 Traffic Records

Problem Identification and Analysis

The State of Rhode Island Traffic Records Coordinating Committee is responsible for promoting the improvement of the State's traffic records data systems. These data systems consist of Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance. The State has implemented or upgraded many of these systems including the State's Crash Reporting System, the EMS Run Reporting System, and the Citation system. This plan includes an update of activity for existing projects and descriptions of proposed projects that will further improve the State's traffic records data systems. Additionally, this plan includes performance measures that demonstrate improvements in performance for Crash timeliness and completeness for collection of location data (latitude and longitude).

The Rhode Island Crash Data Management System saw a significant update in CY2007 to increase its compliance with the MMUCC (Model Minimum Uniform Crash Criteria) national crash data standard. This system has a 100% adoption rate by law enforcement agencies in the State and has an impressive accuracy of 98.95% crashes that meet the Rhode Island crash data standard (see Section 3.1.2, Crash Accuracy).

Rhode Island DOT set a goal in FFY 2020 to improve the Integration of the Crash and Roadway systems as measured in terms of an increase in:

> The percentage of crash records which were successfully linked to a location within the Roadway system.

Rhode Island will improve the Integration of the Crash system and the Roadway system. The relationship between these systems is now bi-directional. The Roadway system can consume crash data from the Crash system directly from database views made available on February 16, 2019. The Crash system accesses the roadway's map information using a locator service. The Roadway system was updated to a new version which provides a higher probability for the matches between crash locations and roadway locations.

The measurable progress will be shown using the following method:

- > Count the crashes total number of crashes for the baseline and current time periods. Count the crash records which had valid location information collected from the Roadway system during each time period. Then, calculate the percentage of crashes with associated roadway information for each period.
- > The baseline period is from April 1, 2017 to March 31, 2018. Location records are limited to those created during the baseline period.
- > The current performance period is from April 1, 2019 to March 31, 2019. Location records are limited to those created during the current period.
- > Numbers in this performance measure represent all crashes entered into the Crash system from all reporting agencies in Rhode Island.
- > The baseline period had 35945 crashes with associated roadway locations out of 49302 total crashes resulting in 72.91% integration.

- > The current period had 37879 crashes with associated roadway locations out of 48663 total crashes resulting in 77.84% integration.
- > The result is an increase of 4.93%.

Through FFY2020 and beyond, the State will continue to implement improvements related to NHTSA's most recent Traffic Records Assessment recommendations. The projects in this plan have been proposed to resolve deficiencies identified during the assessment.

Grant funds awarded under Section 405c shall be used to make quantifiable, measurable progress improvements in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of data in a core highway safety database.

Strategic Partners

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

Alignment with the SHSP

The 2017-2022 SHSP includes the following strategies to data gaps and challenges:

- > Leadership
 - Improve inter-agency collaboration and data uniformity.
 - Improve timeliness, accuracy, and completeness of traffic records data collection, analysis processes, accessibility, distribution and systems.
- > Criminal Justice System
 - Propose revisions to Rhode Island Crash Report to enhance the report while satisfying the Model Minimum Uniform Crash Criteria (MMUCC).
- > Prevention & Treatment
 - Provide training to law enforcement to improve crash data collection and analysis.
 - Reach out to localities to support transportation safety data and analytical efforts.
 - Promote the importance of high-quality traffic and crash data in enhance transportation safety.
- > Evaluation
 - Evaluate data systems annually to identify possible deficiencies or data needs.
 - Improve injury data.
 - Continue to use and build upon the Crash Records Management Systems (CRMS).
 - Improve the completeness and accuracy of pedestrian and bicycle crash data.
- Infrastructure
 - Continue to make data-driven decisions surrounding traffic safety.
 - Identify and implement advanced technologies, techniques, and hardware to collect, and manage crash data.

Performance Targets

- > **Goal**. Increase the percentage of crash records successfully linked to a location within the roadway system.
 - Justification. This performance measure is based on the C-I-01 model performance measure. Rhode Island will improve the Integration of the Crash and Roadway systems as measured in terms of an increase in: The percentage of crash records which were successfully linked to a location within the Roadway system. Rhode Island will improve the Integration of the Crash system and the Roadway system.

List of Countermeasures (Strategies)

- 1. Conduct three TRCC meetings in FFY 2020.
- 2. Expand and improve highway safety databases.
- 3. Improve and refine data integration and coordination with highway safety stakeholders.
- 4. Complete implementation and deployment of hardware, software, and training to support the electronic collection and transmission of traffic safety information (e-Citation, Crash form, and race data collection). Expand the effort beyond the municipal departments.
- 5. Expand sharing of problem identification data among shareholders, partners, and traffic safety advocates.
- 6. Monitor NHTSA section 405C grant-funded projects.
- 7. Increase the data linkage of traffic records with other data systems within the State and local highway and traffic safety programs.
- 8. Improve the maintenance, coordination, accuracy, and analysis of current transportation safety data:
 - a. Conduct regularly scheduled meetings of the TRCC.
 - b. Utilize NHTSA 405C grant funding to partner with other state agencies in data coordination, management, and analysis.
 - c. Utilize contractor services in regard to data coordination, management, and analysis.
 - d. Increase the availability of safety data and traffic records to highway safety stakeholders.
 - e. Use On-line System for Crash Analysis and Reporting (OSCAR) interface to generate community-wide data analysis. This analysis will be made available to highway safety stakeholders through improved web site access.
 - f. Hold informational meetings with potential grantees.

- g. Expand the total number of potential program partners.
- h. Continue working with the RIDOT/OHS to implement the Rhode Island SHSP.
 - i. Provide information on highway safety problem identification, process, program planning, and evaluation to potential grantees.
 - ii. Redesign the OHS web page to include a secure traffic records information section, which highway safety stakeholders can access. Create a public side to this page for public access to static information.
 - iii. Identify, adjust, track, and document systemwide and project-level performance measures for inclusion in final report to NHTSA on Section 405c.
 - iv. Continue development of a comprehensive inventory of highway safety information sources in the Rhode Island TRCC Five-Year Strategic Plan. The TRCC Strategic Plan will incorporate specific quantifiable and measurable anticipated improvements for the collection of MIRE FDEs. This will the included in the updated RIDOT Traffic Records Strategic Plan.
 - v. Conduct program management and oversight for all activities within this priority area.

Project Descriptions

The FFY 2020 HSP project list to address traffic record challenges and gaps includes the project number, title, description, budget, evidence of effectiveness, and maintenance of effort, where applicable.

NHTSA402TR2001 - 1	RCC Assessment	
Sub-Recipient: TBD		RIDOT requested NHTSA to conduct a TRCC Assessment project. Funding will encompass all expenses and tasks associated with the assessment's scope of work.
Project Budget/Source \$40,000.00 of Section 4		
Evidence of Effectiven TR Assessment Recom		
Countermeasure Strat Highway Safety Office Management		
TSEP: Match: Indirect Cost: Maintenance of Effort: Local Benefit:	No \$10,000.00 \$0.00 \$0.00 \$16,000.00	
NHTSAM3DA2003C -	State Agencies (HEAI	LTH) & EMS Maintenance Contract Fee
Sub-Recipient: Rhode Island Departme Project Budget/Source \$59,000.00 of Section 4	::	NHTSA funds will support the Rhode Island Emergency Medical Services Information System (RI-EMSIS), specifically to defray the cost for the state's vendor ImageTrend to host and maintain the system. Since its implementation in 2012, the Center for Emergency Medical Services (CEMS) has collected 729,027 electronic run reports, including 17,026 related to
Evidence of Effectiveness: TR Assessment Recommendations		incidents involving motor vehicles and pedestrians. Electronic patient care reports are valuable for numerous reasons. Foremost, critical medical information is conveyed to
Countermeasure Strate Improves integration b core highway safety da	etween one or more	the hospital staff when patients are transported. Continuous quality improvement programs are founded in review of these reports by EMS administrators, physicians, nurses, and CEMS to ensure that proper EMS care is being delivered. Data is
TSEP: Match: Indirect Cost: Maintenance of Effort: Local Benefit:	No \$14,750.00 \$0.00 \$0.00 \$0.00	collected related to fatal motor vehicle crashes for entry into the Fatality Analysis Reporting System (FARS). Also, aggregate EMS data is transmitted from CEMS to the National EMS Information System (NEMSIS), which is a nationwide data repository funded by the NHTSA Office of Emergency Medical Services and is identified as one of the key initiatives of that office. This data collection and upload is accomplished via the ImageTrend system.

NHTSAM3DA2004C – PPD Crash & MMUCC Revision Pilot Program

Sub-Recipient: Providence Police Department

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

Evidence of Effectiveness: TR Assessment Recommendations

Countermeasure Strategy: Highway Safety Office Program Management

TSEP:	No
Match:	\$75,000.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$0.00

Rhode Island is not poised to begin a statewide Crash report and MMUCC revision project, but the Providence Police Department (PPD) has agreed to be the first pilot program to begin the process. Once one of our largest departments like Providence are "glitch" free and trained, this will position our data revisions to have a stronger outcome statewide. The PPD will contract with a vendor who will lead the process of creating new forms and modules that will mirror data criteria for compliance with MMUCC 5. The new modules will also enhance our efforts to collect additional crash data and to change the serious injury input form within the crash report. We will create a data bank to store the new information so the PPD's crash reported data mirrors all other department report forms. It is NOT our intent to use the new data in the coming year. Instead we will use this pilot as the beginning of our necessary MMUCC and crash revisions and associated training needs to meet federal standards.

NHTSAM3DA2005C - Crash MMUCC Revisions

Sub-Recipient: TBD

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

Evidence of Effectiveness: TR Assessment Recommendations

Countermeasure Strategy:

Improves uniformity of a core highway safety database

TSEP:	No
Match:	\$37,500.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$0.00

OHS will purchase various training materials to support the MMUCC Crash reporting project. With the requirement to change our serious injury data input form we will need to create new templates which explain what we need officers to do to assure our federal reporting requirements. In conjunction with training law enforcement of the updates to MMUCC reporting requirements, the OHS will purchase various training materials through an approved vendor. This will include handouts, brochures and dash cards for police vehicles as a quick reference guide for data input. This funding may also potentially be utilized to fund compliance with MMUCC 5. None of the funding will be used to cover salary, however, consideration will be given to hire a consultant.

NHTSAM3DA2006C – Traffic Records Data	Warehouse
Sub-Recipient: TBD Project Budget/Source: \$200,000 of Section 405C	Develop a data warehouse into which all traffic records systems submit data; develop linkages between the various data sets and provide data warehouse drill down and reporting capabilities that support highway safety decision-making.
Evidence of Effectiveness: TR Assessment Recommendations	We will build a shared drive within our unit dedicated to data storage (new and historical) and analytics of that data. The data will address all issue areas we address and will integrate those areas when necessary. We are looking at this as a tool to
Countermeasure Strategy:Improves integration between one or morecore highway safety databasesTSEP:No	support our funding and program decision making processes. The past Rhode Island Strategic Highway Safety Plan (SHSP) identified several areas with data deficiencies. The TRCC remains the identified body that will work to address the data- related action steps highlighted in the SHSP. Data issues
Match:\$50,000.00Indirect Costs:\$0.00Maintenance of Effort:\$0.00	identified by the SHSP include: • Lack of data integration; • Flawed injury data;
Local Benefit: \$0.00	 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.
	Those are our identified problems. In creating a Data Warehouse, we are committed to supporting data linkage efforts within DOT that link crash information with engineering safety data.
	This warehouse will help link and integrate systems to make driver and vehicle data more robust and useful in combatting the impaired driving problem in Rhode Island. We would develop a Driving Under the Influence tracking system that is available to all those who interact with impaired drivers so that a driver can be tracked from arrest through adjudication to post-adjudication treatment and compliance. This system would require reporting of any charge of Driving Under the Influence on the driver history record, regardless of disposition. It would also necessitate the automation of the posting of appropriate conviction data to the driver history file and driver records.

ΝΗΤSAM3Γ	042007C - RIF	DOT OHS Cras	h Form Training

Sub-Recipient: All law enforcement agencies. Project Budget/Source: \$75,000 of Section 405C Evidence of Effectiveness:	OHS will conduct training for the updates to the crash report based on MMUCC requirements. This will include training and presentations to all law enforcement which can include power point or web-based training and handouts or brochures. Dash cards will be made to given to the departments to place into police cruisers as a quick reference for officers completing
TR Assessment Recommendations	crash reports.
Countermeasure Strategy: Highway Safety Office Program Management	
TSEP:NoMatch:\$18,750.00Indirect Costs:\$0.00Maintenance of Effort:\$0.00Local Benefit:\$0.00	
NHTSAF19062001 – Consultant Annual Rep	ports/Maintenance
Sub-Recipient: TBD Project Budget/Source: \$400,000.00 of Section F1906	RIDOT/OHS will contract with outside consultants to create a reporting system (ATRION, Inc and CCU for analytic purposes), maintain IT requirements, and service all Rhode Island law enforcement agencies (ATRION) in their mandate to collect data sets included within Rhode Island's CCPRA statute. The OHS will
Evidence of Effectiveness: TR Assessment Recommendation	also provide updated software and equipment necessary for law enforcement agencies to comply with the statute. The funds will also support RIDOT'S MIS data maintenance and service requirements.
Countermeasure Strategy: Highway Safety Office Program Management	requirements.
TSEP: No	
Match Amount: \$0.00	
Indirect Cost: \$0.00	
Maintenance of Effort: \$0.00	
Local Benefit: \$0.00	

NHTSAF19062002 – Data Analysis	
Sub-Recipient: Rhode Island Department of Transportation Project Budget/Source: \$50,000.00 of Section F1906 Evidence of Effectiveness: TR Assessment Recommendation	Fees charged to NHTSA accounts for FARS Analyst, four Program Coordinators, Administrative Assistant, and Financial Accounting and Reporting, as well as, interns/co-op students.
Countermeasure Strategy: Highway Safety Office Program Management	
TSEP:NoMatch Amount:\$0.00Indirect Cost:\$0.00Maintenance of Effort:\$0.00Local Benefit:\$0.00	
NHTSAF19062003 – CCPRA Data Analytics	Reporting
Sub-Recipient: Central Connecticut State University (CCSU) Project Budget/Source: \$100,000.00 of Section F1906 Evidence of Effectiveness: TR Assessment Recommendation Countermeasure Strategy: Highway Safety Office Program Management TSEP: No Match Amount: \$0.00 Indirect Cost: \$0.00 Indirect Cost: \$0.00 Local Benefit: \$0.00	OHS in partnership with CCSU, RI Law Enforcement and Community Organizations will conduct a Summit to provide education and outreach on the importance of reducing the impact of implicit bias within the collection of traffic stop data. The Summit will focus on the presentation of the historical data and analysis of the States racial profiling statistics since the inception of the current Rhode Island Law which started in 2016. The Summit will also provide the opportunity to start a dialogue with community, law enforcement and other stakeholders on potential impacts to data collection services, methods and training enhancements. Racial profiling data collection is vital to maintain a level of transparency of law enforcement efforts and the impacts it has on traffic safety efforts. HVE programs can have a direct impact to these statistics. This data must be analyzed so everyone can observe the correlation of the departments routine efforts as compared to the HVE and related targeted audiences. An estimate of 100 stakeholders would be expected to attend with potential for more depending on the venue's capacity. The Summit would be open to all with a goal to include as many as possible. On July 10, 2015 Governor Gina Raimondo signed House Bill, 2015-H 5819 Sub A, and Senate Bill, 2015-S 669 as Amended into law (R.I. Gen. Laws § 31-21.2-1 et seq.) The law, also known as the Comprehensive Police-Community Relationship Act of 2015 (CCPRA) "honors the community's desire for just stop and search procedures, while permitting law enforcement to maintain public safety and implement best practices." One

transportation to "conduct a study of routine traffic stops by the Rhode Island state police and each municipal police department in order to determine whether racial disparities in traffic stops exist, and to determine whether searches of vehicles and motorists are being conducted in a disparate manner." The report is produced in fulfillment of this requirement.

CCPRA requires Rhode Island police departments to collect and report information on all traffic stops. Traffic stop data collection is completed for each routine traffic stop. The officer, directly following the stop, typically collects the information electronically. There is a total of sixteen data elements collected which gather information on the driver (race, ethnicity, age, gender) and the traffic stop (time of day, result of stop, search, etc.). Data is then sent to the Rhode Island Department of Transportation (RIDOT) where, on a quarterly basis, a summary report of the monthly data provided by each department and the state police is published by Central Connecticut State University (CCSU).

The findings presented are the first step – essentially the foundation – of a process to better understand how enforcement of traffic laws impact segments of Rhode Island's driving population. These analyses serve as a screening tool, essentially highlighting areas where disparities between races and ethnicities are greatest in traffic enforcement throughout the state, thereby providing guidance as where researchers, law enforcement administrators, community members and other appropriate stakeholders can focus resources on those departments displaying the greatest level of disparities in their respective stop data.

4.8 Traffic Safety Enforcement Plan (TSEP)

Rhode Island's FFY 2020 HSP was constructed by incorporating data driven guidance from the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act and through the application of the Evidence Based Traffic Safety Enforcement Program (TSEP).

In addition to the statewide crash analysis, the Office on Highway Safety uses collected data to chart crashes by counties, cities and towns, to identify enforcement strategies for impaired, unbelted, distracted and speeding related problems in local jurisdictions. To strengthen the evidence-based approach to statewide enforcement and streamline the applications and award agreements, the Office on Highway Safety has simplified the application process by acquiring, analyzing and front-loading data for each applicant. The Office on Highway Safety has combined the Occupant Protection (OP) and DUI Enforcement projects into one application/sub-award agreement. Both the OP and DUI problem statements identify and list national data, state data and municipal county or town data. The data provides the basis for development of problem identification; projected goals; strategic countermeasures; measuring tools and planned outcomes, at both the state and local levels. This new process helps the OHS implement procedures and strategies to ensure enforcement resources are used efficiently and effectively in support of the goals of the state's highway safety program.

The state goals and projected performance targets are identified using both numerical data and geographic studies of the high-risk target areas using crash data, OP survey data, and crash pinpoint mapping. Standardizing the data across agencies, and over multiple years, ensures consistent baseline data for improved analysis of the who, what, where, when and why of crash injuries and fatalities.

The application also includes a section for sub-awardees to identify local geographical target areas not included in the Office on Highway Safety data, based on their specific traffic safety challenges. The applicants are to include a narrative indicating the factors that contribute to these issues as well as a list of specific roadways for focused enforcement.

Rhode Island will continue to rely on specific crash data to sustain the progress made toward our goal to reduce incidences of crashes resulting in death or serious injury. As described earlier in this plan, the primary causes of the state's fatalities are related to operator impairment, lack of occupant restraint, speeding and distracted or inattentive driving. To appropriately address these priorities, the OHS staff proportionately allocates federal funds to those projects which have the most potential for positive statewide impact. Data and information provided in the HSP demonstrates the appropriateness of this target which utilizes current data trends to create evidence-based strategies.

Rhode Island's execution of TSEP will continue into the FFY 2020 grant cycle. It is based on three major components:

(1) Utilizing the Rhode Island Department of Transportation's data analysis division, we will continue to collect and analyze specific data as it relates to the Office on Highway Safety's emphasis and priority areas. The data RIDOT collects identifies who is crashing, where they are crashing, when they are crashing and how they are crashing.

The analyzed data also includes performance data such as enforcement activities and citation data utilizing our newly developed productivity graphs;

- (2) The Office on Highway Safety deploys resources and allocates funding for enforcement to the sub-grantees based on problem identification for the implementation of effective and efficient strategies and countermeasures, using the 2017 Countermeasures that Work guidelines;
- > (3) The Office on Highway Safety will continue monitoring, evaluation and making any necessary adjustments / modifications to strategies and countermeasures being utilized by all sub-grantees as appropriate.

These three (3) steps are integral to the Office on Highway Safety's TSEP and principles and will remain in place for all future granting considerations.

To support Rhode Island's TSEP strategies, specific data driven media messaging and public outreach have been created to increase impact and improve effectiveness of the Office on Highway Safety communication plan.

Rhode Island's statewide and local data identifies the target audience to deliver the appropriate message to the right demographic. For example, local data indicates the geographic areas of the state with the lowest belt use rates. The Office on Highway Safety works with the contracted media consultant in creating specific visual and audio messaging. The occupant protection videos are produced on location using recognizable landmarks as points of reference for local viewers. Similarly, impaired driving messaging depicts locations, settings, and backgrounds which will resonate with the data identified targeted audience who are at higher risk to drive while impaired. In addition, media outreach and seasonal messaging is utilized to describe what types of enforcement activities an area of the state will see during special enforcement periods. These types of data-based outreach and messaging not only support enforcement but provide an additional layer of deference for those who fail to comply. Overall, the TSEP process described below incorporates DDACTS and closely follows the strategies listed in DDACTS' seven guiding principles. (The utilization of geo-mapping and the identification of hot spot areas and specific locations provide a solid basis for the delivery of state-wide TSEP.

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

Data Analysis

Rhode Island is fortunate to have direct access to timely crash data and other traffic enforcement related information. The flexibility of the Office on Highway Safety's Traffic Safety Enforcement Program (TSEP) enables direct application to priority enforcement projects based on the evaluation of these data sets. For example, the seat belt use rate survey, occupant protection citations issued and improperly restrained (operators/occupants) crash data are incorporated into the strategies directing occupant protection enforcement grants. Likewise, impaired driving crashes and arrests are the basis for DUI and drugged driving enforcement efforts. The TSEP approach is applied to speeding, distracted driving and all other Office on Highway Safety Emphasis areas as well as other priorities which may emerge.

The Office on Highway Safety Project Managers conduct analysis of timely statewide crash data. The process is enhanced by integrating county and local data supported by ancillary information relating to enforcement activities. Local data is the cornerstone for addressing local traffic issues in a defined geographical area. All traffic safety issues are local problems which require the application of local data.

During the grant application process each potential sub-awardee is issued a pre-loaded application prepared by Office on Highway Safety with local data that identifies target areas of crash locations with associated times of the day and day(s) of the week that the majority of crashes occur. The data supports problem identification and is the foundation for setting performance targets and measurable outcomes.

Funding for sub-awardees is commensurate to the jurisdiction's proportion of the overall state problem.

The Office on Highway Safety analyzes crash data; specifically, fatal and serious bodily injuries and found the crashes are not specific to any city/town or county in Rhode Island. Although OHS cannot point to any specific corridor or city or town, it realizes it needs to reach out to its partners, share statewide data and request additional resources to stop vehicles utilizing a wolf-pack/task force type emphasis as needed.

Also noting that there was not a 'one size fits all' approach to the increase in crash incidents, the Office on Highway Safety will continue to share statewide data with all subgrantees and insist on additional patrols, grant funded, and regular duty patrols focus on the statewide problem.

Using grant funds, the Office on Highway Safety continually encourages sub-recipients to participate in high visibility enforcement in urban areas where high incidents of crashes were documented, thus anticipating similar crashes based on data. The Office on Highway Safety also encourages similar high visibility enforcement in the rural areas where similar like crashes have taken place.

Deployment of Resources

TSEP identification is incorporated into grant applications. This is twinned with identified primary issues which inform the OHS development of countermeasures and strategies designed to reach selected goals and outcomes. The staff uses NHTSA's Rhode Island's Office on Highway Safety Program publication, Countermeasures That Work (2017, Ninth Edition), to identify "best practice" strategies that are evidence-based. These suggested countermeasures may be adjusted, amended or otherwise modified to address the demographics of a rural town. Countermeasures are selected by evaluating which strategy or combinations of tactics may be expected to make the most positive impact statewide. Rhode Island's countermeasures are more broadly defined in the applicable sections of this document relating to the specified priorities. Occasionally, new, previously unmeasured or undetected traffic safety issues may emerge and become

significant. In recent years, distracted driving is an example of a new problem. The national and local traffic safety communities responded to the review of crash data with a series of NHTSA sponsored pilots to develop sound and responsive strategies. Careful analysis of data provided the springboard for the success of these countermeasures. The Office on Highway Safety staff is prepared to identify and address emerging trends and issues affecting the level of traffic safety in the state.

Potential sub-awardees are required to use countermeasures and strategies to address the problem areas identified in their agreement. The selected strategies and accepted countermeasures are designed using appropriate local data. TSEP is applicable to all Office on Highway Safety priority programs.

The applicant agency must demonstrate sufficient available resources to successfully accomplish the agency's stated objectives. These enforcement resources must be deployed based on data analysis on focused data-driven strategies to ensure efficiency and effectiveness.

Rhode Island's approach to TSEP provides enforcement coverage in all of the state's five counties. The Office on Highway Safety's partnership with thirty-nine (39) city and town police departments as well as the Rhode Island State Police provides a multi-tiered, interlocking system of sustained enforcement in those areas identified using all available data sets.

Clear and concise goals and expected outcomes are developed and clearly described within the agency's grant application.

The OP and DUI grants focus on sustained traffic enforcement for seatbelt compliance, impaired driving, excessive speed and distracted driving. The program director provides the team with a cohesive approach and consistent oversight to address local problems effectively and efficiently. The coordinator sets goals based on state and local data to confront traffic safety issues and continually implement TSEP. The coordinator also tracks and assesses productivity and progress through monitoring of activity reports and may initiate modifications in the strategies that are appropriate and necessary to achieve target goals. Quarterly meetings are held with a representative from each agency to discuss and evaluate the strategies and results of the enforcement activity. Modifications to the project are made based on the input and results of these meetings.

Continuous follow-up and adjustment of the enforcement plan

All participating agencies are required to submit monthly activity reports and quarterly progress reports. The Office on Highway Safety Project Managers evaluate all subgrantees reports and assess productivity and progress towards defined goals and outcomes. Program Managers work closely with the Chief of the Office on Highway Safety Chief and the Law Enforcement Liaison to determine if any strategic adjustments, modifications or other changes are appropriate. This continual and systematic process of project monitoring, evaluation and analysis of outcome measures provides feedback which enables project adjustments where and when appropriate.

Enforcement at all levels must be aggressively supported by powerful and effective media messaging, public outreach and education for all those who travel Rhode Island's

roadways. A media campaign utilizing TSEP to direct the messaging in an effective and efficient format is essential. In addition, impaired driving messaging will be designed to influence the behavior of those segments of the population, identified by data, who present an increased risk of driving while impaired.

High-Visibility Enforcement (HVE) strategies to support national mobilizations

Rhode Island will implement multiple 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. High Visibility Enforcement (HVE) strategies will be complimented by earned and paid media, educational awareness efforts, and ongoing stakeholder reach out efforts.

The Office of Highway Safety will participate in and support the National high visibility law enforcement mobilizations. This will include more than three mobilization campaigns in FFY 2020 to reduce alcohol-impaired or drug-impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

National campaigns the State will participate in:

- > Drive Sober or Get Pulled Over National Enforcement (August)
- > Click It or Ticket National Enforcement Mobilization (May)
- > Drive Sober or Get Pulled Over (Holiday Season)
- > Drive Sober or Get Pulled Over (Fourth of July)

4.9 Distracted Driving

Problem Identification and Analysis

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

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

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

While **Table 4.15** below suggests that Rhode Island distraction-affected crashes have fluctuated, with data gaps and the challenges of identifying distracted driving that continue to limit accurate reporting. Close data gaps within the Traffic Records program area can help improve reporting and countermeasure identification for distraction-affected crashes.

Table 4.15 Distraction-affected Crashes (2012-2016)

	20	12	20	13	20)14	20	15	20	16
Location	Crashes	Percent								
Rhode Island	3	5%	6	9%	0	0%	1	2%	3	6%
Region	94	9%	92	10%	56	7%	108	10%	61	6%
Nation	3,098	10%	2,923	10%	2,972	10%	3,242	10%	3,157	9%

Source: FARS (2018).

Alignment with the SHSP

The 2017-2022 SHSP includes the following strategies to reduce distracted driving fatalities:

- > Leadership
 - Establish a Distracted Driving Task Force.
 - Create a uniform message discouraging distracted driving and distracted while walking.
- > Criminal Justice System
 - Conduct distracted driving enforcement campaigns in hotspots.
 - Explore revisions to the existing distracted driving laws and penalties.
- > Prevention & Treatment

- Spread awareness of the dangers of distracted driving through outreach campaigns.
- Work with local businesses to encourage workplace policies that discourage distracted driving during work related business.
- Offer distracted driving workshops for law enforcement to better understand current distracted driving laws.
- Provide legislative updates to the judiciary to ensure consistent understanding of state laws for all parties.
- Continue to support the incorporation of distracted driving education in drivers' education coursework.
- > Evaluation
 - Enhance procedures for completing crash reports to help identify distracted driving crashes.
 - Improve the capture of distracted driving violations on the crash form.
 - Use surrogates such as run off the road and rear end type collisions to identify distracted driving crashes.
- > Infrastructure
 - Provide the infrastructure and messaging appropriate to discourage distracted driving.
 - Identify and implement advanced technologies, techniques, and hardware to collect, and manage crash data.

Performance Targets

- > **Goal.** Increase the number of DMV survey respondents who never talk on a hand-held cellular phone while driving from 45 percent to at least 75 percent.
 - Justification. The target is to increase the number of DMV survey respondents who never talk on a hand-held cellular phone while driving from 45 percent to at least 75 percent. Ideally this target should be set at 100 percent., however, as an interim target, reaching 75 percent can be attainable. The 2018 DMV survey results showed that 45 percent of respondents had a "never" answer. With a cell phone ban starting in 2018, Rhode Island is encouraged more drivers will stop using their mobile devices while driving.

Strategic Partners

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

List of Countermeasures (Strategies)

 OHS will schedule overtime patrols for agencies identified throughout the report. These patrols will focus on enforcing the 18 and below no texting and driving law, as well as the no cellular phones law. Citations written for cell phone violations during the mobilization periods will be reviewed to determine if police agencies are effectively enforcing the laws.

 OHS will coordinate paid and earned media activities to coincide with all enforcement activities, following the accepted NHTSA model for high-visibility enforcement.

Project Descriptions

The FFY 2020 HSP project list to address fatalities and serious injuries related to distracted driving includes the project number, title, description, budget, evidence of effectiveness, and maintenance of effort, where applicable.

NHTSA402DD2006 – RIPCA Safety Partnership Program

Sub-Recipient: Rhode Island Police Chiefs Association (RIPCA)

Project Budget/Source: \$50,000.00 of Section 402DD

Evidence of Effectiveness: CTW, Chapter 4, Section 1.3

Countermeasure Strategy: Communication Campaign High Visibility Cellphone/Text Messaging Enforcement

TSEP:	No
Match:	\$12,500.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$20,000.00

There is increasing need for statewide law enforcement executive oversight of Highway Safety funds in order to promote more efficient and effective use of them in every municipality to maintain consistent law enforcement efforts and introduce information and training opportunities targeting highway safety initiatives. Promoting that at the Chiefs' level will elevate it to priority status. RIDOT is dependent upon all police departments in the state to submit specific data for RIDOT to give accurate statistical information to NHTSA which in turn justifies the request for future funding within the state. Many times, the data transferals depend on department leadership priorities. The RIPCA will encourage priority of data collection at an Executive Level. The partnership between RIPCA and RIDOT/OHS is currently being handled by individuals at local levels as well as through the Executive Board at RIPCA. RIPCA has recognized that full time chiefs do not have the time necessary to handle these issues on a statewide basis. RIDOT/OHS will partner with RIPCA on other traffic safety initiatives to include distracted driving and pedestrian safety. Funding will allow the RIPCA to disseminate information from the Office on Highway Safety to all active law enforcement leadership entities and other state agencies (i.e., DEM). The RIPCA will also lead a media effort which includes law enforcement safety information by all municipalities. This project supports a portion of the salary of the RI Police Chiefs' Executive Director's salary. It also affords the membership of the RIPCA an opportunity to create and buy media pieces which highlight municipal law enforcement messages and efforts. Any media pieces will be pre-approved by the OHS. Success will be measured by the increased buy in and law enforcement participation by PD Chiefs regarding all highway safety initiatives. This planned activity is listed three times in the HSP and will cost \$200,000. This is split funded between the three projects NHTSA402PT2007 (\$50,000), NHTSA164AL2004 (\$100,000), and NHTSA402DD2006 (\$50,000). This supports the ED's position as well as efforts for a media campaign to include creative, social, and paid media. This past year they created a campaign to complement our Distracted Driving efforts and in 2020 they will once again mirror one of our multiple campaigns which is dictated by shared data. The ED will continue to assist our efforts to increase law enforcement traffic safety activities and will also bring our efforts to Law Enforcement leadership. The ED will work as one of the OHS's most cooperative team members and stakeholders. They will supply monthly reports as will all our sub grantees.

NHTSA402DD2007 - 1	ThinkFast Intera	active High School Education Program
Sub-Recipient: TjohneE Productions		Think Fast Interactive, created by TJohnE Productions, is an interactive game show style program that blends critical highway safety messaging with pop culture to command youth's engagement and
Project Budget/Source \$50,000.00 of Section 4		attention at high school and middle school assemblies. The production educates on such emphasis areas as Distracted Driving, Impaired Driving, Occupant Protection, GDL (Graduated Driver's
Evidence of Effectivene CTW, Chapter 4, Section		License) Laws, RI General Law, and Pedestrian/Bicycle Safety. ThinkFast is funded by three different funding sources under these
Countermeasure Strate		projects; NHTSA402SA2004 (\$50,000), NHTSA402DD2007 (\$50,000), and NHTSA402PS2004 (\$50,000). These three funding sources are
Communication Campa		represented within each production's content. Reaching up to 50
TSEP: Match: Indirect Costs: Maintenance of Effort: Local Benefit:	No \$12,500.00 \$0.00 \$0.00 \$20,000.00	schools by the conclusion of each school year hitting grade 6-12, this program exposes youth to important targeted highway safety information with a strong retention rate. The goal of ThinkFast is to empower Rhode Island middle and high school youth to make more educated and safe decisions when on Rhode Island roadways as either an occupant or as a driver. In order to measure the success of the program throughout the school year, pre and post examinations are administered. This ensures the program's success by measuring youth's knowledge of traffic safety emphasis areas, and what areas each school or grade needs to focus in on. The results of these surveys are compiled and put into a formal report by TJohnE Productions and sent to RIDOT's Office on Highway Safety. These results are featured in the OHS's Annual Report.
NHTSA402DD2008 - \	/MS Message B	ioards
Sub-Recipient: TBD		Portable Variable Message Boards to display the "Drive Sober or Get Pulled Over" or other High Visibility of DUI laws messages for law enforcement agencies to be used as part of the two national "Drive
Project Budget/Source \$25,000.00 of Section 4		Sober or Get Pulled Over" impaired driving crackdowns as well as for monthly sustained enforcement as part of the HVE program funded by OHS with NHTSA monies. 10 cities/towns will be chosen based on
Evidence of Effectiveness: CTW, Chapter 2, Section 1 Countermeasure Strategy:		data and those who help coordinate the States' DUI task force details. Agencies chosen to receive grant funding to purchase Portable Variable Message Boards shall enter into a Memorandum of Agreement with the Office on Highway Safety regarding the
Communication Campaign		effectiveness of safety messages. Furthermore, this Memorandum of Understanding will cover the usage of these tools and will make the
TSEP: Match Amount: Indirect Costs: Maintenance of Effort: Local Benefit:	No \$6,250 \$0.00 \$0.00 \$10,000.00	subrecipient explicitly aware that the usage of these signs is restricted to alcohol related safety messages; Speed enforcement safety messages; seatbelt safety messages; Distracted Driving safety messages; and Non-Motorized messaging. The Office on Highway Safety shall closely monitor the usage of these message boards for compliance. These VMS boards will be <i>Buy America</i> compliant and shall be proportionally funded but will primarily be used for Alcohol Enforcement messaging 75% Alcohol; 25% Distracted; 25% Speed; 25% OP, and 25% Non-motorized.

NHTSA402DD2011 – Work Zone Safety Campaign		
Sub-Recipient: High school students and the general public	One of RIDOT's experienced Work Zone safety staff was severely injured by an impaired driver this year. Although RIDOT supports and implements safety plans and training for all workers associated with road safety construction sites driving behavior continues to threaten	
Project Budget/Source: \$25,000.00 of Section 402DD	all work zone safety staff. This program is twofold. One part is an educational module created with one of the state's unique charter schools, The New England Laborer's Construction Career Academy.	
Evidence of Effectiveness: CTW, Chapter 2, Section 1	The school has a 10-week work zone safety module which stresses dangerous driving behavior. The school has agreed to allow us to share our NHTSA safety knowledge with the students. We'll also be	
Countermeasure Strategy: Communication Campaign	creating a Work Zone safety poster media competition. This program is intended to reach young students studying road construction as well as the general public. Although we have a move over law many	
TSEP:NoMatch Amount:\$6,250Indirect Costs:\$0.00Maintenance of Effort:\$0.00Local Benefit:\$10,000.00	people do not understand the law itself or its intention. This program will help increase the safety knowledge base. The created media earned and paid will help us with our educational efforts on a larger scale. venues to highlight the messages and spread the awareness of work zone safety responsibilities and efforts. Data that supports this effort; Recent increase in the number of Rhode Island Traffic Crashes occurring within a work zone. FFY17 588 FFY18 527 FFY19 900 (preliminary)	
NHTSAFESDLE2001 – State Agencies	(RIMPA) Distracted Driving	
Sub-Recipient: Rhode Island Municipal Police Academy	OHS will contract with a qualified consultant to serve as the LEHSTC. The LEHSTC will work as the liaison through the Office of Highway Safety and will promote law enforcement participation in Operation Blue RIPTIDE, conduct outreach to police chiefs, and provide traffic	
Project Budget/Source: \$51,827.00 of Section 405E	safety training. The LEHSTC will also serve as the Program Coordinator for the Standardized Field Sobriety Testing (SFST) Refresher Training courses. OHS will continue to reinvigorate DRE	
Evidence of Effectiveness: CTW, Chapter 4, Section 1	training and program implementation through the Law Enforcement Highway Safety Training Coordinator. DRE duties will include; maintaining certifications for 72+ DRE's as well as planned training for	
Countermeasure Strategy: High Visibility Cellphone/Text Messaging Enforcement	DRE, SFST, and ARIDE courses, to include instructions on alcohol/drug blocks at the recruit level training at all Rhode Island police academies; Rhode Island Municipal Police Training Academy, Providence Police, and Rhode Island State Police. The grant period;	
TSEP:NoMatch Amount:\$12,956.75Indirect Costs:\$0.00Maintenance of Effort:\$0.00Local Benefit:\$10,000.00	October 1, 2019 through September 30, 2020 will include additional duties as the Rhode Island DRE Coordinator as well Rhode Island's SFST Coordinator and will account for an additional percentage of the LEHSTC's total time. The primary responsibility of the LEHSTC is taking the lead role in promoting highway safety programs to the local cities and towns through Rhode Island through training and other duties as determine by the OHS. The LEHSTC will accomplish these duties and responsibilities through day to day contact with all	

	Grant Managers in the municipalities as well as act as the highway safety contact with the Rhode Island Chiefs of Police and other highway safety advocates in Rhode Island.	
NHTSAFESPE2001E – Creative Media	Distracted Driving	
Sub-Recipient: State-approved media vendor.	OHS will fund creation of media to support law enforcement mobilizations, including during National Distracted Driving Month (April 2020). Using a State of Rhode Island Master Price Agreement	
Project Budget/Source: \$1,094,750.00 of Section 405E	(MPA) vendor to design the creative materials, our primary target audience will be adults between 25 to 54 years old, with the secondary target being adults 16-24 years old. Focus groups will be	
Evidence of Effectiveness: CTW, Chapter 4, Section 1.3	conducted to determine the best creative direction to reach these audiences	
Countermeasure Strategy: Communication Campaign		
TSEP:YesMatch:\$273,687.50Indirect Costs:\$0.00Maintenance of Effort:\$0.00Local Benefit:\$0.00		
NHTSAFESPE2002E – Paid Media Dis	tracted Driving	
Sub-Recipient: State Approved Media Vendor Project Budget/Source: \$1,000,000.00 of Section 405E Evidence of Effectiveness: CTW, Chapter 4, Section 1.3	OHS will fund placement of media to support law enforcement mobilizations, including during National Distracted Driving Month (April 2020). Our primary target audience will be adults between 25 to 54 years old, with the secondary target being adults 16-24 years old. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-by analysis, which will serve as the evaluation for this project.	
Countermeasure Strategy: Communication Campaign		
TSEP:YesMatch:\$250,000.00Indirect Costs:\$0.00Maintenance of Effort:\$0.00Local Benefit:\$0.00		

NHTSAFESX2001E – Citizens Traffic Safety Academy		
Sub-Recipient: Spartan International Consulting Group	OHS will fund the second year of the Citizens Traffic Safety Academy (CTSA). The program is scheduled to conduct the 3rd session in August 2019. A final evaluation report from an independent evaluator is forthcoming. The funding will be in four equal values of	
Project Budget/Source: \$25,000.00 of Section 405E	\$25,000.00 from each of these funding streams/projects NHTSAFHLE2006H (405H), NHTSAM2HVLE2008B (405b), NHTSAFESX2001E (405e), and NHTSAFDLDAT2003(405D) for a total	
Evidence of Effectiveness: CTW, Chapter 4, Section 1.3 Countermeasure Strategy:	of \$100,000.00. The purpose of the Citizens Traffic Safety Academy is to create a cadre of traffic safety experts to foster better communication between citizens and highway safety experts through education and	
Communication Campaign TSEP: No Match: \$6,250.00 Indirect Costs: \$0.00	awareness. The Target Audience for CTSA is adults of the general public to include State and Community Leaders. The Citizens Traffic Safety Academy will provide information and training to the citizens who participate, so they may make safe and informed judgments while driving, walking or biking.	
Maintenance of Effort: \$0.00 Local Benefit: \$0.00	The Rhode Island Department of Transportation's Office on Highway Safety in conjunction with Spartan International Consulting Group is creating a partnership with the community to provide quality education in the traffic safety emphasis areas to help in the protection of life and property and to improve the public's awareness to the dangers facing all roadway users.	
	The CTSA class will meet one day per week for three hours for a period of eight weeks. The classes have been currently held at the New England Institute of Technology. It is planned to partner with other State, Colleges and community groups to continue the program at various locations throughout the State to increase the reach of participants. There is a minimum of 20 participants per class and there are 4 planned sessions in this FFY. The program is looking to expand by being provided to all state employees within DOT and other Departments as part of the States incentive program for education and training. This class will have approximately 30-35 participants.	
	The program will use classroom instruction paired with demonstrations and participation blocks to raise awareness and change behaviors while focusing on the emphasis areas of the SHSP. The program will be able to target specific target audience agendas based on the community in which the program is presented. Education is the driving force behind this program with increased community relations with law enforcement, traffic safety partners and stakeholders. The use of a pre- and post-survey will show the effectiveness of the education and awareness program efforts to show if a greater level of understanding and awareness was achieved.	

4.10 Police Traffic Services

Problem Identification and Analysis

Speeding, alcohol-involved, and unrestrained fatalities represent the largest proportions of fatalities in Rhode Island at 42, 31, and 27 percent respectively over the period 2014-2018. These crashes are not mutually exclusive; a vehicle occupant may exhibit all three behaviors in the crash.

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

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

Performance Targets

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

Project Descriptions

The FFY 2020 HSP project list to address speed-related driving fatalities and serious injuries includes the project number, title, description, budget, evidence of effectiveness, and maintenance of effort, where applicable.

NHTSA164AL2002 / NHTSA164AL2015 – State Agencies (RISP) RI Impaired Driving Enforcement

Sub-Recipient: Rhode Island State Police

Project Budget/Source:

\$55,000.00 of Section 164AL \$960,760.00 of Section 164AL Total: \$1,015,760.00

Evidence of Effectiveness: CTW, Chapter 5

Countermeasure Strategy: Short-term, High Visibility Law Enforcement

Yes
\$0.00
\$0.00
\$0.00
\$406,304.00

The RISP with the guidance of leaders and partners from Rhode Island's Traffic Safety Coalition will be responsible for organizing monthly meetings, trainings for committee members on various impaired driving goals and initiatives, coordinating community outreach efforts, tracking supported policy changes, assisting each subcommittee created within the IDPA and their activities, increasing the capacity, outreach and identity of the impaired driving emphasis team, as well as other responsibilities outlined in a scope of work to be developed and approved by the OHS, and the State Police. Funds will be set aside for a coordinator, impaired driving trainings for law enforcement and other individuals associated with the scope of work listed within the Strategic Plan.

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

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

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

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

All members assigned to the unit shall be trained and certified in impaired driving detection techniques to include Standard Field Sobriety Tests (SFST), breathalyzer operation, and Drug Recognition Expert (DRE). The weekly schedule of members assigned to the unit would

		be consistent with data driven by the SHSP 10-year plan to reduce the number of impaired crashes as the state works toward zero fatalities. The efforts of the unit will align with the scope of the Rhode Island State Police's long-standing impaired driving education, outreach and enforcement efforts. Members assigned will be encouraged to speak publicly on highway safety related issues to schools, organizations, civic groups. Implementation of the proposed pilot specialized unit requires funding for one (1) Captain, one (1) Administrative Sergeant (program manager), one (1) Administrative Sergeant (collision reconstruction), one (1) Patrol Sergeant, and four (4) Rhode Island State Troopers at 35 hours/week throughout the grant period.
NHTSA164AL2009 – State Agencies (URI) Alcohol Enforcement Sub-Recipient: OHS will fund implementation		hol Enforcement OHS will fund implementation of the "DSoGPO" impaired
University of Rhode Isla	and	driving enforcement patrols by the University of Rhode Island Police. Patrols are conducted during 24 hours and
Project Budget/ Source:		there is mandatory participation in one annual enforcement period, during the third week of August.
\$3,000.00 of Section 164AL		The project will fund 160 enforcement hours.
Evidence of Effectiven		
CTW, Chapter 2, Sectio	n 2.5	
Countermeasure Strate	egy:	
Short-term, High Visibi	lity Law Enforcement	
TSEP:	Yes	
Match:	\$0.00	
Indirect Costs:	\$0.00	
Maintenance of Effort:	\$0.00	
Local Benefit:	\$1,200.00	

NHTSA164AL2012 / NHTSA402DD2002 / NHTSA402OP2006 / NHTSA402PT2005 – State Agencies (RISP) Crash Reconstruction Equipment

Sub-Recipient:

RISP from approved vendor

Project Budget/Source:

\$1,640.00 of Section 164AL \$6,250.00 of Section 402DD \$6,250.00 of Section 402OP \$6,250.00 of Section 402PT

Evidence of Effectiveness:

CTW, Chapter 2, Section 2.5

Countermeasure Strategy:

Short-term, High Visibility Law Enforcement

TSEP:	Yes
Match:	\$4,687.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$8,156.00

OHS will fund the Rhode Island State Police (RISP) Crash Reconstruction Unit which currently uses the Bosch Crash Data Retrieval System. Due to advancing technologies including autonomous and driver assisted vehicles, a new CAN module interface is needed along with the updated cables and software. To increase scene clearance, they are also looking to purchase a Vericom VC4000DAQ for scene friction measurements, scene markers for evidence points and crash recon mathematical software for mobile use.

The funding will be from these streams/projects NHTSAA402DD2004- \$40,000.00, NHTSA164AL2012-\$1,640.00, NHTSA402DD2002- \$6,250.00, and NHTSA402PT2005-\$6,250.00 for a total of \$54,140.00.

Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the State Police will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements. The State Police also assist municipal departments with this equipment and investigations of these crashes. The data obtained from a more indepth investigation is extremely valuable in assisting Law Enforcement and the DOT in determining the factors and causes of theses crashes. Once the factors and causes of these types of crashes have been identified, an analysis can be done to determine how theses crashes could have been prevented. drone equipment including training to have a comprehensive set of tools for reconstruction and crash scene clearance.

Distracted driving crashes are often difficult to identify, as the officers arrive on scene after the fact and are dependent upon a driver account and recollection of the facts. Self-reported information is statistically unreliable, and it is estimated that distracted driving-related crashes are severely underreported. While cell phone use is only one example of a distraction, it is a growing issue for Rhode Island and nationally. Rhode Island has been collecting cell phone-related crash information since 2011. Due to public demand there has been significant pressure to strictly enforce the State's cell phone law for those who are 18 and younger. There also has been increasing encouragement for policymakers to create a hands-free statue for all drivers. This resulted in the passage of a hands-free law that took effect on June 1, 2018.

Rhode Island distraction-affected crashes have fluctuated, with data gaps and the challenges of identifying distracted driving that continue to limit accurate reporting. Close data gaps within the

Traffic Records program area can help improve reporting and countermeasure identification for distraction-affected crashes. Alcohol-impaired driving continues to be a significant contributing factor in Rhode Island's crash fatalities and serious injuries. Alcoholimpaired crashes accounted for 41 percent of the total fatalities in 2017, second to speed-related at 49 percent. Alcohol impairment in fatal crashes in Rhode Island significantly exceeds that of New England and the nation. In 2016, Rhode Island was 37 percent, a number higher than the 33 percent regionally and 28 percent nationally. This trend of Rhode Island having a higher proportion of impaired driving fatalities than New England or the nation has been true for eight of the last 10 years. Based on NHTSA imputed data from 2011 through 2016, most Rhode Island's alcohol-related fatalities involved a driver or motorcycle operator with a BAC greater than or equal to the legal limit of 0.08. Almost one-third (31%) of impaired driving fatal crashes involved a driver age 25-34 years old. In Rhode Island, a fatality is defined as speed-related if one of the

In Knode 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 speedrelated serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit.

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

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

Enforcement efforts have improved annually, and Rhode Island increased the number of citations issued to 9,836 in 2018. Part of the multifaceted approach to this issue is paid media. OHS also has increased its' level of paid media buys during August one of the highest months for speed-related fatalities, to support the annual speed enforcement campaign in Rhode Island during that period.

	Fatal crashes will continue to be monitored and campaigns adjusted accordingly. Lack of restraint use continues to be a significant contributing factor in Rhode Island's crash fatalities and serious injuries. Fatalities resulting from crashes where restraints were not used accounted for approximately 22 percent of the total fatalities in 2018. The safety belt use rate for Rhode Island, while steadily rising, has been well below the national rate over the last decade. The Rhode Island seat belt in 2018 was 88.8 percent, lower than the national rate of 89.6 percent. However, the increase in safety belt use also appears to be associated with the continued decline of unrestrained fatalities. Additional analysis of 2014-2018 data show that most of unrestrained drivers in fatal crashes are white (72%) and 30% of occupants are under age 25.
NHTSA164AL2017 / NHTSA402DD20	09 / NHTSA402PT2010 / NHTSA402OP2009 – Reconstruction
Equipment Drone for Warwick PD	
Sub-Recipient: Warwick Police Department	OHS will fund the Warwick Police Crash Reconstruction Unit for drone equipment including training to have a comprehensive set of tools for reconstruction and crash scene clearance. The funding will
Project Budget/Source:	be in four equal values of \$6,250.00 from each of these funding
\$6,250.00 of Section 164AL	streams/projects NHTSAA402DD2009, NHTSA164AL2017,
\$6,250.00 of Section 402PT	NHTSA402PT2010, and NHTSA402OP2009 for a total of \$25,000.00.
\$6,250.00 of Section 402DD \$6,250.00 of Section 402OP	Since fatal and serious motor vehicle crashes often result in road
40,230.00 01 Section 4020F	closures, detours and long traffic delays, the Warwick Police will
Evidence of Effectiveness:	now be able to re-open the road in a more expeditious manner,
In support and promotion of	while obtaining more accurate measurements. Lack of restraint use continues to be a significant contributing
sustained law enforcement efforts	factor in Rhode Island's crash fatalities and serious injuries.
Country Charles	Fatalities resulting from crashes where restraints were not used
Countermeasure Strategy: Short-term, High Visibility Law	accounted for approximately 22 percent of the total fatalities in
Enforcement	2018. The safety belt use rate for Rhode Island, while steadily rising,
	has been well below the national rate over the last decade. The
TSEP: No	Rhode Island seat belt in 2018 was 88.8 percent, lower than the
Match: \$4,687.50	national rate of 89.6 percent. However, the increase in safety belt
Indirect Costs: \$0.00 Maintenance of Effort: \$0.00	use also appears to be associated with the continued decline of
Local Benefit: \$10,000.00	unrestrained fatalities.
	Additional analysis of 2014-2018 data show that most unrestrained drivers in fatal crashes are white (72%) and 30% of occupants are
	under age 25.
	The Warwick Police Traffic Unit has had accident reconstruction
	certified officers on staff for decades. In the early times of crash
	reconstruction measurements were taken utilizing tape measures,
	chalk, and roller wheels to document the position of the vehicles
	and the path of travel leading to the crash. In some cases, this

would take several hours on measuring, recording and
photographing to complete.
WPD invested in laser mapping technology over a decade ago that
sped up the time to document a crash, but this equipment is highly
sensitive and can still take hours to setup and complete. Across the
country public safety agencies have started to turn their attention
to unmanned aerial vehicles (UAV) "Drones" as an alternative to
tape and laser measurements. In a 2018 New York Times article on
police use of drones for accident reconstruction, the paper
estimated that there are over 900 drones in use by police
departments for this purpose.
Departments have found that they can setup and fly a UAV over the
crash scene, take hundreds of detailed photos of the crash and the
overall scene in under an hour. These photos can then be
downloaded in computer aided drawing programs to create a
highly detailed image of the crash scene. This image can be used to
obtain measurements and other pertinent information. As a leader in the state of Rhode Island in traffic safety and traffic
crash investigations, the Warwick Police Traffic Unit is seeking to
5
purchase a UAV for the purpose of investigating serious crashes
with the most state-of-the-art technology available. The leader of
UAV sales in New England is located in the City of Warwick and has
worked with our unit to select the most state of the art UAV on the
market and has agreed to train all traffic unit officers in the setup,
care, and operation of the UAV so that all officers are proficient in
its use and of the aeronautical laws that pertain to its operation.
This training would be provided free of charge with the purchase of
a UAV from them. Also included would be assistance in obtaining a
Certificate of Authorization from the FAA to allow the use of the
UAV for public safety emergencies. Future training would include
training select officers as UAV pilots as dictated in the FAA Part 107
rules. The department currently has three licensed manned aircraft
pilots on staff.
Pure speed of data collection is not the only benefit of utilizing a
UAV for accident reconstruction. The speed of data collection
translates into the ability to open a road faster which reduces the
dangerous traffic backup and the inherent risks of secondary
crashes. It also is a major benefit to responder safety. Officers will
spend less time exposed to traffic that is flowing around the scene,
which even if properly detoured, can cause motorists to become
confused and not pay attention to people and objects in the road.
Aside from speed, a UAV is able collect highly detailed and three-
dimensional photographs and measurements of the scene, a
capability that is well outside our current operations. The UAV that
we have selected is equipped with dual cameras which allow for
high resolution photographs and thermal images of the scene. This
mgn resolution photographs and thermal images of the scene. This

is a major benefit in the event of a crash with roadway evidence that could be lost to the human eye such as skid marks that disappear as the roadway surface cools after the crash. The department has selected a UAV made by the leading manufacturer of UAV's. The company is called DJI Inc which has a US Headquarters in Los Angeles, California. The specific model we have selected is the Matrice 200 Series V2. This UAV is the pinnacle of public safety UAV's and can operate in foul weather which is most often when our serious crashes occur. The Matrice 200 series has a flight time per battery of approximately thirty minutes, can be flown in rain and snow due to its military IP43 weather rating, and can operate between -4 to 122 degrees Fahrenheit. The Matrice will be outfitted with dual cameras, Zenmouse XT2 thermal camera and a Zenmouse Z30 Stabilized Aerial Camera with 30x optical zoom. The Matrice will also come with intelligent flight batteries, hard case, and controller. Training will be provided at no cost. The department currently utilizes a computer aided drawing program for accident reconstruction drawings as well as crash math. The software is called Faro Zone 3D and is in use by many departments within the state and New England. I have confirmed with Faro that images from the Matrice UAV will be compatible with Faro 30. With the purchase of a UAV to be used for Collision Reconstruction purposes, the ideal accompanying photogrammetry software for this purpose would be iWitnessPro 4. This software is an easy to use photogrammetric system that creates fast and accurate fully automatic 30 measurements and modeling from images recorded from UAV drone platforms. This software would be used to take all measurements and references from the photographs taken of a collision scene by the OJI Matrice. This software is completely compatible with both the OJI Matrice and our desktop computer operating systems. The Warwick Police Traffic Unit is committed to being at the forefront of traffic safety in the State of Rhode Island by adopting national "best practices" and utilizing the most state-of-the-art technology for the benefit of our citizens. In addition to utilizing this UAV within the City of Warwick, it would be regional asset to neighboring departments who are investigating serious crashes. Through routine mutual aid, departments could request that we respond to assist. Currently there is not a US-based company that manufactures a UAV. A waiver to the "buy America" act will be required. The photogrammetry software is a sole source US vendor. The data obtained from a more in-depth investigation is extremely valuable in assisting Law Enforcement and the DOT in determining the factors and causes of theses crashes. Once the factors and causes of these types of crashes have been identified,

an analysis can be done to determine how theses crashes could have been prevented. NHTSA164AL2018 / NHTSA402DD2010 / NHTSA402PT2011 / NHTSA402OP2010 – Reconstruction **Equipment Drone for RISP** OHS will fund the Rhode Island State Police (RISP) Crash Sub-Recipient: Reconstruction Unit for a drone and crash data recorder (CDR) Rhode Island State Police equipment including training to have the most comprehensive set of **Project Budget/Source:** tools for reconstruction and crash scene clearance. The funding will \$6,250.00 of Section 164AL be in four equal values of \$6,250.00 from each of these funding \$6,250.00 of Section 402PT streams/projects NHTSAA402DD2010, NHTSA164AL2018, \$6,250.00 of Section 402DD NHTSA402PT2011, and NHTSA402OP2010 for a total of \$25,000.00. \$6,250.00 of Section 402OP Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the RISP will now be able to **Evidence of Effectiveness:** re-open the road in a more expeditious manner, while obtaining In support and promotion of more accurate measurements. sustained law enforcement efforts Alcohol-impaired driving continues to be a significant contributing factor in Rhode Island's crash fatalities and serious injuries. Alcohol-**Countermeasure Strategy:** impaired crashes accounted for 41 percent of the total fatalities in Short-term, High Visibility Law 2017, second to speed-related at 49 percent. Alcohol impairment in Enforcement fatal crashes in Rhode Island significantly exceeds that of New England and the nation. In 2016, Rhode Island was 37 percent, a TSEP: No Match: \$4,687.00 number higher than the 33 percent regionally and 28 percent Indirect Costs: \$0.00 nationally. This trend of Rhode Island having a higher proportion of Maintenance of Effort: \$0.00 impaired driving fatalities than New England or the nation has been Local Benefit: \$10.000.00 true for eight of the last 10 years. Based on NHTSA imputed data from 2011 through 2016, most of Rhode Island's alcohol-related fatalities involved a driver or motorcycle operator with a BAC greater than or equal to the legal limit of 0.08. Almost one-third (31%) of impaired driving fatal crashes involved a driver age 25-34 years old. The Rhode Island State Police Crash Reconstruction Unit currently uses the Bosch Crash Data Retrieval System. Due to advancing technologies including autonomous and driver assisted vehicles, a new CAN module interface is needed along with the updated cables and software. To increase scene clearance, they are also looking to purchase a Vericom VC4000DAQ for scene friction measurements, scene markers for evidence points and crash recon mathematical software for mobile use. Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the State Police will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements. The State Police also assist municipal departments with this equipment and investigations of these crashes. The data obtained from a more in-depth investigation is extremely valuable in assisting Law Enforcement and the DOT in determining the factors and causes of theses crashes. Once the factors and causes of these types of

crashes have been identified, an analysis can be done to determine how theses crashes could have been prevented. The RISP Reconstruction Unit has had accident reconstruction certified officers on staff for decades. In the early times of crash reconstruction measurements were taken utilizing tape measures, chalk, and roller wheels to document the position of the vehicles and the path of travel leading to the crash. In some cases, this would take several hours on measuring, recording and photographing to complete. Across the country public safety agencies have started to turn their attention to unmanned aerial vehicles (UAV) "Drones" as an alternative to tape and laser measurements. In a 2018 New York Times article on police use of drones for accident reconstruction, the paper estimated that there are over 900 drones in use by police departments for this purpose. Departments have found that they can setup and fly a UAV over the crash scene, take hundreds of detailed photos of the crash and the overall scene in under an hour. These photos can then be downloaded in computer aided drawing programs to create a highly detailed image of the crash scene. This image can be used to obtain measurements and other pertinent information. As a leader in the state of Rhode Island in traffic safety and traffic crash investigations, the RISP Reconstruction Unit is seeking to purchase a UAV for the purpose of investigating serious crashes with the most state-of-the-art technology available. The leader of UAV sales in New England is located in the City of Warwick and has worked with our unit to select the most state of the art UAV on the market and has agreed to train all traffic unit officers in the setup, care, and operation of the UAV so that all officers are proficient in its use and of the aeronautical laws that pertain to its operation. This training would be provided free of charge with the purchase of a UAV from them. Also included would be assistance in obtaining a Certificate of Authorization from the FAA to allow the use of the UAV for public safety emergencies. Future training would include training select officers as UAV pilots as dictated in the FAA Part 107 rules. The department currently has three licensed manned aircraft pilots on staff. Pure speed of data collection is not the only benefit of utilizing a UAV for accident reconstruction. The speed of data collection translates into the ability to open a road faster which reduces the dangerous traffic backup and the inherent risks of secondary crashes. It also is a major benefit to responder safety. Officers will spend less time exposed to traffic that is flowing around the scene, which even if properly detoured, can cause motorists to become confused and not

pay attention to people and objects in the road.

Aside from speed, a UAV is able collect highly detailed and threedimensional photographs and measurements of the scene, a capability that is well outside our current operations. The UAV that we have selected is equipped with dual cameras which allow for high resolution photographs and thermal images of the scene. This is a major benefit in the event of a crash with roadway evidence that could be lost to the human eye such as skid marks that disappear as the roadway surface cools after the crash.

The unit has selected a UAV made by the leading manufacturer of UAV's. The company is called DJI Inc which has a US Headquarters in Los Angeles, California. The specific model we have selected is the Matrice 200 Series V2. This UAV is the pinnacle of public safety UAV's and can operate in foul weather which is most often when our serious crashes occur. The Matrice 200 series has a flight time per battery of approximately thirty minutes, can be flown in rain and snow due to its military IP43 weather rating, and can operate between -4 to 122 degrees Fahrenheit. The Matrice will be outfitted with dual cameras, Zenmouse XT2 thermal camera and a Zenmouse Z30 Stabilized Aerial Camera with 30x optical zoom. The Matrice will also come with intelligent flight batteries, hard case, and controller. Training will be provided at no cost. The unit would also obtain software called Faro Zone 3D which is in use by many departments within the state and New England. I have confirmed with Faro that images from the Matrice UAV will be compatible with Faro 3D.

With the purchase of a UAV to be used for Collision Reconstruction purposes, the ideal accompanying photogrammetry software for this purpose would be iWitnessPro 4. This software is an easy to use photogrammetric system that creates fast and accurate fully automatic 30 measurements and modeling from images recorded from UAV drone platforms. This software would be used to take all measurements and references from the photographs taken of a collision scene by the OJI Matrice. This software is completely compatible with both the OJI Matrice and our desktop computer operating systems. The RISP Reconstruction Unit is committed to being at the forefront of traffic safety in the State of Rhode Island by adopting national "best practices" and utilizing the most state-of-the -art technology for the benefit of our citizens. In addition to utilizing this UAV on the State Highway System, it would be an asset to other departments who are investigating serious and fatal crashes. Through routine mutual aid, departments could request that we respond to assist. Currently there is not a US-based company that manufactures a UAV. A waiver to the "buy America" act will be required. The photogrammetry software is a sole source US vendor. The data obtained from a more in-depth investigation is extremely valuable in assisting Law Enforcement and the DOT in determining the factors and causes of theses crashes. Once the factors and causes of these

types of crashes have been identified, an analysis can be done to
determine how theses crashes could have been prevented.

NHTSA402DD2003 – Municipal Enf	orcement Distracted Driving Campaigns
Sub-Recipient: All Municipal Police Departments Project Budget/Source: \$150,000.00 of Section 402DD Evidence of Effectiveness: CTW, Chapter 4, Section 1.3 Countermeasure Strategy:	OHS will fund implementation of a Distracted Driving enforcement effort by local city/town police departments. OHS is expecting participation from potentially 38 communities. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period during April 2020. The amounts allocated to each municipality were determined based on the problem need, historical liquidation rates, and amount requested by the enforcement agency. Prior to the start of these enforcement campaigns, departments will attend training.
Short-term, High VisibilityTSEP:NoMatch:\$37,500.00Indirect Costs:\$0.00Maintenance of Effort:\$0.00Local Benefit:\$150,000.00	
NHTSA402DD2004 – RISP Enforcen	nent Distracted Driving Campaigns
Sub-Recipient: Rhode Island State Police Project Budget/Source: \$40,000.00 of Section 402DD	OHS will fund implementation of specific Distracted Driving enforcement patrols by the RISP. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period during the month of April 2020.
Evidence of Effectiveness: CTW, Chapter 4, Section 1.3	
Countermeasure Strategy: Short-term, High Visibility Law Enforcement	
TSEP:NoMatch:\$10,000.00Indirect Costs:\$0.00Maintenance of Effort:\$0.00Local Benefit:\$16,000.00	

NHTSA402DD2005 – State Agen	cies (URI) DD Enforcement & Training
Sub-Recipient: University of Rhode Island Police Project Budget/Source: \$2,000 of Section 402DD Evidence of Effectiveness: CTW, Chapter 4, Section 1.3 Countermeasure Strategy: Short-term, High Visibility Law	OHS will fund implementation of specific Distracted Driving enforcement patrols by the RISP. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period during the month of April 2020.
EnforcementTSEP:NoMatch:\$500.00Indirect Costs:\$0.00Maintenance of Effort:\$0.00Local Benefit:\$800.00	
NHTSA402PT2002 – State Agen	cies (RISP) Speed Enforcement & Training
Sub-Recipient: Rhode Island State Police Project Budget/Source: \$100,100.00 of Section 402PT Evidence of Effectiveness: CTW, Chapter 3, Section 2.2 Countermeasure Strategy: Shot-term, High Visibility Law Enforcement TSEP: Yes Match: \$25,025.0 Indirect Costs: \$0.00 Maintenance of Effort: \$0.00 Local Benefit: \$40,040.0	fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white.

or less. This percentage was higher than the region (77 percent) and the nation (54 percent).

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

NHTSA402PT2004 – Municipalities Speed Enforcement/Equipment

Sub-Recipient: All Municipal Police Departments

Project Budget/Source: \$325,000.00 of Section 402PT

Evidence of Effectiveness: CTW, Chapter 3, Section 2.2

Countermeasure Strategy: Short-term, High Visibility Law Enforcement

TSEP:	Yes
Match:	\$81,250.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$325,000.00

OHS will fund overtime speed enforcement patrols by local city and town police departments for the National "Obey the Sign or Pay the Fine" campaign and sustained enforcement efforts throughout the grant year. In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. A speedrelated serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit. Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively. Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54 percent). Enforcement efforts have improved annually, and Rhode Island increased the number of citations issued to 9,836 in 2018. Part of the multifaceted approach to this issue is paid media. OHS also has increased its' level of paid media buys during August one of the highest months for speedrelated fatalities, to support the annual speed enforcement campaign in Rhode Island during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly. OHS is expecting participation from potentially 38 communities. Patrols are conducted day and night and participation is required with funding allocation. The amounts allocated to each municipality are determined based on problem identification, citation and detail history, ability to deploy details, and overall community targeted safety needs. OHS will fund Speed enforcement related equipment for municipal departments in support of sustained enforcement efforts.

NHTSA402PT2006 – State Agencies (URI) Speed Enforcement

Sub-Recipient: University of Rhode Island Police

Project Budget/Source: \$2,000.00 of Section 402PT

Evidence of Effectiveness: CTW, Chapter 3, Section 2.2

Countermeasure Strategy: Short-term, High Visibility Law Enforcement

TSEP:	Yes
Match:	\$500.00
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$800.00

OHS will fund for overtime patrols for speed enforcement to include mandatory participation in the "Obey the Sign or Pay the Fine" campaign. Patrols can be conducted day and night and must focus on identified problem areas. In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. A speed-related serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit. Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively. Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54 percent). Enforcement efforts have improved annually, and Rhode Island increased the number of citations issued to 9,836 in 2018. Part of the multifaceted approach to this issue is paid media. OHS also has increased its' level of paid media buys during August one of the highest months for speed-related fatalities, to support the annual speed enforcement campaign in Rhode Island during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly.

NHTSA402PT2014 / NHTSA164AL2016 / NHTSAFESX2002E – DUI Patrol Vehicles

Sub-Recipient: Law enforcement agencies across Rhode Island

Project Budget/Source:

\$82,875.00 of Section 402PT \$82,875.00 of Section 405E \$939,250.00 of Section 164AL

Evidence of Effectiveness:

CTW, Chapter 2, Section 2.2

Countermeasure Strategy: Short-term, High Visibility Law Enforcement

TSEP:	No
Match:	\$41,437.40
Indirect Costs:	\$0.00
Maintenance of Effort:	\$0.00
Local Benefit:	\$408,850.00

OHS will fund the purchase of sixteen (16), Buy American Act Compliant, Police Utility vehicles, as a strategy to increase enforcement, awareness and education regarding driving while under the influence of alcohol. Various police agencies throughout the state will be granted vehicles based upon the showing of need through data to include alcohol impaired crashes and arrests. These vehicles will be authorized for use in alcohol impaired driving under the influence patrols only but will have 7.5% proportional funding under 402PT and 7.5% Proportional funding under 405(e). These vehicles will ensure that officers always have a vehicle available to them to be used for DUI patrols. Aside from having a dedicated alcohol impaired driving enforcement vehicle available for use to officers, these vehicles will be used for education. The vehicles will be designed to graphically resemble one another with "DUI Task Force" prominently displayed on the vehicles as well as NHTSA's "Drive Sober or Get Pulled Over" message. This will create increased general deterrence and education for the public. When jurisdictions team up and wolfpack (saturation patrol) an area people will see several "DUI Task Force" vehicles working in that area. This, in conjunction with earned media created by the agencies and supported by RIDOT's OHS will create increased awareness. In 2017 41% of fatal crashes in Rhode Island involved an alcohol impaired driver which is significantly higher than the 29% national average. Based upon the four "Strategies to Reduce Impaired Driving" on page 21 of NHTSA's "Countermeasures that work" these vehicles will help Rhode Island in 3 of the 4 categories. Deterrence, Communications and Outreach, and Prevention. With such a high percentage of alcohol related crashes these vehicles will serve a dual purpose by enabling officers to perform the impaired driving details in a suitable vehicle, and that vehicle will be a message to all who see it that Rhode Island's Impaired Driving Task Force is aggressively seeking impaired drivers. We also intend on having a press event with all 16 vehicles, looking the same, lined up in front of the BAT mobile. This visual, along with the spoken message about the granting of the vehicles and how they will be employed should help the State of Rhode Island combat its troubling problem with Alcohol Impaired Drivers. Agencies whom are granted an Alcohol enforcement vehicle shall enter into a Memorandum of Understanding regarding the usage of these vehicles, agreeing to cover the maintenance costs of the vehicle, will guarantee mandatory patrols associated with NHTSA's impaired driving calendar and engage in sustained enforcement. The Office on Highway Safety will closely monitor their usage.

NHTSAFDLDAT2005 – State Agencies (RISP) Impaired Driving Training

	The DICD with the guidence of leaders and partners from Dhade
Sub-Recipient:	The RISP with the guidance of leaders and partners from Rhode
Rhode Island State Police	Island's Traffic Safety Coalition will be responsible for organizing monthly meetings, trainings for committee members on various
	impaired driving goals and initiatives, coordinating community
Project Budget/Source:	outreach efforts, tracking supported policy changes, assisting each
\$130,481.00 of Section 405D	
	subcommittee created within the IDPA and their activities, increasing the capacity, outreach and identity of the impaired driving emphasis
Evidence of Effectiveness:	team, as well as other responsibilities outlined in a scope of work to
CTW, Chapter 1, Section 2	be developed and approved by the OHS, and the State Police. Funds
	will be set aside for a coordinator, impaired driving trainings for law
Countermeasure Strategy:	enforcement and other individuals associated with the scope of work
Short-term, High Visibility Law	listed within the Strategic Plan.
Enforcement	
TSEP: No	
Match: \$32,62	0.00
Indirect Costs: \$0.00	0.00
Maintenance of Effort: \$0.00	
Local Benefit: \$800.0	0
	palities Impaired Driving Law Enforcement Patrols
	Implementation of Drive Sober or Get Pulled Over (DSoGPO)
Sub-recipient:	
All Municipal Police Departmer	enforcement agency is funded to participate in the two DSoGPO
	annual mobilizations scheduled for December 17, 2019 to January 2,
Project Budget/ Source:	2020 and August 14 to September 1, 2020, as well as monthly
\$300,000.00 of Section 405D	sustained enforcement. Patrols are conducted on Thursday, Friday,
Evidence of Effectiveness:	and Saturday evenings.
CTW, Chapter 1, Section 2.1	Participating officers must be fully trained in the use of SFST or DRE
CTW, Chapter 1, Section 2.1	detection techniques. Includes funding for overtime for Drug
Countermeasure Strategy:	Recognition Experts to perform evaluations of drivers suspected to
Short-term, High Visibility Law	be under the influence of drugs other than alcohol on an as-needed
Enforcement	basis by various local police departments. The amounts allocated to
Linoreement	each municipality were determined based on the problem need,
TSEP: Yes	historical liquidation rates, and amount requested by the
Match: \$75,00	0.00 enforcement agency. Every department is encouraged to run details
Indirect Costs: \$0.00	on the weekends – Friday, Saturday into Sunday (Thursday night if
Maintenance of Effort: \$0.00	clubs have concerts scheduled).
Local Benefit: \$0.00	Departments follow the NHTSA statistical information on when most
	fatal and serious car crashes take place. Police Departments also use
	DDACTS to send out patrols where their individual community needs
	dictate different hours and days of week. In addition to the
	weekends police departments send out patrols for special and not
	so special holidays; St Patrick, Halloween, Thanksgiving, Christmas,
	New Year, super Bowl, Cinco de Mayo, sporting events, concerts,
	football games, start of school and end of school, etc.

NHTSAM2HVE2001B – State Agencies (URI) Seat Belt Law Enforcement Patrols		
Sub-Recipient: University of Rhode Island	OHS will fund implementation of the CIOT overtime enforcement patrols by the URI Police Department. Patrols will be conducted during both daytime and nighttime hours, including mandatory	
Project Budget/Source: \$1,000.00 of Section 405B	participation for the national mobilization, May to June 2020 and three state mobilizations (Thanksgiving holiday travel, November 18 to 24, 2019; March 19 to 27, 2020; and September 14	
Evidence of Effectiveness: CTW, Chapter 2, Section 7.1	to 20, 2020).	
Countermeasure Strategy: Short-term, High Visibility Law Enforcement		
TSEP: Yes		
Match: \$250.00 Indirect Costs: \$0.00		
Maintenance of Effort: \$0.00		
Local Benefit: \$0.00		
	es Seat Belt Law Enforcement Patrols	
Sub-Recipient: All Municipal Police Departments	OHS will fund implementation of the CIOT overtime enforcement patrols by all Rhode Island municipal law enforcement agencies. Patrols will be conducted during both daytime and nighttime hours,	
Project Budget/Source: \$175,000 of Section 405B	including mandatory participation for the national mobilization, May to June 2020 and three state mobilizations (Thanksgiving holiday travel, November 18 to 24, 2019; March 19 to 27, 2020 and	
Evidence of Effectiveness:	September 14 to 20, 2020.) The amounts allocated to each	
CTW, Chapter 2, Section 2.1	municipality were determined based on problem identification, citation and detail history, ability to deploy details, and overall	
Countermeasure Strategy:	community targeted safety needs.	
Short-term, High Visibility Law		
Enforcement		
TSEP: Yes		
Match: \$43,750.00		
Indirect Costs: \$0.00 Maintenance of Effort: \$0.00		
Local Benefit: \$0.00		

NHTSAM2HVE2005B	– State Agenc	ies (RISP) Seat Belt Law Enforcement Patrols
Sub-Recipient: Rhode Island State Poli	се	The RISP with the guidance of leaders and partners from Rhode Island's Traffic Safety Coalition will be responsible for organizing monthly meetings, trainings for committee members on various
Project Budget/Source \$10,000.00 of Section 4		occupant protection goals and initiatives, coordinating community outreach efforts, tracking supported policy changes, as well as other responsibilities outlined in a scope of work to be developed and
Evidence of Effectiven CTW, Chapter 2, Sectio		approved by the OHS, and the State Police. Funds will be set aside for a coordinator, occupant protection trainings for law enforcement and other individuals associated with the scope of work listed within
Countermeasure Strat Short-term, High Visibi Enforcement	•••	the Strategic Plan.
TSEP:	Yes	
Match:	\$2,500.00	
Indirect Costs:	\$0.00	
Maintenance of Effort:	\$0.00	
Local Benefit:	\$0.00	

4.11 Planning and Administration

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

Strategic Partners

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

Performance Targets

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

List of Countermeasures (Strategies)

- 1. Administer the statewide traffic safety program:
 - a. Implement the FFY 2020 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.
 - 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 2020 HSP project list to planning and administration needs includes the project number, title, description, budget, evidence of effectiveness, and maintenance of effort, where applicable.

```
NHTSA164PA2000 / NHTSA402PA2000 / NHTSAM2X2000B / NHTSAM3DA2000C /
NHTSAM6X2000D / NHTSAM9X2000F / NHTSAF19062000 / NHTSAFESX2000E / NHTSAFHX2000H –
Audit Fees
```

Project Budget/Source \$22,200.00 of Section 1 \$25,000.00 of Section 40 \$2,000.00 of Section 40 \$2,700.00 of Section 40 \$5,000.00 of Section 40 \$2,300.00 of Section 405 \$2,800.00 of Section 405 \$2,800.00 of Section 405 \$2,800.00 of Section 40 TSEP: Match: Indirect Costs: Maintenance of Effort: Local Benefit:	64PA; 02PA; 5B; 5C; 5D; 5E; - ; 906; 5H No \$28,425 \$0.00	Fees charged by the State of Rhode Island based on cash receipts from NHTSA.
NHTSA402PA2001 – N	/lemberships a	nd Dues
Project Budget/Source \$25,000.00 of Section 4		This project will allow OHS cover the payment of the GHSA Membership as well as other dues to professional organizations related to our highway safety programs, like National Association of
TSEP:	No	State Motorcycle Safety Administrators dues, Child Passenger Safety
Match: Indirect Costs:	\$25,000.00 \$0.00	Technicians Licenses.
Maintenance of Effort:	•	
Local Benefit:	\$0.00	

NHTSA402PA2002 – C	office Equipme	nt	
Project Budget/Sources \$100,000.00 of Section		This project will fund OHS office copier/fax machine lease and maintenance.	
TSEP: Match: Indirect Costs: Maintenance of Effort: Local Benefit:	No \$100,000.00 \$0.00 \$0.00 \$0.00		
NHTSA402PA2003 – C	office Supplies		
Project Budget/Source: \$50,000.00 of Section 4 TSEP: Match:		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.	
Indirect Costs: Maintenance of Effort: Local Benefit:	\$0.00 \$0.00 \$0.00		
NHTSA402PA2004 – P (VHB)	NHTSA402PA2004 – Preparation of Highway Safety Plan and Annual Program Evaluation Report (VHB)		
Project Budget/Sources \$75,000.00 of Section 4		OHS will contract for the development and production of the HSP and the AR required by NHTSA.	
TSEP: Match: Indirect Costs: Maintenance of Effort: Local Benefit:	No \$75,000.00 \$0.00 \$0.00 \$0.00		
NHTSA402PA2005 / NHTSA164PA2001 – Travel and Training			
Project Budget/Sources \$50,000.00 of Section 4 \$20,000.00 of Section 1	02PA;	Funding to support in-state and out-of-state travel for OHS employees to attend highway safety conferences and training sessions.	
TSEP: Match: Indirect Costs: Maintenance of Effort: Local Benefit:	No \$50,000.00 \$0.00 \$0.00 \$0.00		

NHTSA402PA2006 – Photograph	y and Video		
Project Budget/Source: \$25,000.00 of Section 402PA	OHS requires the capacity to document events and presentations to support our year-end report and yearly HSP. We will contract with an approved videographer and/or photographer via our approved		
TSEP:NoMatch:\$25,000.00Indirect Costs:\$0.00Maintenance of Effort:\$0.00Local Benefit:\$0.00	master's agreement in advance of events for this documentation.		
NHTSA402OP2001 / NHTSA164AL	NHTSA402DD2001/ NHTSA402MC2001/ NHTSA402PS2001/ NHTSA402PT2001 / NHTSAM3DA2001C / NHTSA402OP2001 / NHTSA164AL2001 / NHTSA402SA2001 – Salaries (Impaired Driving, Motorcycle, Occupant Protection, Speed, Traffic Records, Pedestrian/Bicycle. Distracted Driving, Data Analysis)		
Project Budget/Source: \$51,000.00 of Sec. 402MC; \$102,000.00 of Sec. 402SA; \$100,000.00 of Sec. 402PS; \$102,000.00 of Sec. 402PT; \$280,500.00 of Sec. 402OP; \$948,600.00 of Sec. 164AL; \$102,000.00 of Sec. 402DD; \$175,000 of Sec. 405C;	Fees charged to NHTSA accounts for all Program Coordinators, as well as, interns/co-op students, and any additional staff secured. The FARS analyst is included in the traffic records funding source.		
TSEP:NoMatch:\$228,125.00Indirect Costs:\$0.00Maintenance of Effort:\$0.00Local Benefit:\$0.00			

4.12 NHTSA Equipment Approval

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

4.13 Paid Advertising

The OHS will follow all Federal and state guidelines for purchasing media/advertising with Federal highway safety funds. To support alcohol-impaired driving and occupant protection, high-visibility enforcement efforts in the diverse communities of Rhode Island, OHS will place culturally relevant and linguistically appropriate advertising in a variety of multicultural/multiethnic media outlets, including sports venues. OHS will use paid, earned, and owned media, including social media, to address the program areas in the HSP. Outdoor advertising (e.g., billboards, outdoor message boards) also will be included in the plan, if appropriate. OHS incorporates NHTSA's Communications Calendar into its media plan activities; the 2020 media plan will be finalized once NHTSA releases the 2020 calendar. OHS paid media buys will cover all media and statewide campaigns, including television, radio, and billboards. The creative and media buys will be targeted to reach key demographic groups (e.g., males between 21 and 50 years of age) with critical safety messages (e.g., Click It or Ticket, Drive/Ride Sober or Get Pulled Over) at key times of the year (e.g., late/spring and summer for teen drivers, in conjunction with national mobilizations).

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

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

5

Cost Summary

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

Table 5.1 indicates the project award number and award description, value of funds budgeted to the project, funding share to local for NHTSA federal funds, state funding match, indirect costs, maintenance of effort, and traffic safety enforcement program funds.

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

Table 5.1 Cost Summary

Award Number	Award Full Name	Budget Amount	Share to Local	State Funds	Page #
NHTSA164PA2000	Audit Fees	\$22,200.00	\$-	N/A	181
NHTSA164PA2001	Travel/Training	\$20,000.00	\$-	N/A	182
NHTSA164AL2001	Salaries (Impaired Driving)	\$948,600.00	\$-	N/A	183
NHTSA164AL2002	State Agencies (RISP) RI Impaired Driving Enforcement & Training	\$55,000.00	\$22,000.00	N/A	161
NHTSA164AL2003	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC) & Training	\$119,359.00	\$47,743.60	N/A	80
NHTSA164AL2004	RI Police Chiefs Association - Safety Partnership Program	\$100,000.00	\$40,000.00	N/A	81
NHTSA164AL2005	Alcohol Survey	\$15,000.00	\$6,000.00	N/A	82
NHTSA164AL2006	Alcohol Program Resources	\$50,000.00	\$20,000.00	N/A	82
NHTSA164AL2007	Alcohol Training Video	\$200,000.00	\$80,000.00	N/A	83
NHTSA164AL2008	State Agencies (HEALTH) Alcohol Toxicology & BAT Mobile Support	\$260,727.00	\$104,290.80	N/A	83
NHTSA164AL2009	State Agencies (URI) Alcohol Enforcement & Training	\$3,000.00	\$1,200.00	N/A	162
NHTSA164AL2011	Criminal Justice Training	\$70,000.00	\$28,000.00	N/A	84
NHTSA164AL2012	State Agencies (RISP) Crash Reconstruction Equipment	\$1,640.00	\$656.00	N/A	163
NHTSA164AL2013	VMS Message Boards	\$100,000.00	\$40,000.00	N/A	84
NHTSA164AL2014	Leadership Outreach Committee	\$50,000.00	\$20,000.00	N/A	85
NHTSA164AL2015	State Agencies (RISP) RI Impaired Driving & Training	\$960,760.00	\$384,304.00	N/A	161
NHTSA164AL2016	DUI Patrol Vehicles	\$939,250.00	\$375,700.00	N/A	176
NHTSA164AL2017	Reconstruction Equipment Drone for Warwick PD	\$6,250.00	\$2,500.00	N/A	165
NHTSA164AL2018	Reconstruction Equipment Drone for RISP	\$6,250.00	\$2,500.00	N/A	168
NHTSA164AL2019	Work Zone Safety Campaign	\$50,000.00	\$20,000.00	N/A	85
NHTSA164AL2021	Holiday Safe Driving Application Support	\$50,000.00	\$20,000.00	N/A	86
NHTSA164PM2001	Paid Media (AL)	\$1,000,000.00	\$750,000.00	N/A	86
NHTSA164PM2002	Creative Media (AL)	\$500,000.00	\$400,000.00	N/A	87
	TOTAL 164 FUNDS	\$5,527,836.00	\$1,814,894.40	N/A	
NHTSA402PA2000	Audit Fees	\$25,000.00	\$-	\$25,000.00	181
NHTSA402PA2001	Memberships and Dues	\$25,000.00	\$-	\$25,000.00	181
NHTSA402PA2002	Office Equipment	\$100,000.00	\$-	\$100,000.00	182
NHTSA402PA2003	Office Supplies	\$50,000.00	\$-	\$50,000.00	182

Award Number	Award Full Name	Budget Amount	Share to Local	State Funds	Page #
NHTSA402PA2004	Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report (VHB)	\$75,000.00	\$-	\$75,000.00	182
NHTSA402PA2005	Travel and Training	\$50,000.00	\$-	\$50,000.00	182
NHTSA402PA2006	Photography and Video	\$25,000.00	\$-	\$25,000.00	183
NHTSA402MC2001	Salaries (Motorcycle)	\$51,000.00	\$-	\$12,750.00	183
NHTSA402MC2002	Motorcycle Crash Reconstruction	\$25,000.00	\$10,000.00	\$6,250.00	111
NHTSA402OP2001	Salaries (OP)	\$280,500.00	\$-	\$70,125.00	183
NHTSA402OP2002	Genesis OP for Diverse Families	\$24,000.00	\$9,600.00	\$6,000.00	62
NHTSA402OP2003	Work Zone Safety Campaign	\$50,000.00	\$20,000.00	\$12,500.00	63
NHTSA402OP2004	CIOT DMV Intercept Survey	\$15,000.00	\$6,000.00	\$3,750.00	64
NHTSA402OP2005	CIOT Observational Surveys	\$76,000.00	\$30,400.00	\$19,000.00	64
NHTSA402OP2006	State Agencies (RISP) Crash Reconstruction Equipment	\$6,250.00	\$2,500.00	\$1,562.50	163
NHTSA402OP2007	VMS Message Boards	\$25,000.00	\$10,000.00	\$6,250.00	65
NHTSA402OP2008	OP Assessment	\$40,000.00	\$16,000.00	\$10,000.00	65
NHTSA402OP2009	Reconstruction Equipment Drone for Warwick PD	\$6,250.00	\$2,500.00	\$1,562.50	165
NHTSA402OP2010	Reconstruction Equipment Drone for RISP	\$6,250.00	\$2,500.00	\$1,562.50	168
NHTSA402PS2001	Salaries (Pedestrian/Bicycle)	\$100,000.00	\$-	\$25,000.00	183
NHTSA402PS2002	Bike Newport Road Share Education	\$76,000.00	\$30,400.00	\$19,000.00	129
NHTSA402PS2003	RI Bike Coalition - Statewide Smart Cycling Education	\$10,000.00	\$4,000.00	\$2,500.00	130
NHTSA402PS2004	ThinkFast Interactive High School Education Program	\$50,000.00	\$20,000.00	\$12,500.00	130
NHTSA402PS2005	RIDOT Bike Safety	\$75,000.00	\$30,000.00	\$18,750.00	131
NHTSA402PT2001	Salaries (Speed)	\$102,000.00	\$-	\$25,500.00	183
NHTSA402PT2002	State Agencies (RISP) PT Enforcement/Equipment/Training	\$100,100.00	\$40,040.00	\$25,025.00	173
NHTSA402PT2003	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)	\$51,827.00	\$20,730.80	\$12,956.75	97
NHTSA402PT2004	Municipalities PT Enforcement/Equipment/Training	\$325,000.00	\$325,000.00	\$81,250.00	174
NHTSA402PT2005	State Agencies (RISP) Crash Reconstruction Equipment	\$6,250.00	\$2,500.00	\$1,562.50	163
NHTSA402PT2006	State Agencies (URI) Speed Enforcement & Training	\$2,000.00	\$800.00	\$500.00	174
NHTSA402PT2007	RI Police Chiefs Association - Safety Partnership Program	\$50,000.00	\$20,000.00	\$12,500.00	98
NHTSA402PT2008	VMS Message Boards	\$25,000.00	\$10,000.00	\$6,250.00	99
NHTSA402PT2009	Municipalities Speed Initiative	\$100,000.00	\$40,000.00	\$25,000.00	99

Award Number	Award Full Name	Budget Amount	Share to Local	State Funds	Page #
NHTSA402PT2010	Reconstruction Equipment Drone for Warwick PD	\$6,250.00	\$2,500.00	\$1,562.50	165
NHTSA402PT2011	Reconstruction Equipment Drone for RISP	\$6,250.00	\$2,500.00	\$1,562.50	168
NHTSA402PT2012	Work Zone Safety Campaign	\$50,000.00	\$20,000.00	\$12,500.00	101
NHTSA402PT2014	DUI Patrol Vehicles	\$82,875.00	\$33,150.00	\$20,718.75	176
NHTSA402DE2001	Driver's Education Assessment	\$40,000.00	\$16,000.00	\$10,000.00	120
NHTSA402SA2001	Salaries (Young Drivers)	\$102,000.00	\$-	\$25,500.00	183
NHTSA402SA2002	Cranston Child Opportunity Zone (COZ) Passport to Safety	\$12,739.00	\$5,095.60	\$3,184.75	118
NHTSA402SA2003	Young Voices Keeping Young Drivers Safe	\$34,600.00	\$13,840.00	\$8,650.00	118
NHTSA402SA2004	ThinkFast Interactive High School Education Program	\$50,000.00	\$20,000.00	\$12,500.00	119
NHTSA402SA2005	RI Police Chiefs Association - Youth Force	\$200,000.00	\$80,000.00	\$50,000.00	119
NHTSA402SA2006	RI Interscholastic League - Traffic Safety Is A Team Sport	\$50,000.00	\$20,000.00	\$12,500.00	120
NHTSA402PM2001	Paid Media (OP)	\$200,000.00	\$150,000.00	\$50,000.00	66
NHTSA402PM2002	Creative Media (OP)	\$100,000.00	\$50,000.00	\$25,000.00	66
NHTSA402PM2003	Paid Media (PT)	\$100,000.00	\$50,000.00	\$25,000.00	96
NHTSA402PM2004	Creative Media (PT)	\$150,000.00	\$75,000.00	\$37,500.00	96
NHTSA402PM2005	Paid Media (MC) Awareness Campaign (May)	\$110,000.00	\$100,000.00	\$27,500.00	112
NHTSA402PM2006	Creative Media (MC) Awareness Personal Protective Gear	\$100,000.00	\$100,000.00	\$25,000.00	112
NHTSA402DD2001	Salaries (Distracted Driving)	\$102,000.00	\$-	\$25,500.00	183
NHTSA402DD2002	State Agencies (RISP) Crash Reconstruction Equipment	\$6,250.00	\$2,500.00	\$1,562.50	163
NHTSA402DD2003	Municipalities Distracted Driving Enforcement & Training	\$150,000.00	\$150,000.00	\$37,500.00	172
NHTSA402DD2004	State Agencies (RISP) Distracted Driving & Training	\$40,000.00	\$16,000.00	\$10,000.00	172
NHTSA402DD2005	State Agencies (URI) DD Enforcement & Training	\$2,000.00	\$800.00	\$500.00	173
NHTSA402DD2006	RI Police Chiefs Association - Safety Partnership Program	\$50,000.00	\$20,000.00	\$12,500.00	155
NHTSA402DD2007	ThinkFast Interactive High School Education Program	\$50,000.00	\$20,000.00	\$12,500.00	156
NHTSA402DD2008	VMS Message Boards	\$25,000.00	\$10,000.00	\$6,250.00	156
NHTSA402DD2009	Reconstruction Equipment Drone for Warwick PD	\$6,250.00	\$2,500.00	\$1,562.50	165
NHTSA402DD2010	Reconstruction Equipment Drone for RISP	\$6,250.00	\$2,500.00	\$1,562.50	168
NHTSA402DD2011	Work Zone Safety Campaign	\$25,000.00	\$10,000.00	\$6,250.00	157
NHTSA402TR2001	TRCC Assessment	\$40,000.00	\$16,000.00	\$10,000.00	141
	TOTAL 402 FUNDS	\$3,925,891.00	\$1,135,356.40	\$981,472.75	
NHTSAF19062000	Audit Fees	\$2,800.00	\$-	\$-	181

Award Number	Award Full Name	Budget Amount	Share to Local	State Funds	Page #
NHTSAF19062001	Consultant Annual Reports/Maintenance	\$400,000.00	\$-	\$-	144
NHTSAF19062002	Data Analysis	\$50,000.00	\$-	\$-	145
NHTSAF19062003	CCPRA Data Analytics Reporting	\$100,000.00	\$-	\$-	145
	Total F1906 Funds	\$552,800.00	\$-	\$-	
NHTSAM2HVE2001B	State Agencies (URI) Seat Belt Law Enforcement Patrols	\$1,000.00	\$-	\$250.00	178
NHTSAM2HVE2002B	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)	\$51,827.00	\$-	\$12,956.75	67
NHTSAM2HVE2003B	Municipalities Seat Belt Law Enforcement Patrols & Training	\$175,000.00	\$-	\$43,750.00	178
NHTSAM2HVE2004B	State Agencies (RISP) Rollover Simulator Demonstrations	\$8,000.00	\$-	\$2,000.00	68
NHTSAM2HVE2005B	State Agencies (RISP) Seat Belt Law Enforcement Patrols & Training	\$10,000.00	\$-	\$2,500.00	179
NHTSAM2HVE2006B	Municipalities Child Passenger Safety (CPS) & Training	\$100,000.00	\$-	\$25,000.00	69
NHTSAM2HVE2007B	RI Hospital Child Passenger Safety in Rhode Island	\$114,500.00	\$-	\$28,625.00	69
NHTSAM2HVE2008B	Spartan Traffic Safety Academy	\$25,000.00	\$-	\$6,250.00	70
NHTSAM2PE2001B	Paid Media (CPS)	\$50,000.00	\$-	\$12,500.00	71
NHTSAM2X2000B	Audit Fees	\$2,000.00	\$-	\$500.00	181
	Total 405B Funds	\$537,327.00	\$-	\$134,331.75	
NHTSAM3DA2000C	Audit Fees	\$2,700.00	\$-	\$675.00	181
NHTSAM3DA2005C	Crash MMUCC Revisions	\$150,000.00	\$-	\$37,500.00	142
NHTSAM3DA2006C	Traffic Records Data Warehouse	\$200,000.00	\$-	\$50,000.00	143
NHTSAM3DA2007C	RI DOT OHS- Crash Form Training	\$75,000.00	\$-	\$18,750.00	144
NHTSAM3DA2001C MAP 21	Salaries (Traffic Records Research)	\$175,000.00	\$-	\$43,750.00	182
NHTSAM3DA2003C MAP 21	State Agencies (HEALTH) EMS Maintenance Contract Fee	\$59,000.00	\$-	\$14,750.00	141
NHTSAM3DA2004C MAP 21	PPD Crash & MMUCC Revision Pilot Program	\$300,000.00	\$-	\$75,000.00	142
	Total 405C Funds	\$961,700.00	\$-	\$240,425.00	
NHTSAM6OT2001D	Municipalities SFST Trainer OT	\$40,000.00	\$-	\$10,000.00	92
NHTSAM6X2000D	Audit Fees	\$5,000.00	\$-	\$1,250.00	181
NHTSAFDLCS2001D	State Agencies (AG) Traffic Safety Resource Prosecutor (TSRP)	\$200,000.00	\$-	\$50,000.00	90
NHTSAFDLBAC2001	Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile Providence	\$60,000.00	\$-	\$15,000.00	88
NHTSAFDLBAC2002	State Agencies (HEALTH) Forensic Toxicologist (TSRFT) and Preliminary Breath Testing	\$136,010.00	\$-	\$34,002.50	89

Award Number	Award Full Name	Budget Amount	Share to Local	State Funds	Page #
NHTSAFDLDAT2001	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)	\$141,328.00	\$-	\$35,332.00	80
NHTSAFDLDAT2002	Criminal Justice Training	\$70,000.00	\$-	\$17,500.00	84
NHTSAFDLDAT2003	Spartan Traffic Safety Academy	\$25,000.00	\$-	\$6,250.00	91
NHTSAFDLDAT2005	State Agencies (RISP) RI Impaired Driving & Training	\$130,481.00	\$-	\$32,620.25	177
NHTSAFDLSP2001D	Municipalities Impaired Driving Law Enforcement Patrols & Training	\$300,000.00	\$-	\$75,000.00	177
NHTSAM5OT2001D	Holiday Safe Driving Application Support	\$50,000.00	\$-	\$12,500.00	86
NHTSAM5OT2002D	AAA Shifting Gears	\$15,000.00	\$-	\$3,750.00	121
NHTSAM5TR2001	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)	\$52,500.00	\$-	\$13,125.00	80
	Total 405D Funds	\$1,225,319.00	\$-	\$293,204.75	
NHTSAFESPE2001E	Creative Media Distracted Driving	\$1,094,750.00	\$-	\$273,687.50	158
NHTSAFESPE2002E	Paid Media Distracted Driving	\$1,000,000.00	\$-	\$250,000.00	158
NHTSAFESDLE2001	State Agencies (RIMPA) Distracted Driving	\$51,827.00	\$-	\$12,956.75	157
NHTSAFESX2000E	Audit Fees	\$2,300.00	\$-	\$575.00	181
NHTSAFESX2001E	Spartan Traffic Safety Academy	\$25,000.00	\$-	\$6,250.00	159
NHTSAFESX2002E	DUI Patrol Vehicles	\$82,875.00	\$-	\$20,718.75	176
	Total 405E Funds	\$2,256,752.00	\$-	\$564,188.50	
NHTSAM9X2000F	Audit Fees	\$500.00	\$-	\$125.00	181
NHTSAM9MA2001	Motorcycle Public Education Awareness and Outreach Campaign	\$30,000.00	\$-	\$7,500.00	113
	Total 405F Funds	\$30,500.00	\$-	\$7,625.00	
NHTSAFHTR2001H	State Agencies (RIMPA) Ped/Bike Training	\$51,827.00	\$-	\$12,956.75	136
NHTSAFHLE2001H	Municipalities Pedestrian/Bicycle Enforcement Patrols	\$65,000.00	\$-	\$16,250.00	131
NHTSAFHLE2002H	Pedestrian/ Bike Public Education Public	\$15,000.00	\$-	\$3,750.00	132
NHTSAFHLE2003H	Pedestrian/ Bike Public Education LE	\$50,000.00	\$-	\$12,500.00	132
NHTSAFHLE2004H	Youth Bike/Ped Safety Woonasquatucket River	\$50,000.00	\$-	\$12,500.00	133
NHTSAFHLE2005H	VMS Message Boards	\$25,000.00	\$-	\$6,250.00	133
NHTSAFHLE2006H	Spartan Traffic Safety Academy	\$25,000.00	\$-	\$6,250.00	134
NHTSAFHPE2001H	Paid Media (PS) Pedestrian/Bicycle Safety	\$100,000.00	\$-	\$25,000.00	135
NHTSAFHPE2002H	Creative Media (PS) Pedestrian/Bicycle Safety Education	\$50,000.00	\$-	\$12,500.00	135

Award Number	Award Full Name	Budget Amount	Share to Local	State Funds	Page #
NHTSAFHX2000H	Audit Fees	\$1,200.00	\$-	\$300.00	181
	Total 405H Funds	\$433,027.00	\$-	\$108,256.75	
	GRAND TOTAL	\$15,451,152.00	\$2,950,250.80	\$2,329,504.50	

Table 5.2 Cost Summary by Department

DEPARTMENT	ALCOHOL NHTSA FDLSP2001 (405D)	CIOT NHTSA M2HVE2003	CPS/SEATS/ TRAINING NHTSA M2HVE2003	SPEED NHTSA 402PT2004	DISTRACTED DRIVING NHTSA 402DD2003 (405E)	PED/BIKE SAFETY NHTSAFHLE2 001 (405H)	EQUIPMENT Car Seat/ Training	EQUIPMENT Radar	EQUIPMENT Other	TOTAL
Barrington	\$4,000.00	\$4,000.00	\$2,000.00	\$5,000.00	\$2,000.00	\$2,000.00	\$625.00			\$19,625.00
Bristol	\$5,000.00	\$3,000.00	\$1,000.00	\$5,000.00	\$2,000.00	\$500.00				\$16,500.00
Burrillville	\$10,000.00	\$5,000.00	\$1,000.00	\$17,000.00	\$2,000.00	\$-		\$7,631.00		\$42,631.00
Central Falls	\$15,000.00	\$18,000.00	\$3,000.00	\$32,500.00	\$5,000.00	\$5,000.00	\$665.00		\$3,854.00	\$83,019.00
Charlestown	\$3,500.00	\$500.00	\$500.00	\$1,000.00	\$2,000.00	\$-				\$7,500.00
Coventry	\$4,164.80	\$3,064.88	\$5,691.92	\$5,254.08	\$2,189.20	\$2,189.20	\$750.04			\$23,304.12
Cranston	\$20,000.00	\$15,000.00	\$6,000.00	\$40,000.00	\$15,000.00	\$10,000.00	\$1,400.00		\$19,806.70	\$127,206.70
Cumberland	\$3,001.50	\$8,004.00	\$3,001.50	\$2,001.00	\$2,001.00	\$1,000.50				\$19,009.50
East Greenwich	\$1,500.00	\$1,500.00	\$325.00	\$1,500.00	\$2,000.00	\$-				\$6,825.00
East Providence	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00				\$3,000.00
Foster	\$540.00	\$540.00	\$-	\$540.00	\$540.00	\$-				\$2,160.00
Glocester	\$1,181.28	\$3,051.64	\$-	\$2,018.02	\$2,018.02	\$-				\$8,268.96
Hopkinton	\$500.00	\$500.00	\$-	\$500.00	\$500.00	\$-				\$2,000.00
Jamestown	\$10,000.00	\$5,000.00	\$1,000.00	\$2,500.00	\$2,000.00	\$-				\$20,500.00
Johnston	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00				\$3,000.00
Lincoln	\$4,320.00	\$4,320.00	\$1,080.00	\$4,000.00	\$2,160.00	\$2,160.00	\$600.00			\$18,640.00
Little Compton	\$1,000.00	\$1,500.00	\$1,000.00	\$2,000.00	\$2,000.00	\$-	\$500.00			\$8,000.00
Middletown	\$3,000.00	\$4,000.00	\$1,500.00	\$3,500.00	\$2,000.00	\$2,000.00	\$745.00			\$16,745.00
Narragansett	\$7,500.00	\$3,000.00	\$2,000.00	\$7,500.00	\$2,000.00	\$-	1			\$22,000.00
New Shoreham	N/A	N/A	N/A	N/A	N/A	N/A	N/A		N/A	\$-
Newport	\$500.00	\$500.00	\$-	\$500.00	\$500.00	\$-				\$2,000.00
North Kingstown	\$10,000.00	\$1,000.00	\$-	\$4,000.00	\$2,000.00	\$2,000.00				\$19,000.00
North Providence	\$4,000.00	\$4,000.00	\$1,500.00	\$2,000.00	\$2,000.00	\$-				\$13,500.00

DEPARTMENT	ALCOHOL NHTSA FDLSP2001 (405D)	CIOT NHTSA M2HVE2003	CPS/SEATS/ TRAINING NHTSA M2HVE2003	SPEED NHTSA 402PT2004	DISTRACTED DRIVING NHTSA 402DD2003 (405E)	PED/BIKE SAFETY NHTSAFHLE2 001 (405H)	EQUIPMENT Car Seat/ Training	EQUIPMENT Radar	EQUIPMENT Other	TOTAL
North Smithfield	\$4,000.00	\$2,000.00	\$1,000.00	\$1,500.00	\$2,000.00	\$1,000.00				\$11,500.00
Pawtucket	\$5,000.00	\$2,500.00	\$1,000.00	\$5,000.00	\$2,000.00	\$2,000.00				\$17,500.00
Portsmouth	\$10,000.00	\$1,500.00	\$500.00	\$4,000.00	\$2,000.00	\$2,000.00	ð		ç	\$20,000.00
Providence	\$15,000.00	\$15,000.00	\$2,100.00	\$5,000.00	\$15,000.00	\$10,000.00	\$100.00		\$56,333.00	\$118,533.00
Richmond	\$5,000.00	\$1,000.00	\$1,000.00	\$2,000.00	\$2,000.00	\$-				\$11,000.00
Scituate	\$5,000.00	\$2,000.00	\$-	\$2,000.00	\$2,000.00	\$-				\$11,000.00
Smithfield	\$5,000.00	\$4,000.00	\$1,420.00	\$5,000.00	\$2,000.00	\$-	\$580.00			\$18,000.00
South Kingstown	\$18,000.00	\$6,000.00	\$8,250.00	\$13,000.00	\$2,000.00	\$2,000.00	\$1,480.00			\$50,730.00
Tiverton	\$5,000.00	\$3,000.00	\$2,000.00	\$3,000.00	\$2,500.00	\$-				\$15,500.00
Warren	\$2,500.00	\$2,000.00	\$1,000.00	\$2,500.00	\$2,000.00	\$1,000.00				\$11,000.00
Warwick	\$29,860.80	\$14,930.40	\$5,972.16	\$37,823.68	\$9,953.60	\$9,953.60	\$790.00	\$3,395.00	\$5,598.90	\$118,278.14
West Greenwich	\$2,000.00	\$1,000.00	\$1,000.00	\$3,000.00	\$1,000.00	\$-				\$8,000.00
West Warwick	\$7,000.00	\$2,000.00	\$-	\$7,000.00	\$2,000.00	\$2,000.00				\$20,000.00
Westerly	\$9,000.00	\$6,000.00	\$2,000.00	\$3,000.00	\$2,000.00	\$2,000.00				\$24,000.00
Woonsocket	\$6,500.00	\$5,000.00	\$1,000.00	\$5,000.00	\$2,000.00	\$2,000.00		\$5,000.00	\$24,000.00	\$50,500.00
Total	\$238,568.38	\$154,410.92	\$59,840.58	\$238,136.78	\$103,361.82	\$61,803.30	\$8,235.04	\$16,026.00	\$109,592.60	\$989,975.42

This page intentionally left blank.

6

Certifications and Assurances

Certifications and Assurances for Fiscal Year 2020 Highway Safety Grants (23 U.S.C. Chapter 4 and Sec. 1906, Pub. L. 109-59, as Amended)

[The Governor's Representative for Highway Safety must sign these Certifications and Assurances each fiscal year. Requirements that also apply to subrecipients are noted under the applicable caption, and must be included in agreements with subrecipients.]

Isan State:

By applying for Federal grants under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office, through the Governor's Representative for Highway Safety, agrees to the following conditions and requirements.

GENERAL CERTIFICATIONS AND ASSURANCES

In my capacity as the Governor's Representative for Highway Safety, I hereby affirm that-

- I have reviewed the information in support of the State's application for 23 U.S.C. Chapter 4 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- In addition to the certifications and assurances contained in this document, I am aware and I acknowledge that each statement in the State's application bearing the designation
 "CERTIFICATION" or "ASSURANCE" constitutes a legal and binding Certification or
 Assurance that I am making in connection with this application.
- As a condition of each grant awarded, the State will use the grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants, including but not limited to
 - o 23 U.S.C. Chapter 4 Highway Safety Act of 1966, as amended
 - Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
 - o 23 CFR part 1300 Uniform Procedures for State Highway Safety Grant Programs
 - 2 CFR part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
 - 2 CFR part 1201 Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- I understand and accept that incorrect, incomplete, or untimely information submitted in support
 of the State's application may result in the denial of a grant award. If NHTSA seeks clarification
 of the State's application, I authorize the State Highway Safety Office to provide additional
 information in support of the State's application for a 23 USC Chapter 4 and Section 1906 grant.

SECTION 402 CERTIFICATIONS AND ASSURANCES

In my capacity as the Governor's Representative for Highway Safety, I hereby affirm that-

- The Governor is the responsible official for the administration of the State highway safety
 program, by appointing a Governor's Representative for Highway Safety who shall be
 responsible for a State highway safety agency that has adequate powers and is suitably equipped
 and organized (as evidenced by appropriate oversight procedures governing such areas as
 procurement, financial administration, and the use, management, and disposition of equipment)
 to carry out the program. (23 U.S.C. 402(b)(1)(A))
- 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 of all Federal funds apportioned to this State under 23 U.S.C. 402 for this
 fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying
 out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit
 of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This
 provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands,
 Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
- 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 as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;

- Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))
- 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))

In my capacity as Governor's Representative for Highway Safety, I-[CHECK ONLY ONE]

□ certify that automated traffic enforcement systems are not used on any public road in the State;

OR

am unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore the State will conduct a survey meeting the requirements of 23 U.S.C. 402(c)(4)(C) AND will submit the survey results to the NHTSA Regional Office no later than March 1 of the fiscal year of the grant.

OTHER REQUIRED CERTIFICATIONS AND ASSURANCES

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

Intergovernmental Review of Federal Programs

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

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, <u>OMB Guidance on FFATA Subward and Executive</u> <u>Compensation Reporting</u>, August 27, 2010, (<u>https://www.fsrs.gov/documents/OMB Guidance on FFATA Subaward and Executive Compensati</u> <u>on Reporting 08272010.pdf</u>) by reporting to FSRS.gov for each sub-grant awarded:

· Name of the entity receiving the award;

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

(II) \$25,000,000 or more in annual gross revenues from Federal awards; and (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

Other relevant information specified by OMB guidance.

Nondiscrimination

(applies to subrecipients as well as States)

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

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.), and Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. 794 et seq.), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);

4

- The Civil Rights Restoration Act of 1987, (Pub. L. 100-209), (broadens scope, coverage and
 applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975
 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms
 "programs or activities" to include all of the programs or activities of the Federal aid recipients,
 subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- Titles II and III of the Americans with Disabilities Act (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency-

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

"During the performance of this contract/funding agreement, the contractor/funding recipient agrees---

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

The Drug-Free Workplace Act of 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - 1. The dangers of drug abuse in the workplace;
 - 2. The grantee's policy of maintaining a drug-free workplace;
 - 3. Any available drug counseling, rehabilitation, and employee assistance programs;
 - 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);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –

6

- 1. 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 (c)(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 (c)(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.

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

7

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.

<u>Restriction on State Lobbying</u> (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.

<u>Certification Regarding Debarment and Suspension</u> (applies to subrecipients as well as States)

Instructions for Primary Tier Participant Certification (States)

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

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

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

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

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

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

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

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

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

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

(1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:

9

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Participant Certification

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

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

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

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

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

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

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

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Buy America Act

(applies to subrecipients as well as States)

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

<u>Prohibition on Using Grant Funds to Check for Helmet Usage</u> (applies to subrecipients as well as States)

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

Policy on Seat Belt Use

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

Policy on Banning Text Messaging While Driving

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

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

Signature Governor's Representative for Highway Safety

6/25/19 Date

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

Printed Name of Governor's Representative for Highway Safety

Section 405 Grant Program

For FFY 2020, Rhode Island is applying for the following 405 incentive grants programs:

- > Occupant Protection (23 U.S.C. 405(b)) (23 CFR23CFR 1300.21)
- State Traffic Safety Information System Improvements (23 U.S.C. 405(c)) (23CFR 1200.22)
- > Impaired Driving Countermeasures (23 U.S.C. 405(d)) (23CFR 1300.23)
- > Distracted Driving (23 U.S.C. 405(e)) (23CFR 1300.24)
- > Motorcyclist Safety (23 U.S.C. 405(f)) (23 CFR 1200.25)
- > Graduated Driver Licensing (23 U.S.C. 405 (g)) (23CFR 1300.26)
- > Non-Motorized Safety (23U.S.C. 405(h)) (23CFR 1300.27)
- > 1906 Racial Profiling Data Collection

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

This page intentionally left blank.