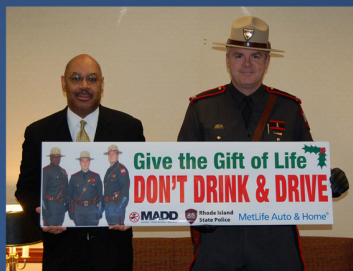


STATE OF RHODE ISLAND HIGHWAY SAFETY PERFORMANCE PLAN

FEDERAL FISCAL YEAR 2010



PREPARED FOR:

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

DEVELOPED AND PRESENTED BY:

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AUGUST 2009

State of Rhode Island

Highway Safety Performance Plan

Federal Fiscal Year 2010

prepared for

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

developed and presented by

The Rhode Island Department of Transportation
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Acronym Guide

American Automobile Association, Southern New England (AAASNE)

Blood Alcohol Concentration (BAC)

Child Passenger Safety (CPS)

Click It or Ticket (CIOT)

Commercial Drivers License (CDL)

Community College of Rhode Island (CCRI)

Connecting for Children and Families, Inc. (CCF)

Corrective Action Plan (CAP)

Cranston Child Opportunity Zone (COZ)

Crash Outcome Data Evaluation System (CODES)

Critical Analysis Reporting Environment (CARE)

Driving Under the Influence (DUI)

Driving While Intoxicated (DWI)

Drug Recognition Expert (DRE)

Electronic Accident Reporting System (EARS)

Enforcing the Underage Drinking Laws (EUDL)

Fatality Analysis Reporting System (FARS)

Federal Fiscal Year (FFY)

Federal Highway Administration (FHWA)

Federal Motor Carrier Safety Administration (FMCSA)

Graduated Drivers License (GDL)

Acronym Guide (continued)

High Visibility Enforcement (HVE)

Highway Safety Grant application (HS-1)

Highway Safety Performance Plan (HSPP)

Information Management Corporation (IMC)

Institute for Labor Studies and Research (ILSR)

Law Enforcement Highway Safety Training Coordinator (LEHSTC)

Law Enforcement Liaison (LEL)

Memorandum of Understanding (MOU)

Mothers Against Drunk Driving (MADD)

National Highway Traffic Safety Administration (NHTSA)

National Occupant Protection Use Survey (NOPUS)

Office on Highway Safety (OHS)

Performance Enhancement Plan (PEP)

Public Relations Society of America (PRSA)

Request for Proposals (RFP)

Rhode Island Department of Corrections (DOC)

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

Rhode Island Department of Transportation (RIDOT)

Rhode Island Division of Motor Vehicles (DMV)

Rhode Island Interscholastic League (RIIL)

Rhode Island State Police (RISP)

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

Acronym Guide (continued)

Standardized Field Sobriety Testing (SFST)

Strategic Highway Safety Plan (SHSP)

Students Against Destructive Decisions (SADD)

Traffic Occupant Protection Strategies (TOPS)

Traffic Records Coordinating Committee (TRCC)

Traffic Safety Resource Prosecutor (TSRP)

University of Rhode Island (URI)

Variable Message Sign (VMS)

Vehicle Miles Traveled (VMT)

1.0 Introduction to the Rhode Island Highway Safety Planning Process

■ 1.1 Executive Summary

This Rhode Island Highway Safety Performance Plan (HSPP) for Federal Fiscal Year (FFY) 2010 serves as the State of Rhode Island's application to the National Highway Traffic Safety Administration (NHTSA) for Federal funds available under Section 402 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Rhode Island Department of Transportation (RIDOT) Office on Highway Safety's (OHS) goals, performance measures, and strategies related to the program areas are described in this plan.

To identify the issues to be addressed in the FFY 2010 highway safety program, OHS relied primarily on 2003 to 2007 trend data, and, whenever possible, also provided 2008 data points. Note all 2008 data provided in this report is preliminary and subject to change.

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

- **Impaired Driving** - Alcohol impaired driving continues to comprise a large share of the State's crash fatalities and serious injuries. Alcohol-related fatalities as a percentage of total fatalities in Rhode Island have exceeded that of the nation for the past five years. In 2007, 46 percent of all fatalities in Rhode Island were alcohol-related, compared to 37 percent nationally. Based on NHTSA imputed numbers, from 2003 through 2007, nearly 85 percent of Rhode Island's alcohol-related fatalities (defined as fatalities involving at least one driver, pedestrian, or bicyclist with blood alcohol concentration (BAC) of .01 or above) involved a driver with BAC greater than the legal limit of .08 percent.

- **Occupant Protection** – Rhode Island achieved a major increase in the percent of observed seat belt use from 74 percent in 2006 to 79 percent in 2007. However, Rhode Island experienced a seven percent drop in 2008, to 72 percent, the sharpest drop of any state in the country. Rhode Island also remained below the national average of 83 percent in 2008. Rhode Island made progress in 2009 with the observed seat belt use percent increasing to 75 percent, a 3 percentage point increase from the previous year. Although nonrestraint use in passenger vehicle occupant fatalities has decreased dramatically from 2003 to 2008 (47 in 2003, 23 in 2008), there was an increase from 2007 to 2008, 19 to 23 unrestrained fatalities. There has been an increase in the number of seat belt citations issued during grant-funded enforcement activities during each of the last three years, from 2006 to 2008.
- **Speed** – Rhode Island achieved a substantial decrease in speed-related fatalities from 2003 to 2007. There were 29 speed-related fatalities in 2007, nearly one-half as many as the 55 speed-related fatalities in 2003. The proportion of speed-related fatalities decreased greatly from 2006 to 2007, from 52 percent to 42 percent. Preliminary data shows a continued decline in 2008 with 20 speed-related fatalities, comprising only 31 percent of all fatalities.
- **Young Drivers** – Consistent with national trends, young drivers are over-represented in fatal crashes in Rhode Island. In 2007, young drivers age 16 to 20 years represented 5.1 percent of Rhode Island’s licensed driver population, yet they comprised approximately 25 percent of drivers involved in fatal crashes.
- **Motorcycles** – Motorcycle fatalities in the United States have risen for the past eight years. From 2004 to 2006, Rhode Island motorcycle fatalities increased each year [(11 in 2004, 14 in 2005, and 15 in 2006 (plus one ATV fatality in 2006)]. However, this trend has reversed over the past two years and motorcycle fatalities have decreased, with 14 fatalities in 2007 and 7 fatalities in 2008 and no ATV fatalities in either year. Unhelmeted motorcycle fatalities have seen a sharp decrease over the past three years, with 11 unhelmeted motorcycle fatalities in 2006, 9 unhelmeted motorcycle fatalities in 2007, and only 2 unhelmeted motorcycle fatalities in 2008.
- **Other Road Users** – Other transportation modes consist of everything except personal automobiles and motorcycles and are generally classified as motorized (school buses) and nonmotorized (pedestrian and bicycle) modes. Although crashes in Rhode Island are dominated by personal automobiles, other modes of transportation require consideration. For example, while pedestrian and bicycle fatalities and serious injuries have decreased over each of the last three years, pedestrian fatalities still comprised 18 percent of all fatalities in 2008. Although serious injuries to pedestrians are rare, the large fluctuation in the number of pedestrian fatalities over the past five years requires attention, particularly in the area of intoxicated pedestrians. Rhode Island has seen an increase in the number of intoxicated pedestrian fatalities in the last three years. Bicyclist fatalities have been at one or zero in each of the last five years. School bus crashes are a very rare occurrence in Rhode Island, resulting in no school bus-related fatalities in the past five years.

- **Traffic Records** - A Highway Safety and Traffic Records Coordinating Committee (TRCC) has been working on the multiyear Highway Safety Data and Traffic Records System Improvement Plan. This is technically the last year of the Section 408 grant. Congress will provide the State with further direction for continuation of this program.
- **Racial Profiling** - The act of racial profiling affects both law enforcement and the community at large by undermining the civil rights of everyone; this creates mistrust with the majority of law enforcement personnel who are enforcing the law in an equitable manner. The State of Rhode Island has received racial profiling monies (Section 1906) as an assurance state for two years under the SAFETEA-LU legislation. OHS is utilizing these funds to revise the traffic stop form to include a passenger ethnicity module; equip law enforcement vehicles with computers and printers to assist in collecting this data, in conjunction with implementation of the e-citation program; hire an accredited public or private college/university/research institution to collect, analyze and report the data from all the law enforcement agencies and make recommendations from the results; conduct Professional Traffic Stop Trainings; generate programs to enhance law enforcement and minority community involvement and communication and continue outreach to minority populations for all major OHS campaigns.
- **Planning and Administration** - The OHS will serve as the primary agency responsible for insuring that highway safety concerns for Rhode Island are identified and addressed through the development and implementation of appropriate programs.

■ 1.2 Mission Statement

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

1. To reduce the number of fatalities and serious injuries on Rhode Island's roadways; and
2. To reduce the number of traffic crashes and the severity of their consequences.

The OHS provides the required resources to plan and carry out activities to fulfill this mission. To ensure effectiveness, relationships are developed and maintained with advocacy groups, citizens, community safety groups, complementary state and Federal agencies, and local and state police departments. The OHS also conducts data analysis to monitor crash trends in the State and to ensure that state and Federal resources target the areas of greatest need. The



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

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

The OHS establishes and implements a comprehensive program to accomplish its goals effectively. The *Highway Safety Performance Plan for Federal Fiscal Year 2010* outlines the process used to identify specific highway safety problem areas, including the development of countermeasures to correct those problems, and processes to monitor the performance of those countermeasures. Section 3.0 presents the priority focus areas, including proposed strategies and programming to meet the Office’s safety goals.

■ 1.3 Timeline and Process

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

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

Month	Activities
January-March	Staff conduct grant oversight and monitoring visits. Activities planned for “May is Motorcycle Awareness” month. Prepare Section 405 (OP) grant application. Plan summer safety campaigns to include outreach to minority communities.
April-May	Staff conduct data collection and grant oversight and monitoring. Activities planned and implemented to support the “May is Motorcycle Awareness Month” campaign. Staff also develop the kickoff event and all activities to support the national “Click It or Ticket (CIOT)” campaign in May. Staff conduct strategic planning/listening sessions with key stakeholders to review recent crash trends and emerging issues and to create project proposals within each program area. The division also generates its own project proposals.
June-July	A draft of the Performance Plan is prepared for review and approval by OHS staff. A presubmission meeting is held with officials from NHTSA’s Regional Office, and updates are requested for any Federal, state, and local data. Staff conduct summer safety campaigns (June through August). Staff prepare Sections 410 (AL), 408 (TR), 1906 (Racial Profiling), and 2010 (Motorcycle) grant applications, if eligible.

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

Month	Activities
June-July (continued)	Staff develops the kickoff event and all activities to support the national “Over the Limit, Under Arrest” campaign, conducted in late August through Labor Day.
August	The final Performance Plan is submitted to NHTSA and the Federal Highway Administration (FHWA). Meetings are held with potential grantees. Summer safety campaigns are concluded.
September	Request for Proposals (RFP) and applications for Grant Funding (HS-1) are issued/received based on availability of Federal funding. FFY 2010 grants and contracts are finalized.
October	Work is begun on the FFY 2009 Annual Report.
November- December	The FFY 2009 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

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

- American Automobile Association, Southern New England (AAASNE);
- Community College of Rhode Island (CCRI);
- Connecting for Children and Families, Inc. – Woonsocket Safe Communities (CCF);
- Cranston Child Opportunity Zone (COZ);
- Institute for Labor Studies and Research (ILSR);
- Mothers Against Drunk Driving (MADD);
- Progreso Latino, Inc.;
- Rhode Island Department of Administration, Division of Motor Vehicles (DMV);
- Rhode Island Department of Health – Prevention & Control;
- Rhode Island Department of Mental Health, Retardation, and Hospitals (MHRH);
- Rhode Island Hospital Injury Prevention Center;
- Rhode Island Hospitality & Tourism Association – RI Hospitality Association Education Foundation;

- Rhode Island Motorcycle Association;
- Rhode Island Municipal Police Academy;
- Rhode Island Office of the Attorney General;
- Rhode Island Police Chiefs Association (RIPCA);
- Rhode Island State Police (RISP); and
- Urban League of Rhode Island.

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

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

Grant Funding Process

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

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



"Do You Need a Booster Seat?"
(Left to right) Dan DiBiasio, James Barden, and Despina Metakos of OHS

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

When the Problem I.D./budget has been approved, the next step is to determine if the goods or services can be provided by any other entity. If these services cannot be provided by others (excluding state agencies), then a grant can be issued after a Grants and Assurances document has been signed by the grantee. If the goods or services can be provided by others, OHS must submit a RFP to RIDOT Contracts and Specifications and the Department of Administration Division of Purchases that must be advertised to potential service providers to ensure a quality product is being provided at a competitive price. This process takes approximately three to six months.

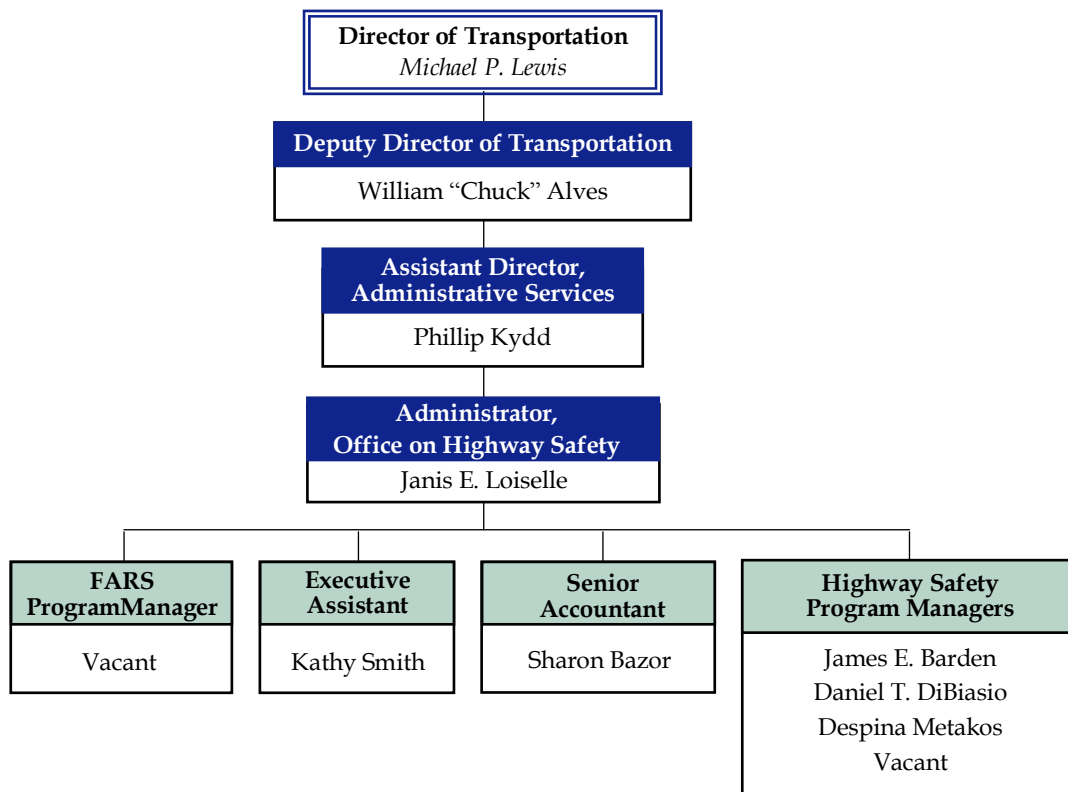
All grantees are required to provide quarterly reports to their Program Manager, including invoices, timesheets, and any other documentation necessary for monitoring, reporting, and oversight of program areas. Field visits also may be required for evaluation of the effectiveness of the program and to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

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

■ 1.4 Organization

OHS experienced multiple staff changes during FFY 2008 and FFY 2009. The Fatality Analysis Reporting System (FARS) Analyst position, vacated in July 2007, was temporarily consolidated as a collateral responsibility with an existing position in February of 2008. Final determination on addressing the FARS responsibilities has not yet been made. The Law Enforcement Liaison (LEL) position also was eliminated due to statewide staff reductions in late 2007. The Minority Outreach Program Coordinator position became vacant in April 2008 and it remains vacant. In FFY 2009, the Municipal Police Academy contracted a position for a Law Enforcement Highway Safety Training Coordinator (LEHSTC) and that addition has been particularly beneficial to OHS outreach and coordination with law enforcement agencies, both for enforcement and training programs. Figure 1.1 illustrates the current OHS organizational structure.

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



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

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

In 2009, OHS funded two-thirds of the salary of a Traffic Safety Resource Prosecutor (TSRP), Jay Sullivan, within the Attorney General’s Office. The TSRP implements training programs for prosecutors and law enforcement to improve prosecution rates in driving under the influence (DUI) cases and assists OHS in evaluating the impact of Rhode Island’s new chemical test refusal law on impaired driving arrest rates.

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

2.0 Highway Safety Performance Plan

■ 2.1 Highway Safety Problem Identification Process¹

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

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

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

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

¹ Whenever possible, OHS has provided preliminary 2008 data from the Fatality Analysis Reporting Systems (FARS). This data, however, is preliminary and not complete for all metrics previously reported due to the Office's staff restraints in 2008 and 2009. It is anticipated that all data will be updated in future versions of this plan.

- RIDOT’s Electronic Accident Reporting System (EARS);
- Rhode Island Attorney General’s Office; and
- Rhode Island Courts.

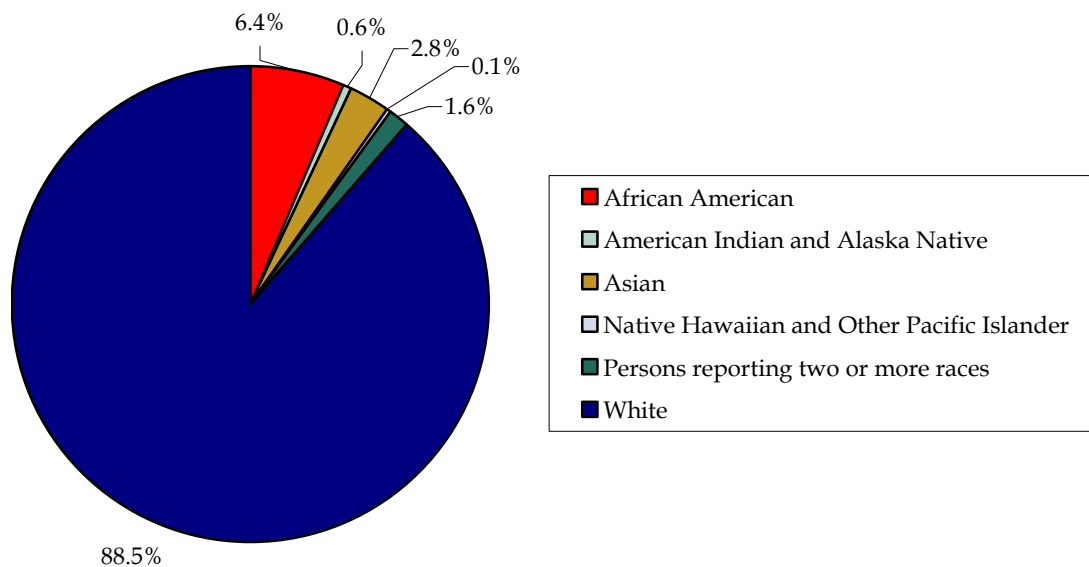
Unless otherwise noted, the primary data source used in this report is provided by RIDOT EARS.

Demographic Trends

Rhode Island (officially “The State of Rhode Island and Providence Plantations”) is the smallest state in the nation (1,045 square miles, bisected by Narragansett Bay), with 8 cities and 31 towns. The State contains 6,510 total miles of certified public roadway, including 72 miles of Interstate Highway (51 urban and 21 rural).

Nearly one-quarter of all Rhode Island inhabitants are under 18 years of age; 6 percent are under the age of five. About 90 percent 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 11.6 percent of Rhode Island’s population. As shown in Figure 2.1, African Americans, Asian Americans, and Native Americans now comprise nearly 10 percent of the State’s population.

Figure 2.1 Rhode Island Population Estimate 2008



Source: U.S. Census Bureau.

Because crashes are measured in relation to population, licensed drivers, and vehicle miles traveled (VMT), the tables below provide a brief overview of these characteristics. The U.S. Census Bureau estimated the population of Rhode Island to be 1,050,788 in 2008. Table 2.1 shows the 2008 population totals by county and town. As shown in Table 2.2 and Figure 2.2, in 2008, there were 1,139,120 registered motor vehicles (33,169 motorcycles and mopeds) and 714,001 licensed drivers (72,858 endorsed motorcycle operators). Table 2.3 shows the breakdown of licensed drivers by age group and gender. In this plan, data are generally presented for a five-year period to show current trends. When assessing safety needs and programming potential, 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. As such, one fatality can significantly impact a percentage. Interpretation of increases and decreases in percentages, particularly from one year to the next, must be carefully examined. Therefore, whenever possible, raw numbers, percentages, and rates are provided in this plan. Also, when available, both fatality and serious injury (defined as “incapacitating injuries”) data are presented.

Table 2.1 Population of Rhode Island by County and Town
2008

County and Town	7/1/08 Population Estimates
Bristol County	49,838
Barrington	16,368
Bristol	22,465
Warren	11,005
Kent County	168,058
Coventry	34,660
East Greenwich	13,293
Warwick	84,483
West Greenwich	6,367
West Warwick	29,255
Newport County	80,478
Jamestown	5,473
Little Compton	3,514
Middletown	16,108
Newport	25,523
Portsmouth	16,909
Tiverton	14,951

Table 2.1 Population of Rhode Island by County and Town (continued)
2008

County and Town	7/1/08 Population Estimates
Providence County	626,150
Burrillville	16,480
Central Falls	18,683
Cranston	79,980
Cumberland	34,209
East Providence	48,480
Foster	4,503
Glocester	10,499
Johnston	28,524
Lincoln	21,996
North Providence	32,695
North Smithfield	11,513
Pawtucket	71,765
Providence	171,557
Scituate	10,817
Smithfield	21,181
Woonsocket	43,268
Washington County	126,264
Charlestown	8,034
Exeter	6,204
Hopkinton	7,959
Narragansett	16,436
New Shoreham	1,032
North Kingstown	26,539
Richmond	7,601
South Kingstown	29,082
Westerly	23,377
Total State Population	1,050,788

Source: U.S. Census Bureau.

Table 2.2 Rhode Island Drivers, Vehicles, and Population
2003 to 2008

	2003	2004	2005	2006	2007	2008	Change (2003- 2008)
Licensed Drivers	686,491	746,465	707,617	743,793	715,080	714,001	4.0%
Endorsed Motorcycle Operators	-	-	-	70,282	71,641	72,858	3.7% ^a
Registered Vehicles	874,168	918,865	1,102,207	1,128,142	1,129,250	1,139,120	30.3%
Registered Motorcycles (including Mopeds)	27,685	24,244	28,137	27,868	29,144	33,169	19.8%
Total Population of Rhode Island	1,075,729	1,079,916	1,076,189	1,067,610	1,057,832	1,050,788	-2.3%
VMT (in millions)	8,365	8,473	8,300	8,301	8,636	U/A	0.0% ^b

^a Change from 2006 to 2008.

^b Change from 2003 to 2007.

Figure 2.2 Rhode Island Drivers, Vehicles, and Population
2003 to 2008 (In Thousands)

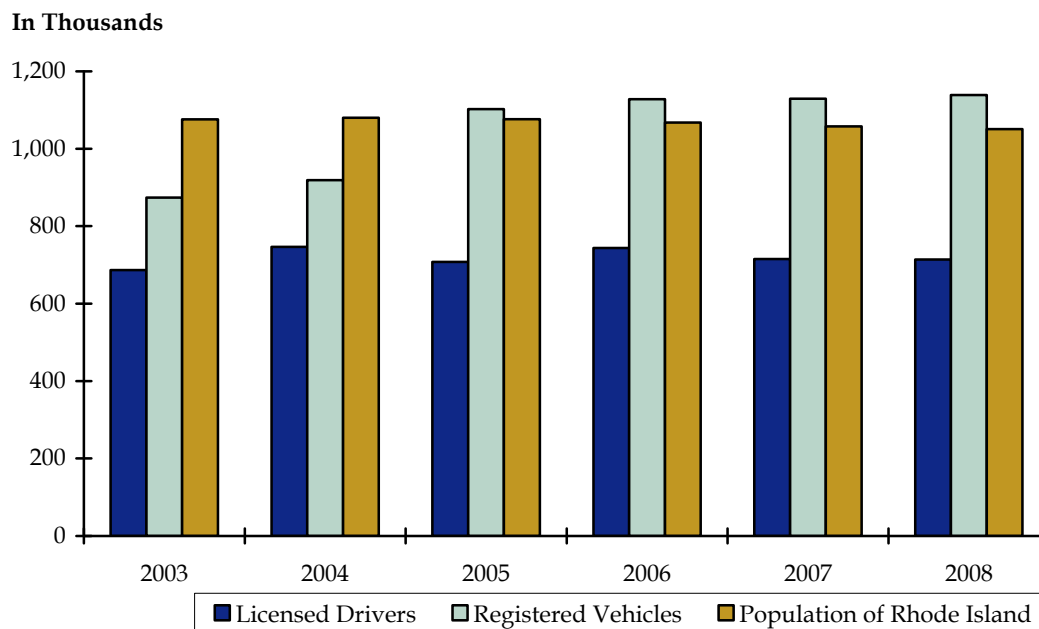


Table 2.3 Number of Rhode Island Drivers by Age and Gender in 2008

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

Source: Rhode Island Division of Motor Vehicles.

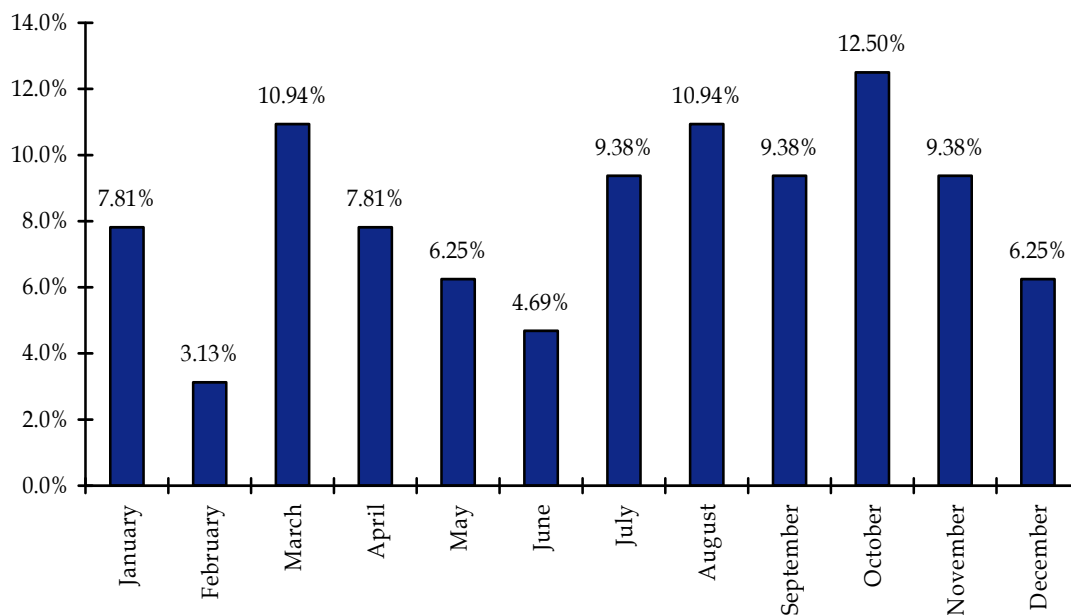
Performance Trends and Goals

In Rhode Island, the total number of crashes has decreased by 9 percent during the past three years (from 43,085 in 2006 to 39,081 in 2008). The number of fatalities and incapacitating injuries decreased 42 percent from 2007 and 2008. Fewer lives were lost on Rhode Island roadways in 2008 than in any single year during the past 20 years. Unfortunately, Rhode Island took a step backward with safety belt usage. According to the 2008 and 2009 observed restraint use surveys, Rhode Island’s safety belt use rate decreased by 7 percentage points to 72 percent, from 79 percent in 2007; and then increased by 3 percentage points to 75 percent in 2009.

From 2007 to 2008, Rhode Island experienced a decrease in both pedestrian and motorcycle fatalities.

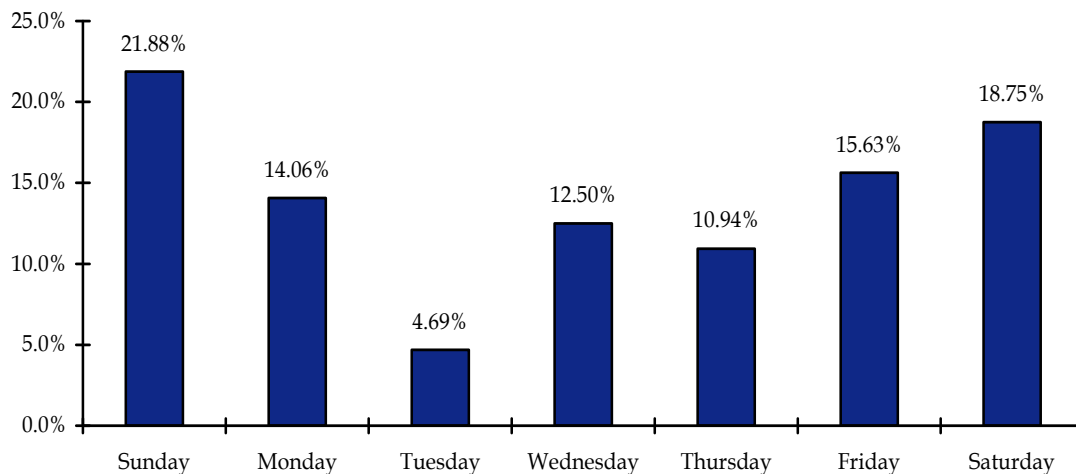
As shown in Figures 2.3 and 2.4, in 2008 the greatest percentage of crashes occurred in the month of October and on Sundays. Fatal crashes occurred most frequently between the hours of 10:00 p.m. and 4:00 a.m., as shown in Figure 2.5. Table 2.4 and Figures 2.6 through 2.36 provide additional details on Rhode Island’s highway safety trends.

Figure 2.3 Percent of Rhode Island Fatal Crashes by Month-of-Year 2008



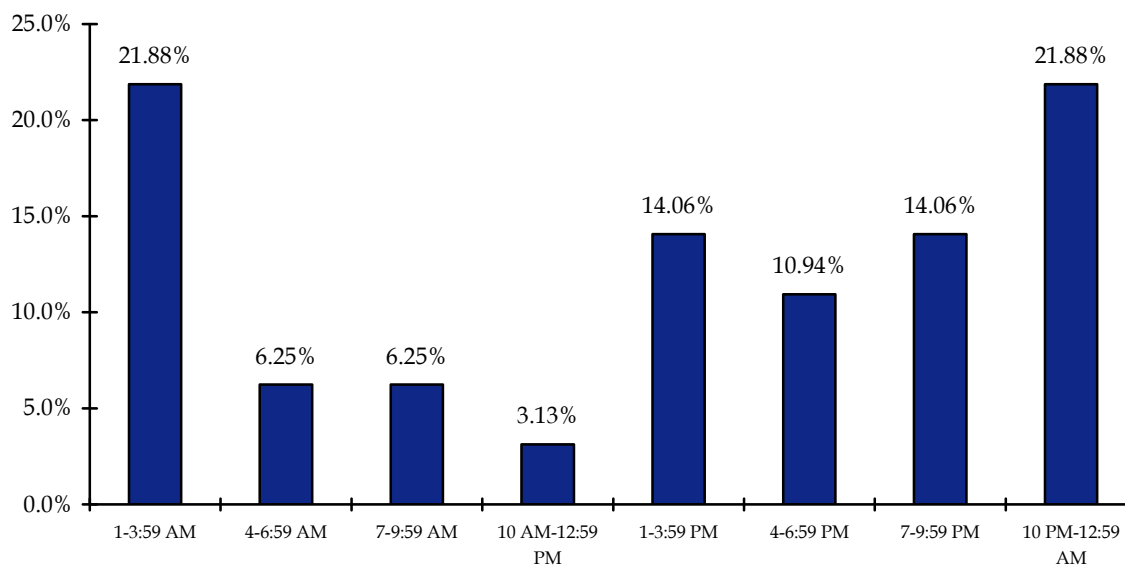
Source: FARS.

Figure 2.4 Percent of Rhode Island Fatal Crashes by Day-of-Week 2008



Source: FARS.

Figure 2.5 Percent of Rhode Island Fatal Crashes by Time-of-Day 2008



Source: FARS.

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

Table 2.4 Traffic Safety Trends in Rhode Island
1999 to 2009

Crash Data/Trends ^a	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008 ^b	2009
Fatalities (Actual)	88	80	81	84	104	83	87	81	69	65	
Fatality Rate/(100 Million VMT)	1.06	0.96	1.01	1.03	1.24	0.98	1.05	0.98	0.80	0.75	
Number of Serious Injuries ^c	1,166	1,682	1,850	1,845	1,887	1,600	1,329	1,313	764	416	
Number of Fatalities Involving Driver or Motorcycle Operator w/ \geq .08 BAC	27	34	35	35	50	38	34	30	25	25	
Number of Unrestrained Passenger Vehicle Occupant Fatalities	40	45	47	47	47	47	37	35	19	29	
Number of Speeding-Related Fatalities	-	-	-	46	55	45	40	42	29	20	
Number of Motorcycle Fatalities	12	12	6	9	13	11	14	16 ^d	14	7	
Number of Unhelmeted Motorcyclist Fatalities	10	10	5	7	6	7	6	11	9	2	
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	-	-	-	20	25	17	20	14	16	9	
Number of Pedestrian Fatalities	14	6	10	9	14	7	14	15	13	12	
Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	-	-	-	71%	74%	76%	75%	74%	79%	72%	75%
Number of Seat Belt Citations Issued During Grant-Funded Enforcement Activities	-	-	-	-	-	-	-	2,024	2,226	2,336	2,553
Number of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	-	-	-	-	-	-	2,227	2,519	U/A	U/A	U/A
Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	-	-	-	-	-	-	-	-	-	-	U/A ^e

Source: RIDOT, June 2009; Rhode Island DMV, June 2009; FARS, June 2009; 2002 to 2008 Rhode Island Observed Restraint Use Surveys.

Notes: (a) Some numbers reported in this FFY 2010 Highway Safety Performance Plan may differ slightly from the same numbers reported in previous reports due to changes in data availability and data quality improvements. Some crash data are new to this report and trend data may not be available with consistent reporting procedures/ methodology.

(b) 2008 Data is preliminary at the time of reporting. 2007 VMT was used to calculate metrics since VMT for 2008 is not available. U/A indicates data not available at this time.

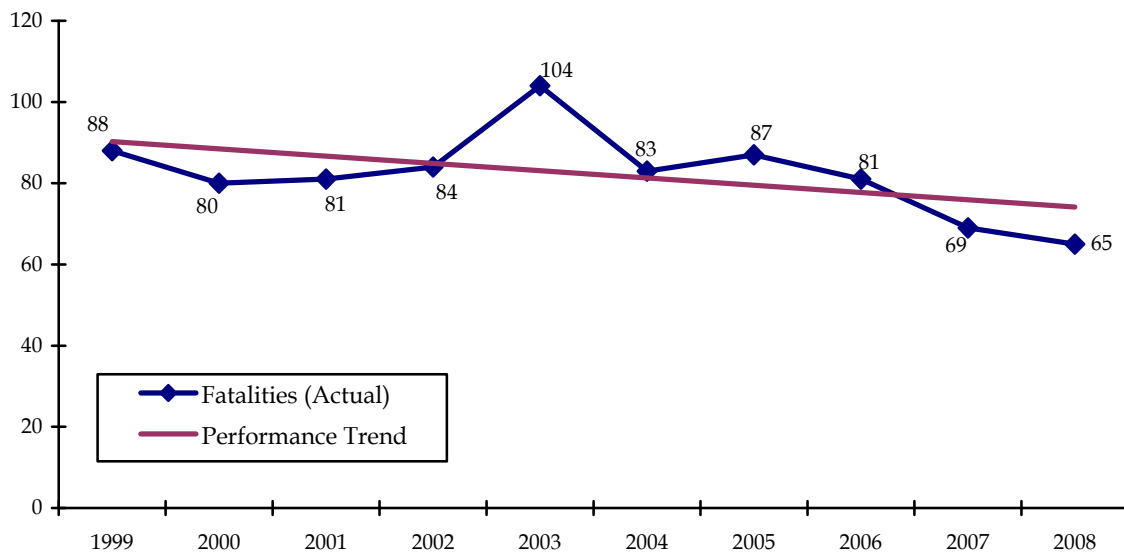
(c) 2007 was a transition year for accident data in Rhode Island. "Serious Injuries" were defined differently prior to 2007, which helps explain the discrepancy between serious injuries reported from 2006 to 2007/2008.

(d) Includes one ATV fatality in 2006.

(e) 2009 is the first year this data is being collected.

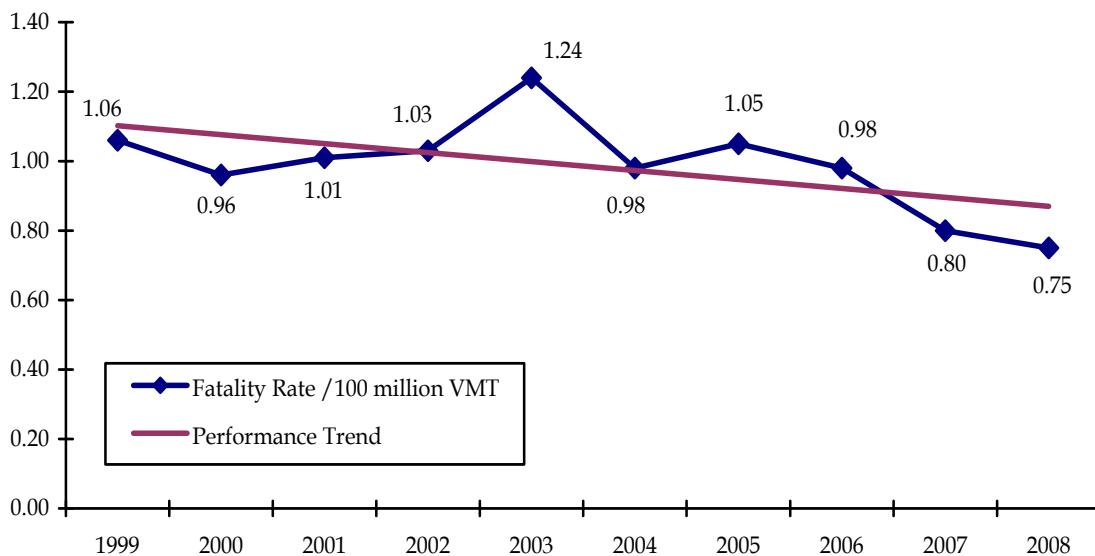
Figures 2.6 through 2.16 illustrate select data shown in the table above in greater detail and include data points and an associated trend line.

Figure 2.6 Fatalities
Actual



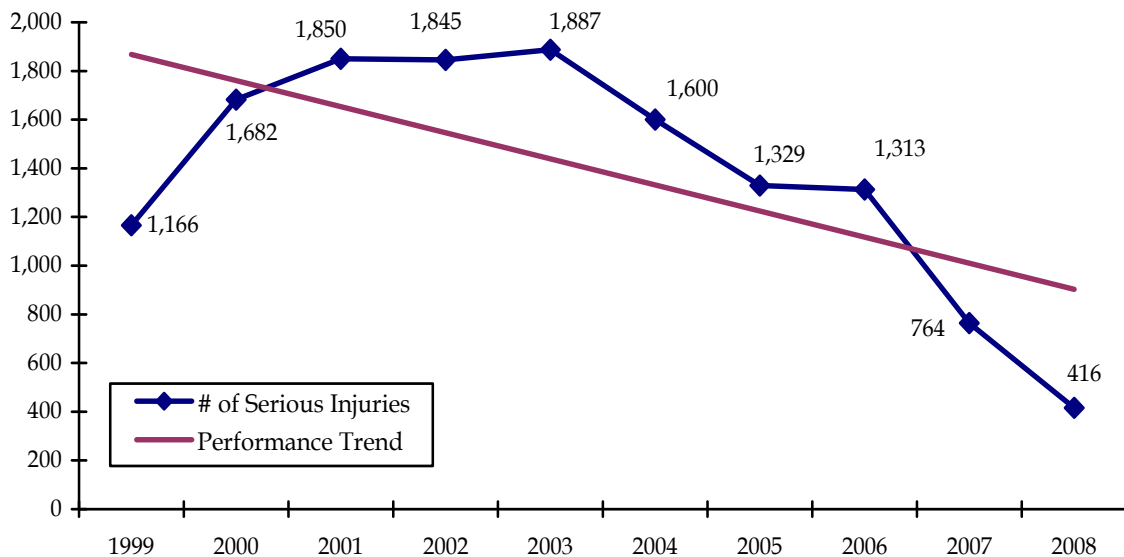
Note: 2008 data is preliminary.

Figure 2.7 Fatality Rate
Per 100 Million VMT



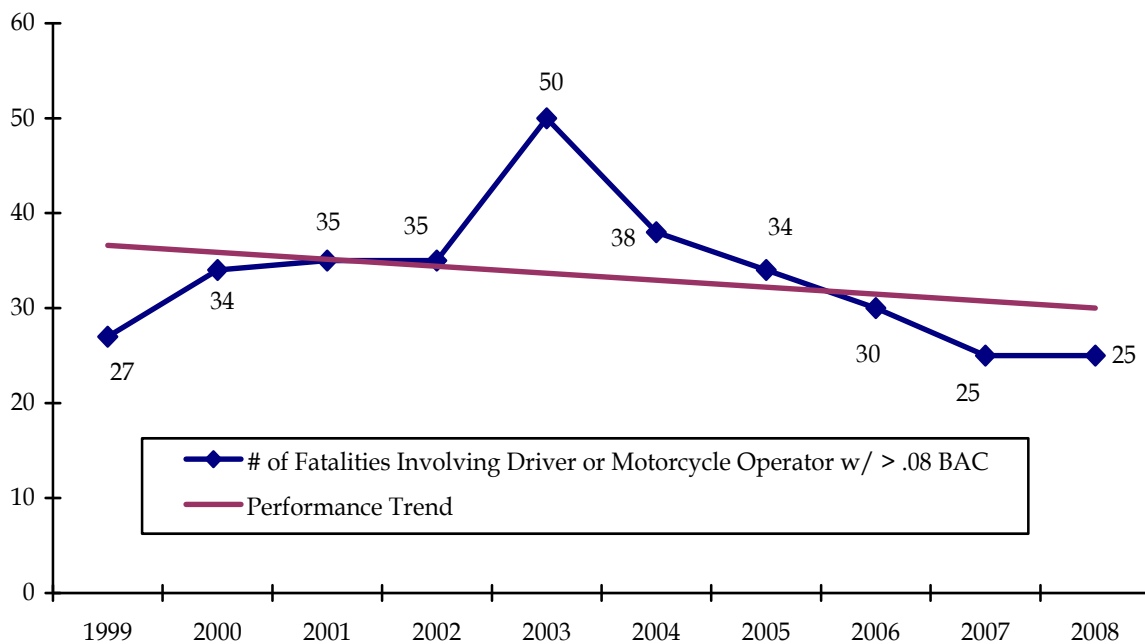
Note: 2008 data is preliminary.

Figure 2.8 Serious Injuries
Actual



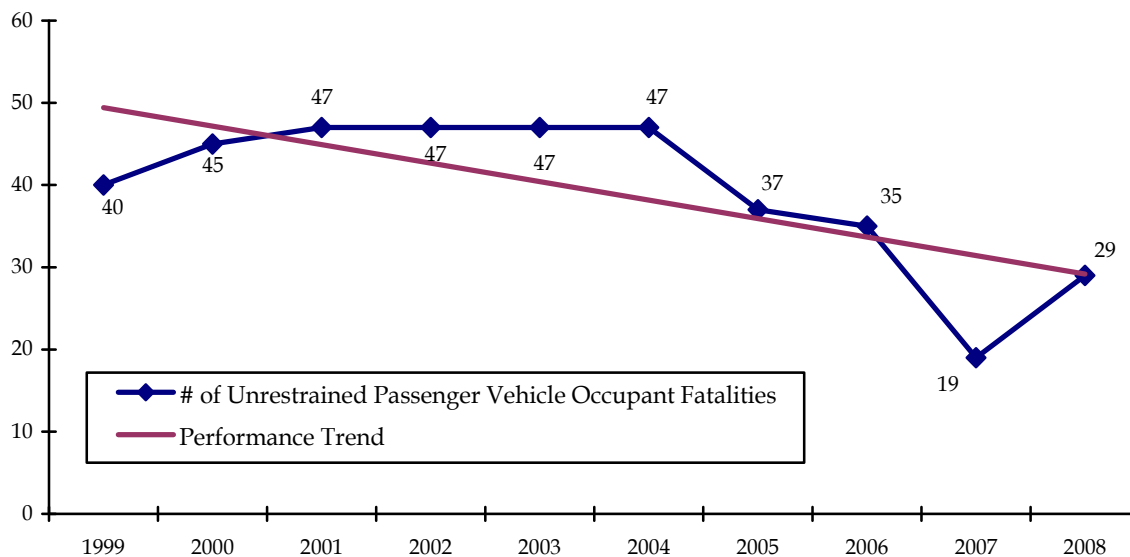
Note: 2008 data is preliminary. 2007 was a transition year for accident data in Rhode Island. “Serious Injuries” were defined differently prior to 2007, which helps explain the discrepancy between serious injuries reported from 2006 to 2007/2008.

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



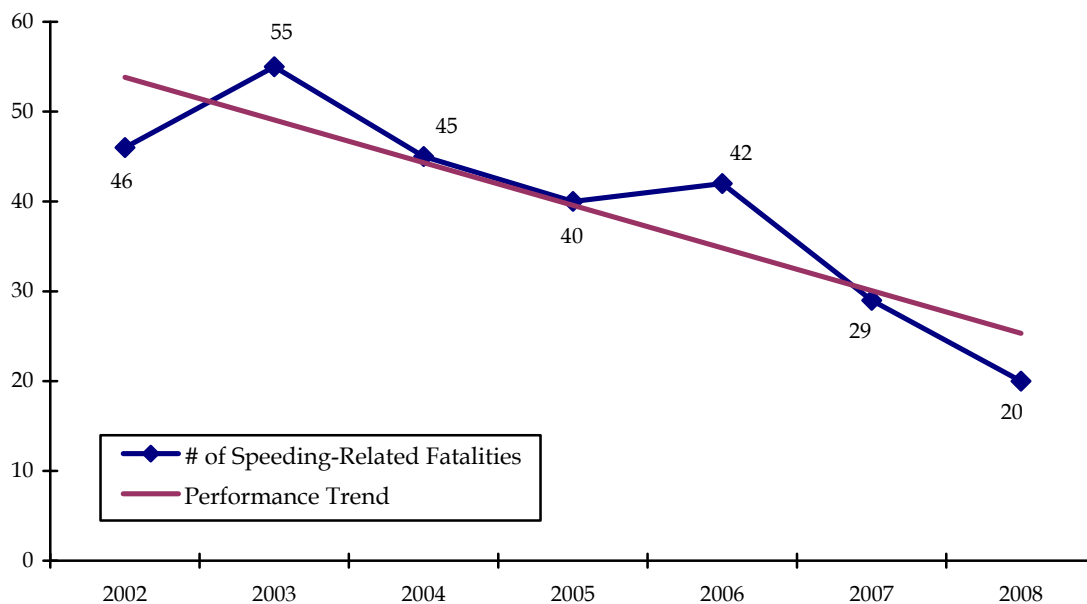
Note: 2008 data is preliminary.

Figure 2.10 Unrestrained Passenger Vehicle Occupant Fatalities
Actual



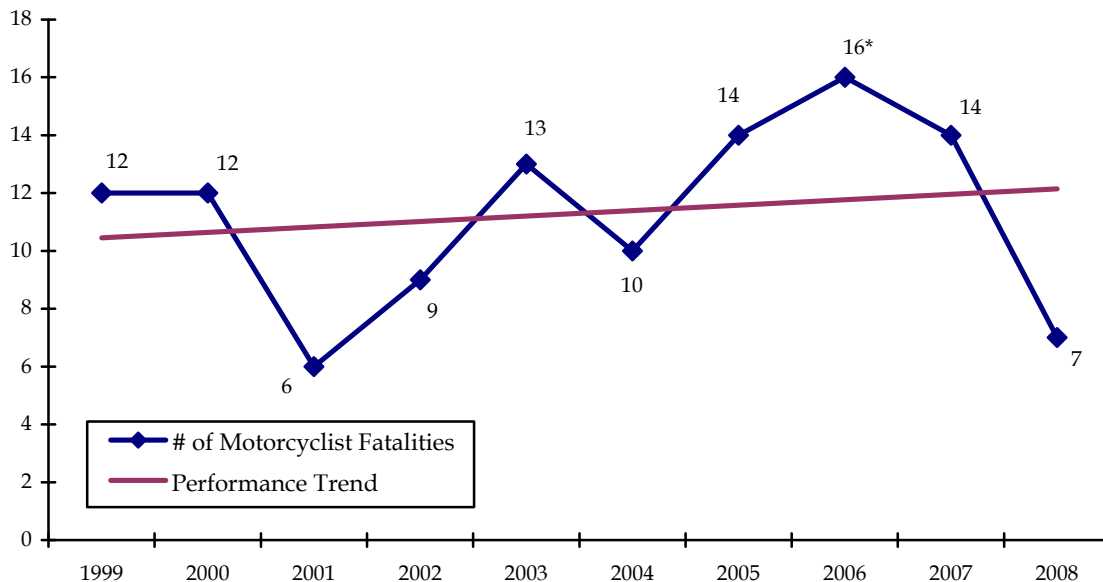
Note: 2008 data is preliminary.

Figure 2.11 Speeding-Related Fatalities
Actual



Note: 2008 data is preliminary.

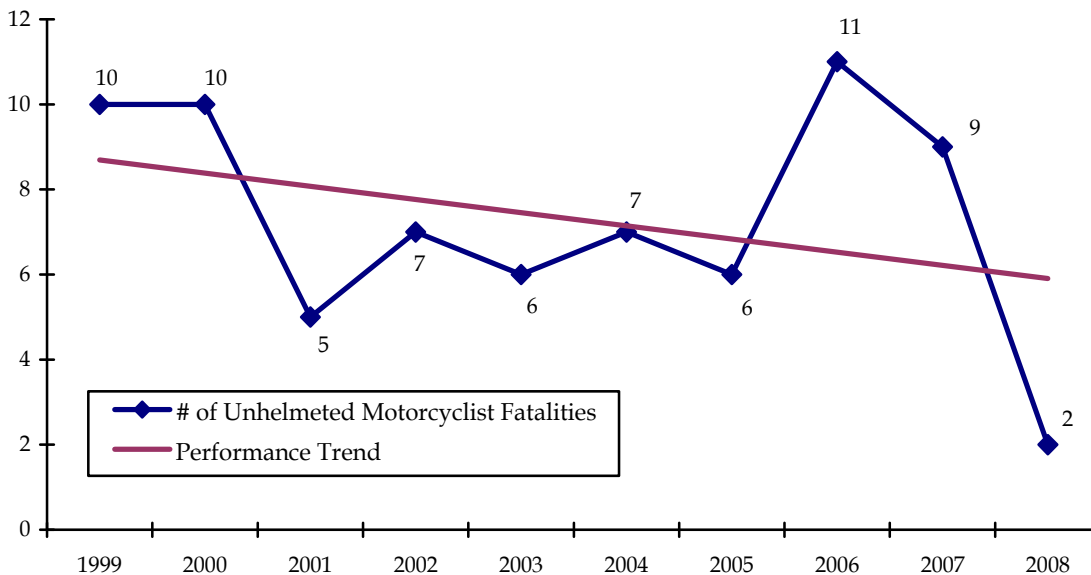
Figure 2.12 Number of Motorcyclist Fatalities
Actual



Note: 2008 data is preliminary.

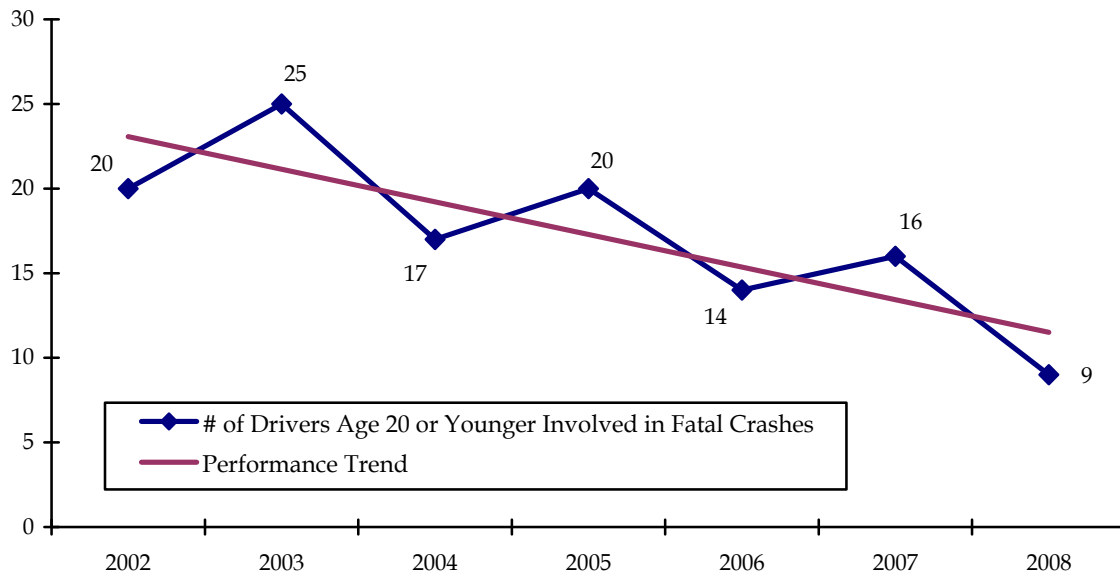
*2006 data includes one ATV fatality.

Figure 2.13 Unhelmeted Motorcycle Fatalities
Actual



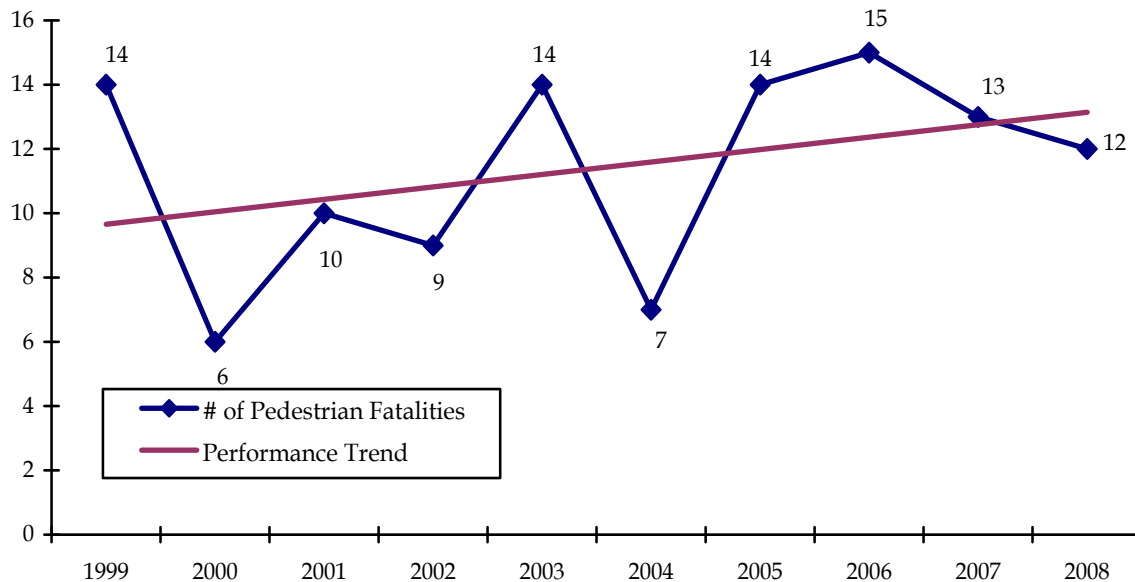
Note: 2008 data is preliminary.

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



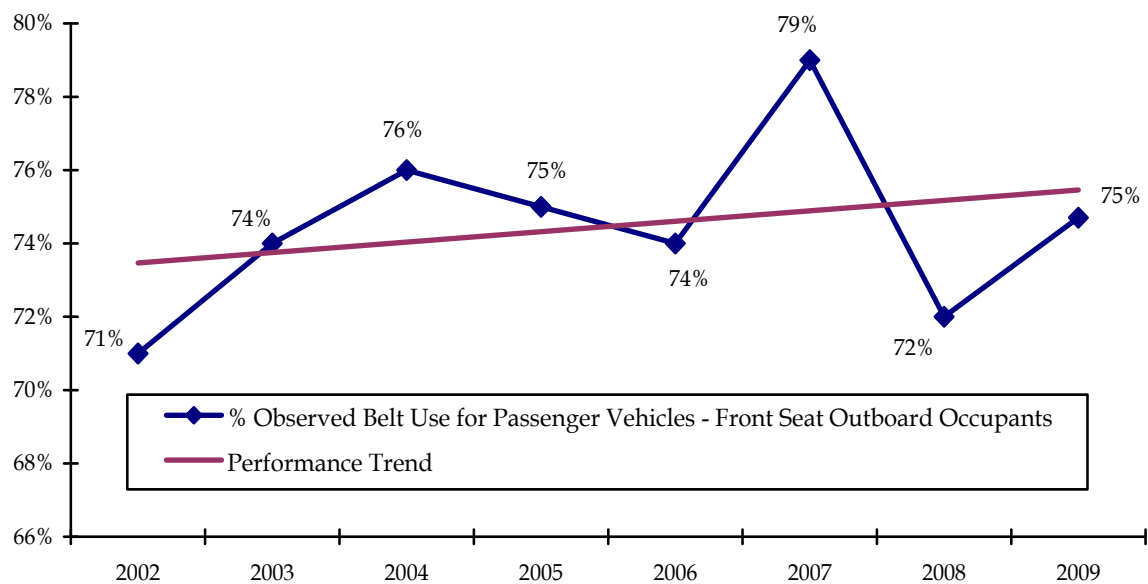
Note: 2008 data is preliminary.

Figure 2.15 Pedestrian Fatalities
Actual



Note: 2008 data is preliminary.

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

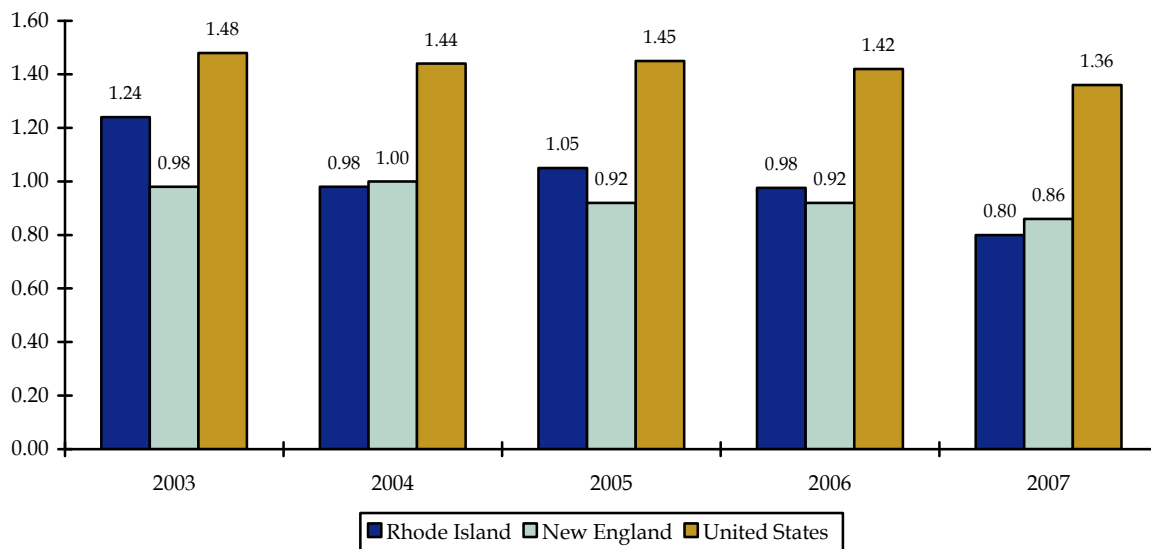


Note: 2009 seat belt use rate is awaiting NHTSA certification.

Rhode Island Comparison to New England and United States

As shown in Figure 2.17, Rhode Island has consistently had a lower fatality rate (per 100 million VMT) than the national average. Rhode Island’s fatality rate also has been lower than the New England region fatality rate at various times throughout the period from 2003 to 2007. As reported by NHTSA (Table 2.5), Rhode Island exceeds the New England region for percentage of crashes involving alcohol and motorcycles; however, Rhode Island has a lower percentage of unrestrained and speed-related fatalities. Preusser Research Group, Inc.’s *Analysis of Fatal Crash Data Rhode Island 2003 to 2007* report includes additional information regarding state, regional, and national comparisons.

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



Source: Preusser Research Group, Inc., *Analysis of Fatal Crash Data Rhode Island 2003-2007*.

Table 2.5 Rhode Island and New England Crash Conditions as Percent of Total Fatalities in 2007

	Unbelted Passenger Vehicle Occupant Fatalities	Alcohol-Impaired ^a	Speed-Related	Motorcycle
Rhode Island	28%	36%	20%	19%
New England	35%	35%	35%	15%

^a NHTSA imputed numbers (versus state reported).

Source: Preusser Research Group, Inc., *Analysis of Fatal Crash Data Rhode Island 2003 to 2007*.

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

Table 2.6 Additional Traffic Safety Trends in Rhode Island
2002 to 2009

Crash Data/Trends ^a	Progress Report Data 2002 to 2009							
	2002	2003	2004	2005	2006	2007	2008 ^b	2009
Fatalities - actual	84	104	83	87	81	69	65	
Fatal crashes - actual	81	96	78	80	72	64	64	
Fatality Rate/(100 Million VMT)	1.03	1.24	0.98	1.05	0.98	0.80	0.75	
Fatality rate/100,000 population	7.86	9.67	7.69	8.08	7.59	6.52	6.19	
Number of Serious Injuries ^c	1,845	1,887	1,600	1,329	1,313	764	416	
Fatality and serious injury rate/100 million VMT	23.69	23.80	19.86	17.06	16.79	9.65	5.57	
Fatal and serious injury rate/100,000 population	180.53	185.08	155.85	131.58	130.57	78.75	45.78	
Month of most fatal crashes	Jul/Aug	Mar	Jun	Jul	Aug	Mar/Oct	Oct	
Day of most fatal crashes	Sat	Sun	Sat	Sat	Sun	Fri	Sun	
Time of most fatal crashes	1-4 a.m.	10 p.m.- 1 a.m.	10 p.m.- 4 a.m.	7-10 p.m.	1-4 a.m./ 1-4 p.m.	10 p.m.- 3 a.m.	10 p.m.- 4 a.m.	
Alcohol-Impaired fatalities (Involving Driver or Motorcycle Operator w/ \geq .08 BAC)	35	50	38	34	30	25	25	
Number of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	-	-	-	2,227	2,519	U/A	U/A	U/A
Alcohol-related fatalities (BAC greater than or equal to 0.01)	42	55	40	44	38	32	35	
Proportion of alcohol-related fatalities	0.50	0.53	0.48	0.51	0.47	0.46	0.54	
Alcohol-related fatality rate/100 million VMT	0.52	0.66	0.47	0.53	0.46	0.37	0.41	
Alcohol-related fatality rate/100,000 population	3.93	5.11	3.70	4.09	3.56	3.03	3.33	
Proportion of speed-related fatalities	0.55	0.53	0.54	0.46	0.52	0.42	0.31	
Speeding-related fatalities - actual	46	55	45	40	42	29	20	
Speed fatality rate/100 million VMT	0.56	0.66	0.53	0.48	0.51	0.34	0.23	
Speed fatality rate/100,000 population	4.30	5.11	4.17	3.72	3.93	2.74	1.90	

Table 2.6 Additional Traffic Safety Trends in Rhode Island (continued)
2002 to 2009

Crash Data/Trends ^a	Progress Report Data 2002 to 2009							
	2002	2003	2004	2005	2006	2007	2008 ^b	2009
Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	-	-	-	-	-	-	-	U/As
Percent Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants	71%	74%	76%	75%	74%	79%	72%	75%
Number of Seat Belt Citations Issued During Grant-Funded Enforcement Activities	-	-	-	-	2,024	2,226	2,336	2,553
Unrestrained Passenger Vehicle Occupant Fatalities - actual	47	47	47	37	35	19	29	
Nonmotorist fatalities - actual	10	15	7	15	16	14	13	
Nonmotorist fatality rate/100 million VMT	0.12	0.18	0.08	0.18	0.19	0.16	0.15	
Nonmotorist fatality rate/100,000 population	0.94	1.39	0.65	1.39	1.50	1.32	1.24	
Nonmotorist serious injuries - actual	177	147	156	145	143	98	46	
Nonmotorist fatality and serious injury rate/100 million VMT	2.30	1.94	1.92	1.93	1.92	1.30	0.68	
Nonmotorist fatal and serious injury rate/100,000 population	17.50	15.06	15.09	14.87	14.89	10.59	5.61	
Pedestrian fatalities - actual	9	14	7	14	15	13	12	
Pedestrian fatality rate/100 million VMT	0.11	0.17	0.08	0.17	0.18	0.15	0.14	
Pedestrian fatality rate/100,000 population	0.84	1.30	0.65	1.30	1.41	1.23	1.14	
Pedestrian serious injuries - actual	132	103	114	103	107	71	29	
Pedestrian fatality and serious injury rate/100 million VMT	1.73	1.40	1.43	1.41	1.47	0.97	0.47	
Pedestrian fatal and serious injury rate/100,000 population	13.20	10.88	11.20	10.87	11.43	7.94	3.90	
Bicyclist fatalities - actual	1	1	0	1	1	1	1	
Bicyclist fatality rate/100 million VMT	0.01	0.01	0.00	0.01	0.01	0.01	0.01	

Table 2.6 Additional Traffic Safety Trends in Rhode Island (continued)
2002 to 2009

Crash Data/Trends ^a	Progress Report Data 2002 to 2009							
	2002	2003	2004	2005	2006	2007	2008 ^b	2009
Bicyclist fatality rate/100,000 population	0.09	0.09	0.00	0.09	0.09	0.09	0.10	
Bicyclist serious injuries – actual	45	44	42	42	36	27	15	
Bicyclist fatality and serious injury rate/100 million VMT	0.56	0.54	0.50	0.52	0.45	0.32	0.19	
Bicyclist fatal and serious injury rate/100,000 population	4.30	4.18	3.89	4.00	3.47	2.65	1.52	
Motorcycle fatalities – actual	9	13	11	14	16 ^d	14	7	
Motorcycle fatality rate/100 million VMT	0.11	0.16	0.13	0.17	0.19	0.16	0.08	
Motorcycle fatality rate/100,000 population	0.84	1.21	1.02	1.30	1.50	1.32	0.67	
Motorcycle serious injuries – actual	137	134	138	133	107	87	63	
Motorcycle fatality and serious injury rate/100 million VMT	1.79	1.76	1.76	1.77	1.48	1.17	0.81	
Motorcycle fatal and serious injury rate/100,000 population	13.66	13.67	13.80	13.66	11.52	9.55	6.66	
Unhelmeted Motorcyclist fatalities – actual	7	6	7	6	11	9	2	
Young drivers Involved in fatal crashes – actual ^e	20	25	17	20	14	16	9	
Young drivers in fatal crashes/100 million VMT	0.25	0.30	0.20	0.24	0.17	0.19	0.10	
Young drivers in fatal crashes/100,00 population	1.87	2.32	1.57	1.86	1.31	1.51	0.86	
Young drivers in serious injury crashes – actual	437	380	416	320	300	186	75	
Young drivers in serious injury crashes/100 million VMT	5.37	4.54	4.91	3.86	3.61	2.15	0.87	
Young drivers in fatal and serious injury crashes/100 million VMT	5.61	4.84	5.11	4.10	3.78	2.34	0.97	
Young drivers in fatal and serious injury crashes/100,000 population	42.77	37.65	40.10	31.59	29.41	19.10	7.99	
Older drivers involved in fatal crashes – actual ^f	15	21	14	9	12	5	14	

Table 2.6 Additional Traffic Safety Trends in Rhode Island (continued)
2002 to 2009

Crash Data/Trends ^a	Progress Report Data 2002 to 2009							
	2002	2003	2004	2005	2006	2007	2008 ^b	2009
Older drivers in fatal crashes/100 million VMT	0.18	0.25	0.17	0.11	0.14	0.06	0.16	
Older drivers in serious injury crashes – actual	184	184	157	156	122	105	85	
Older drivers in fatal and serious injury crashes/ 100 million VMT	2.44	2.45	2.02	1.99	1.61	1.27	1.15	
Older drivers in fatal and serious injury crashes/ 100,000 population	18.62	19.06	15.83	15.33	12.55	10.40	9.42	

^a Some numbers reported in this FFY 2010 Highway Safety Performance Plan may differ slightly from the same numbers reported in previous reports due to changes in data availability and data quality improvements. Some crash data are new to this report and trend data may not be available with consistent reporting procedures/methodology.

^b 2008 Data is preliminary at the time of reporting. 2007 VMT was used to calculate metrics since VMT for 2008 is not available. U/A indicates data not available at this time.

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

^d Includes one ATV fatality in 2006.

^e Young drivers are defined as those age 16 to 20.

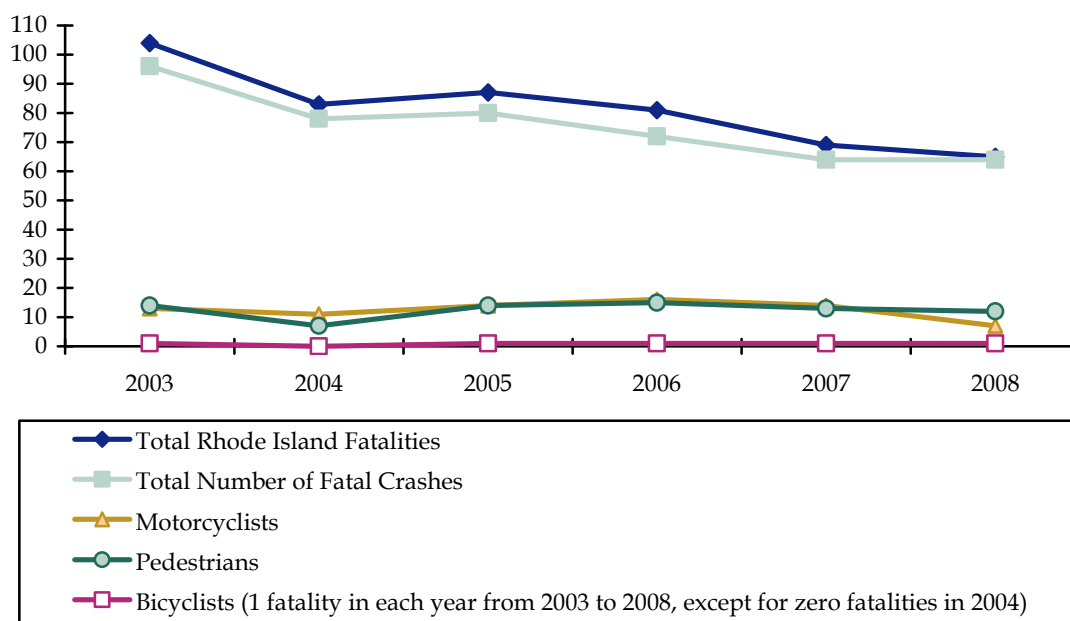
^f Older drivers are defined as those age 65+.

^g 2009 is the first year this data is being collected.

■ 2.2 Rhode Island Highway Safety Problem Areas

Rhode Island traffic deaths are unacceptable, unaffordable, and avoidable. Traffic crashes affect all users of the transportation system, as shown in Figure 2.18. After reviewing these statistics and those documented above (and described in more detail in Section 3.0), the Rhode Island FFY 2010 HSPP will focus on multiple highway safety problems, including *impaired driving, occupant protection, speed, motorcycles, young drivers, other road users, including pedestrians, and racial profiling*. Also, the OHS will continue to concentrate on improving the State's *traffic records* through crash data collection and analysis as part of their Section 408 grant process. The HSPP also addresses the agency's *planning and administration* functions.

Figure 2.18 Rhode Island Traffic Deaths
2003 to 2008



Note: 2008 data is preliminary. 2006 data for motorcycle fatalities include one ATV fatality.

Additional Challenges to Highway Safety

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

- Rhode Island does not have a primary safety belt law for all occupants nor does it have a helmet law for all motorcycle operators. The OHS is aware that primary law

states routinely have higher usage rates than secondary law states; and when secondary states strengthen their laws to primary enforcement, they often see an increase in usage rates by as much as 10 to 15 percent. Changes in the adult safety belt law have been consistently proposed but unsuccessful to date.

- Sobriety checkpoints are banned by judicial ruling in Rhode Island.
- There is no requirement for behind-the-wheel training for novice drivers (only classroom instruction).

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

- A cell phone use prohibition for drivers under the age of 18 was added to the Graduated License requirements in 2006.
- Rhode Island has a medical fitness provision that allows doctors and other health care personnel to inform the Registry of a medical concern, which then triggers a hearing. In 2008, the Rhode Island legislature revised the license renewal procedures for elder drivers by changing the age to 75 (as opposed to 70) for a shorter time period between license renewals (two years rather than five years).
- Also in 2008, the Rhode Island legislature eliminated a loophole in the State's "social host" law so that an adult may be charged with a crime if minors are found with alcohol anywhere on a property under the control of that adult. The law previously provided for commission of a crime only if the minor was found with alcohol inside a structure.
- Legislation approved by the General Assembly and signed into law by the governor in 2008 allows motorcycle training to be offered by independent companies. The State's training arm, CCRI, will certify motorcycle dealers engaged in selling motorcycles or an association engaged in motorcycle safety to provide motorcycle driver education courses in Rhode Island. Independent training facilities will be required to offer a course that is certified by the Motorcycle Safety Foundation, or other programs approved by CCRI and/or the Board of Governors for Higher Education.
- In 2009, the state revised the Child Passenger Safety Law to include children up to the age of 8, or thirty-seven inches or 80 pounds. (The previous provisions covered children up to age 7, thirty-four inches or 80 pounds.)

■ 2.3 Rhode Island Highway Safety Goals

Table 2.7 identifies the program areas that will be emphasized in Rhode Island's Highway Safety Program, with related goals and performance measures, in FFY 2010. Preliminary 2008 data from FARS was used to establish these goals. Therefore, the goal statements may change once 2008 data is finalized. In cases where 2008 data varied greatly from previous years, an average of several years of data was used to establish a baseline.

Table 2.7 Goals and Performance Measures

Program Area	Goals	Performance Measures
Overall OHS Program Area Goals	<ul style="list-style-type: none"> To decrease traffic fatalities by 1.5 percent, from 65 in 2008 to 64 in 2010. 	<ul style="list-style-type: none"> Number of traffic fatalities.
	<ul style="list-style-type: none"> To maintain the low number of serious injuries in 2008 of 416 in 2010. 	<ul style="list-style-type: none"> Number of serious injuries.
	<ul style="list-style-type: none"> To reduce the fatality rate of 0.75 per 100 million VMT in 2008 to 0.73 per 100 million VMT in 2010. 	<ul style="list-style-type: none"> Fatality rate per 100 million VMT.
Impaired Driving	<ul style="list-style-type: none"> To decrease alcohol-impaired driving fatalities (those involving a legally intoxicated driver or motorcycle operator with a BAC of .08 or greater) 4 percent, from 25 in 2008 (NHTSA imputed data) to 24 in 2010. 	<ul style="list-style-type: none"> Number of fatalities involving a driver or motorcycle operator with a BAC of .08 or greater.
	<ul style="list-style-type: none"> To collect and report data on the number of impaired driving arrests made during grant-funded enforcement activities in FFY 2010. 	<ul style="list-style-type: none"> Number of impaired driving arrests made during grant-funded enforcement activities.
	<ul style="list-style-type: none"> To decrease by 11.4 percent the number of crash fatalities with a known BAC of .01 or higher, from a three year average (2006-2008) of 35 to 31 in 2010. 	<ul style="list-style-type: none"> Number of crash fatalities with a known BAC of .01 or higher.
	<ul style="list-style-type: none"> To decrease by 5.9 percent the number of drivers involved in fatal crashes with a known BAC of .01 or higher, from 17 in 2007 to 16 in 2010. 	<ul style="list-style-type: none"> Number of drivers involved in fatal crashes with a known BAC of .01 or higher.
	<ul style="list-style-type: none"> To increase the percent of survey participants responding “Very Likely” or “Somewhat Likely” in regard to their perceived likelihood of being stopped after drinking to excess and driving from 57.6 percent. 	<ul style="list-style-type: none"> Percent of survey participants responding “Very Likely” or “Somewhat Likely” in regards to their perceived likelihood of being stopped after drinking to excess and driving.
	<ul style="list-style-type: none"> To increase the recognition of the slogan used by OHS to support high visibility impaired driving enforcement. (In 2008, 50.4 percent recognition of YD&DYL slogan). 	<ul style="list-style-type: none"> Percent of survey respondents reporting slogan recognition.

Table 2.7 Goals and Performance Measures (continued)

Program Area	Goals	Performance Measures
Occupant Protection	<ul style="list-style-type: none"> To increase by 4.3 percentage points the statewide observed seat belt use of front seat outboard occupants in passenger vehicles, from 74.7 percent in 2009 to 79 percent in 2010. 	<ul style="list-style-type: none"> Percent of front seat outboard vehicle occupants who are observed to be using seat belts.
	<ul style="list-style-type: none"> To decrease the number of unrestrained passenger vehicle occupant fatalities, in all seat positions, by 3.4 percent, from 29 in 2008 to 28 in 2010. 	<ul style="list-style-type: none"> Number of unrestrained passenger vehicle occupant fatalities (all seat positions).
	<ul style="list-style-type: none"> To increase the number of seat belt citations issued during grant-funded enforcement activities, from 2,553 in 2009. 	<ul style="list-style-type: none"> Number of seat belt citations issued during grant-funded enforcement activities.
	<ul style="list-style-type: none"> To increase seat belt use among pickup truck drivers, as measured by observational study, from 52.8 percent in 2009. 	<ul style="list-style-type: none"> Percent of pickup truck drivers observed to be using seat belts.
	<ul style="list-style-type: none"> To increase awareness of the “Click It or Ticket” slogan, as measured by a telephone survey, from 91.7 percent in 2009. 	<ul style="list-style-type: none"> Percent of telephone survey participants aware of the “Click It or Ticket” slogan.
	<ul style="list-style-type: none"> To increase perception that persons are likely to be ticketed for not wearing seat belts, as measured by a telephone survey, from 47 percent in 2009. 	<ul style="list-style-type: none"> Percent of telephone survey participants with perception that persons are likely to be ticketed for not wearing seat belts.
	<ul style="list-style-type: none"> To decrease by one (1) point the percent of passenger vehicle occupant fatalities known to be not wearing a restraint, from 66 percent in 2008 to 65 percent in 2010 (three-year average is 65.5 percent). 	<ul style="list-style-type: none"> Percent of passenger vehicle occupant fatalities known to be not wearing a restraint.

Table 2.7 Goals and Performance Measures (continued)

Program Area	Goals	Performance Measures
Speed	<ul style="list-style-type: none"> To decrease by 3 percent the number of speeding-related fatalities from the five-year average (2004-2008) of 33 (NHTSA imputed data) to 32 in 2010. 	<ul style="list-style-type: none"> Number of speeding-related fatalities.
	<ul style="list-style-type: none"> To increase the number of speeding citations issued during grant-funded enforcement activities in 2010. (FFY 2009 will be the first year this data is collected.) 	<ul style="list-style-type: none"> Number of speeding citations issued during grant-funded enforcement activities.
	<ul style="list-style-type: none"> To increase the number of speeding citations written and tracked monthly of all OT speed patrols. 	<ul style="list-style-type: none"> Number of speeding citations written and tracked monthly of all OT speed patrols.
Young Drivers	<ul style="list-style-type: none"> To decrease by 7 percent the number of fatal crashes involving drivers age 20 years or younger, from the five-year average (2004-2008) of 15 to 14 in 2010. 	<ul style="list-style-type: none"> Number of fatal crashes involving drivers 20 years old or younger.
	<ul style="list-style-type: none"> To decrease the number of drivers 20 years old or younger in serious injury crashes, from the three-year average (2005-2007) of 184 to 175 in 2010. 	<ul style="list-style-type: none"> Number of drivers 20 years old or younger in serious injury crashes.
	<ul style="list-style-type: none"> To decrease the number of young passenger fatalities who are 16 to 20 years of age, from 7 in 2007 to 6 in 2010. 	<ul style="list-style-type: none"> Number of young passenger fatalities who are 16 to 20 years of age.
	<ul style="list-style-type: none"> To maintain the number of young driver fatalities age 16 to 20 years at the three year average (2006-2008) of 5 in 2010. 	<ul style="list-style-type: none"> Number of 16 to 20 year old driver fatalities.
Motorcycles	<ul style="list-style-type: none"> To maintain the number of motorcycle fatalities at the three year average (2006-2008) of 12 in 2010. 	<ul style="list-style-type: none"> Number of motorcycle fatalities.
	<ul style="list-style-type: none"> To decrease the number of unhelmeted motorcycle fatalities by 28 percent from a five year average (2004-2008) of 7 to 5 in 2010. 	<ul style="list-style-type: none"> Number of unhelmeted motorcycle fatalities.

Table 2.7 Goals and Performance Measures (continued)

Program Area	Goals	Performance Measures
Motorcycles (continued)	<ul style="list-style-type: none"> To decrease by two (2) percentage points all motorcycle operator crash fatalities with a known BAC of .01 or higher, from the five-year average (2003 to 2007) of 50 percent to 48 percent in 2010. 	<ul style="list-style-type: none"> Percent of all motorcycle operator crash fatalities with a known BAC of .01 or higher.
	<ul style="list-style-type: none"> To decrease by 5 percentage points motorcycle operator fatalities who were legally intoxicated, from the five year average of 50 percent (2004-2008) (NHTSA imputed) to 45 percent in 2010. 	<ul style="list-style-type: none"> Percent of motorcycle operator fatalities who were legally intoxicated.
Other Road Users	<ul style="list-style-type: none"> To maintain the number of crash fatalities among pedestrians at or below its five-year average (2004-2008) of 12 in 2010. 	<ul style="list-style-type: none"> Number of pedestrian fatalities.
	<ul style="list-style-type: none"> To maintain zero crash fatalities among school bus occupants in 2010. 	<ul style="list-style-type: none"> Number of crash fatalities among school bus occupants.
	<ul style="list-style-type: none"> To reduce crash fatalities among bicyclists from 1 in 2008 to zero in 2010. 	<ul style="list-style-type: none"> Number of bicyclist fatalities.
	<ul style="list-style-type: none"> To decrease by 25 percent the number of pedestrian fatalities with a BAC of .08 or greater, from the five-year average (2004-2008) (NHTSA imputed) of 4 to 3 in 2010. 	<ul style="list-style-type: none"> Number of pedestrian fatalities with a known BAC or .08 or greater.
Traffic Records	<ul style="list-style-type: none"> To increase the timeliness of E-citation data from police and state and Municipal Courts being posted into the system, from monthly in 2009 to daily in 2010. 	<ul style="list-style-type: none"> Number of days necessary for E-citation data from police and state and Municipal Courts to be posted into the system.
	<ul style="list-style-type: none"> To increase by 19 the number of Law Enforcement Agencies backfilling data into citations, from 6 in 2009 to 25 in 2010. 	<ul style="list-style-type: none"> Number of Law Enforcement Agencies backfilling data into citations.

Table 2.7 Goals and Performance Measures (continued)

Program Area	Goals	Performance Measures
Racial Profiling	<ul style="list-style-type: none"> To establish a process and secure the infrastructure needed to determine if racial profiling is occurring and to identify appropriate program recommendations if necessary. To produce by means of data collection and analysis by an appropriate entity at least one quarterly comprehensive report, including passenger and driver ethnicity information, summarizing the traffic stop information from all police departments who have received computer equipment. 	<ul style="list-style-type: none"> Finalize installation of computers and printers in all law enforcement vehicles to collect traffic stop information. Have IMC complete module change to include ethnicity of passengers on the traffic stop form and provide mechanism to transmit information from police departments to the designated data collection entity. Begin work on developing independent software program that would allow all police departments to transmit required information regardless of their software service provider. Implement contract with the college/university or research institution that is chosen in the RFP process to collect, analyze, and distribute traffic stop data and to make programmatic recommendations.
Planning and Administration	<ul style="list-style-type: none"> To administer a fiscally responsible, effective highway safety program that is data driven, includes stakeholders, and addresses the State's specific safety characteristics. 	<ul style="list-style-type: none"> Integrate recommendations from NHTSA's Special Management Review (PEP) within specified timeframe. Conduct a Stakeholders' meeting to receive input for development of the FFY 2011 Highway Safety Performance Plan. Deliver the FFY 2009 Annual Report by December 31, 2009. Deliver the Federal Fiscal Year 2011 Highway Safety Performance Plan by September 1, 2010.

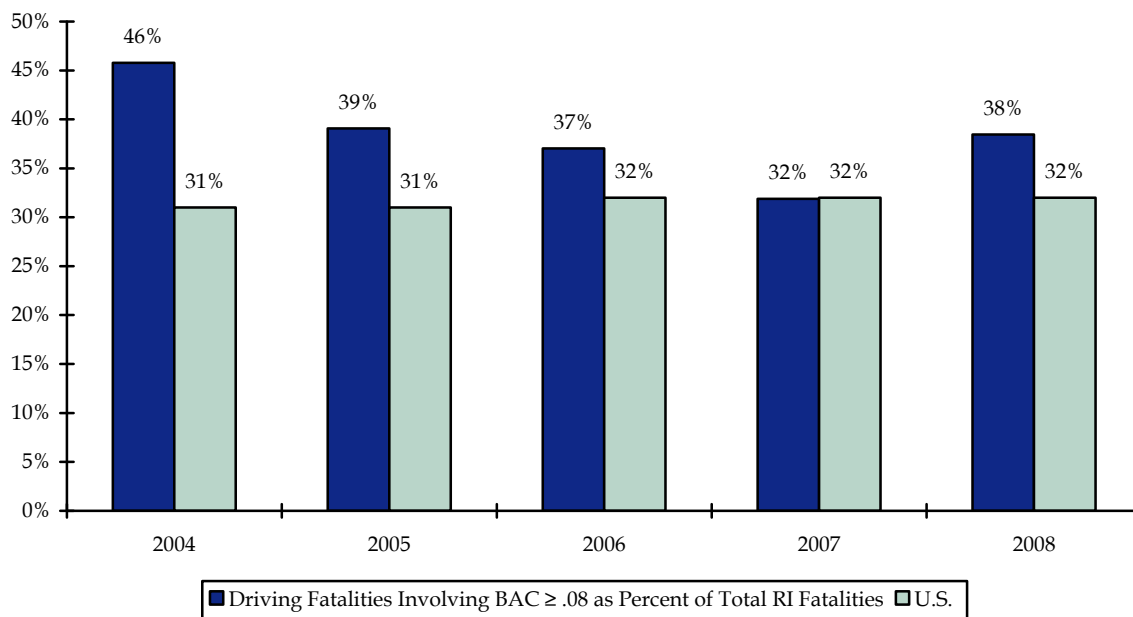
3.0 Highway Safety Plan: Program Areas for FFY 2010

■ 3.1 Impaired Driving

Problem Identification and Analysis

Alcohol impaired driving continues to comprise a large share of Rhode Island's crash fatalities and serious injuries. As shown in Figure 3.1, alcohol impairment in fatal crashes in Rhode Island exceeds that of the nation. Based on NHTSA imputed data, from 2003 through 2007, 84 percent of Rhode Island's alcohol-related fatalities involved a driver or motorcycle operator with BAC greater than or equal to the legal limit of .08, as shown in Figure 3.2. Preliminary 2008 data shows 25 alcohol impaired fatalities.

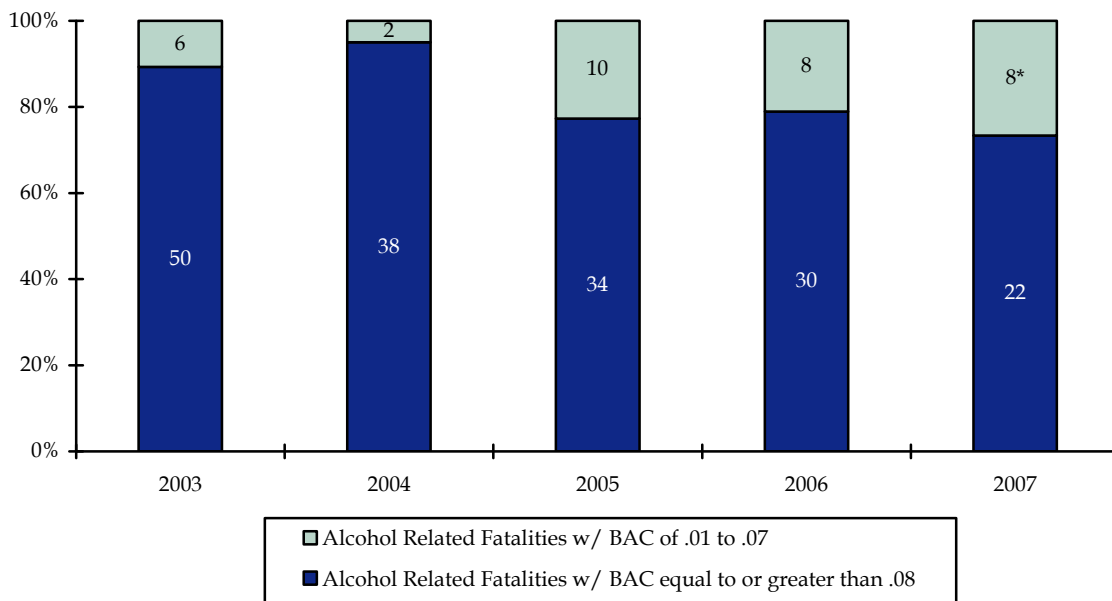
Figure 3.1 Driving Fatalities Involving BAC \geq .08²
Rhode Island Compared to the U.S.



Note: 2008 data is preliminary.

² Data for Figure 3.1 reflects NHTSA imputed numbers for 2004 to 2008.

Figure 3.2 Alcohol-Related Fatalities (BAC ≥ .01)³

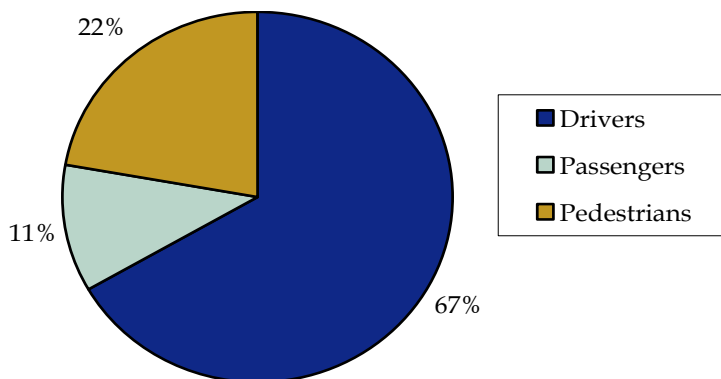


Source: FARS.

*Reflects preliminary 2007 data.

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

Figure 3.3 Persons Killed in Alcohol-Related Crashes Involving BAC ≥ .08⁴
2008



Note: 2008 data is preliminary.

Source: FARS.

³ Data for Figure 3.2 reflects NHTSA imputed numbers for 2003 to 2007.

⁴ Data for Figure 3.3 reflects NHTSA imputed numbers for 2008.

Based on NHTSA imputed data, from 2003 to 2007, the highest percentage of alcohol-related crashes in Rhode Island occurred in March, July, and August; on Saturdays and Sundays; with the majority occurring between the hours of 9:00 p.m. and 3:00 a.m.

Several state laws and policies impact how the State is able to identify, enforce, and report on impaired driving:

- In July 2003, Rhode Island enacted a law making it a crime for anyone to operate a motor vehicle with a BAC of .08 or above. For young drivers, a BAC level of .02 results in license suspension until the age of 21.
- Sobriety checkpoints are constitutionally banned in Rhode Island.
- A police officer may not indicate suspicion of alcohol involvement in a crash report.
- BAC testing is often performed only on persons who are killed in a crash and not on surviving drivers.
- Prior to June 28, 2006, refusing a chemical test carried a lower penalty than a DUI, and citations for chemical test refusals continued to increase. The significant number of refusals severely limited the availability of Blood Alcohol Concentration (BAC) data, impeding proper problem identification. On June 28, 2006, Governor Carcieri signed into law legislation doubling the license suspension for a first offense refusal. Additionally, second and subsequent offenses were criminalized; fines, imprisonment, and license suspensions were increased; and community service was required. The intent of the law is to make the choice of chemical test refusal less attractive and increase BAC data. To accurately measure the impact of the law, multiple years of data will need to be analyzed.



Dan DiBiasio hosts the OHS Traffic Safety Booth at a RIPCA event

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

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

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

Source: FARS.

Goals

- To decrease alcohol-impaired driving fatalities (those involving a legally intoxicated driver or motorcycle operator with a BAC of .08 or greater) 4 percent, from 25 in 2008 (NHTSA imputed data) to 24 in 2010.
- To collect data and report on the number of impaired driving arrests made during grant-funded enforcement activities in FFY 2010.
- To decrease by 11.4 percent the number of crash fatalities with a known BAC of .01 or higher, from a three year average (2006-2008) of 35 to 31 in 2010.
- To decrease by 5.9 percent the number of drivers involved in fatal crashes with a known BAC of .01 or higher, from 17 in 2007 to 16 in 2010.
- To increase the percent of survey participants responding “Very Likely” or “Somewhat Likely” in regard to their perceived likelihood of being stopped after drinking to excess and driving from 57.6 percent.
- To increase the recognition of the slogan used by OHS to support high visibility impaired driving enforcement. (In 2008, 50.4 percent recognition of YD&DYL slogan).

Performance Measures

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

Strategic Partners

OHS will expand working relationships with those involved in the arrest, prosecution, and adjudication of impaired drivers. A well-trained police force can identify and arrest impaired drivers before they injure themselves or others. OHS began utilizing the Rhode Island Municipal Police Academy to expand the number of SFST and Drug Recognition Expert (DRE) trained local law enforcement personnel in late FFY 2009. We will implement a greater number of trainings in FFY 2010.

These OHS initiatives complement the activities of other partners, such as MADD and SADD; MHRH 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 Research Center and the Judiciary.

Strategies

1. Increase average frequency of Operation Blue RIPTIDE patrols.
2. Include impaired driving information on RIDOT web site.
3. Expand impaired driving resources for state and local law enforcement agencies:
 - Conduct High Visibility Enforcement (HVE) mobilizations and monthly sustained DUI enforcement programs, supported by participation in the Variable Message Sign (VMS) program. The VMS program is an incentive program launched in FFY 2009 for all local police departments and RISP for participating in a minimum number of speed, CIOT, and driving while intoxicated (DWI) patrols. VMS purchased in FFY 2009 will be on indefinite loan to law enforcement agencies to use, with appropriate messaging, for all OHS-funded patrols. (Supports idea of VMS use, as delineated in Non-Checkpoint State meeting in Texas and endorsed by NHTSA Region 1.) Participating agencies also are encouraged to apply for the

- International Association of Chiefs of Police “Law Enforcement Challenge” Award Program.
- Offer DRE and SFST refresher training courses via LEHSTC, the latter in coordination with those offered by the RI Department of Health/Forensic Sciences, Breath Analysis Unit.
 - Institute LEHSTC management of Operation Blue RIPTIDE and continue LEHSTC outreach to police chiefs and implementation of traffic safety training initiatives.
 - Increase DUI conviction rate as a result of more timely analysis of specimens by the RI Department of Health/Forensic Sciences, Breath Analysis Unit.
4. Expand media messages, including participation in national HVE mobilizations:
 - Conduct HVE Media Campaign.
 - Implement coordinated paid and earned media plan with summer program messaging.
 - Promote public awareness of regional saturation patrols under Operation Blue RIPTIDE.
 - Promote the State Police DUI Hot line (*77).
 - Develop culturally appropriate messages and expand minority outreach efforts.
 5. Integrate youth programs to prevent underage drinking.
 6. Continue to fund the MADD Rhode Island Team Spirit Leadership Training, which employs peer-to-peer and environmental underage drinking-and-driving prevention models.
 7. Improve collection and analysis of impaired driving data on highway safety in Rhode Island:
 - Increase the quantity of BAC data in the FARS and EARS files.
 - Improve the quality and coordination of alcohol-related databases.
 - Continue to work with TSRP to evaluate the impact of Rhode Island’s breath test refusal law on refusal rates.
 8. Fund 66.6 percent of the salary of a TSRP within the Attorney General’s Office.
 9. Fund 100 percent of the salary of a Traffic Safety Resource Forensic Toxicologist within the Department of Health.
 10. Develop Alcohol Impaired Driving Social Marketing Programs statewide via the URI’s Transportation Resource Center (IP² – Intervention Pilot Program).
 11. Educate higher education leaders about the benefits of the “Age 21” drinking age and the alcohol policies of Rhode Island institutes of higher learning.

12. Designate a permanent, statewide mourning site, a safe location that would be available 24 hours a day, 7 days a week to be used as a gathering place for mourners after any type of crash fatality. RIDOT will consider placing a “wall of names” at the site to be part of the memorial.
13. Include program management and oversight for all activities within this priority area.

Programs and Projects

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

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

Project Staff - Jim Barden

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

Project Title - Permanent Statewide Safe Mourning Site

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

Project Staff - OHS administrator and all program managers.

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

Project Title - Youth in Action

Project Description - MADD Youth In Action (YIA) helps young people focus on law enforcement, educational and policy level changes that impact underage drinking and occupant protection. It provides an opportunity for youth to build a community-based coalition and activities to change community norms regarding underage drinking and impaired driving.

Project Staff - Dan DiBasio

Project Budget/Source - \$7,500 of Section 402OP and \$7,500 of Section 164AL

Project Title - “You Drink & Drive. You Lose” Impaired Driving (YD&DYL) Law Enforcement Patrols

Project Description - Implementation of YD&DYL overtime enforcement patrols by local city/town/state police departments. Potential for 38 participating communities and the State Police. All participants are funded to participate in the two YD&DYL annual mobilizations scheduled for December 2009 and August 20-September 6, 2010. Patrols are conducted on Thursday, Friday, and/or Saturday evenings. Participating officers must be fully trained in the use of SFST or DRE detection techniques. This also includes RISP C.A.R.E. patrols.

Project Staff - Jim Barden

Project Budget/Source - \$200,000 of Section 410, \$138,500 Section 164AL, \$2,375 of Section 402AL

Project Title - Department of Environmental Management (DEM) Park/Beach Impaired Driving Patrols

Project Description -This would provide DEM patrols in the vicinity of boat launch areas during hours identified thorough data-driven problem analysis.

Project Staff - Jim Barden

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

Project Title - Intoxilyzers for State and Local Law Enforcement

Project Description - To ensure that all law enforcement have appropriate equipment to support their DUI arrests, OHS will reimburse the purchase of five new intoxilyzers to municipal police departments needing replacement of these machines. OHS will maintain the inventory for this equipment in accordance with Federal and state requirements.

Project Staff - Jim Barden

Project Budget/Source - \$28,500 of Section 164AL

Project Title - Portable Breath Testers (PBTs) for State and Local Law Enforcement

Project Description - To ensure that all law enforcement have appropriate equipment to support their DUI arrests, OHS will reimburse the purchase of two new PBTs to each participating municipal police department and the Rhode Island State Police.

Project Staff - Jim Barden

Project Budget/Source - \$29,450 of Section 164AL

Project Title - College-Level Alcohol Program

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

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

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

Project Title - Impaired Driving Paid and Earned Media

Project Description - OHS will develop and implement a statewide paid and earned media campaign for the YD&DYL campaigns to coincide with enforcement mobilizations scheduled for December 2009 and August/September 2010 in addition to supporting monthly sustained enforcement. The target audience is 21- to 34-year-old males. Media materials are produced in both English and Spanish and the venues are chosen based on market data for each audience.

Project Staff - Jim Barden and Despina Metakos

Project Budget/Source - \$143,250 of Section 402PM, \$140,000 of Section 410, \$50,000 of Section 164PM

Project Title - Zero Fatalities Project

Project Description - The TSRP worked with the Department of Corrections, MADD and the school departments to develop this innovative project. High school students are brought by school bus to the prison and have listening sessions with prisoners convicted of DUI, death resulting. These prisoners discuss the actions leading up to the incident and the impact it has had on their lives and on those around them. MADD includes families of victims that explain about the impact these fatalities have had on their lives as well. Response from the high schools has been very favorable and a full year of programming is expected, reaching out to every high school.

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

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

Project Title - Alcohol Survey

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

Project Staff - Jim Barden

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

Project Title - Court Monitoring

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

Project Staff - Janis Loiselle and Jim Barden

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

Project Title - MADD Team Spirit

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

Project Staff - Jim Barden

Project Budget/Source - \$40,000 of Section 164AL

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

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

Project Staff - Jim Barden

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

Project Title - Traffic Safety Resource Prosecutor (TSRP)

Project Description - OHS pays two-thirds of the salary of John E. Sullivan III, Esq. from the Attorney General's staff, who serves as the Transportation Safety Resource Prosecutor.

Project Staff - Jim Barden

Project Budget/Source - \$100,000 of Section 164AL

Project Title - IP² (Intervention Pilot Project) Social Marketing Program

Project Description - OHS is working with the University of Rhode Island Transportation Center (URITC) and has developed a "Request for Proposals" to address the alcohol challenges within our state using a social marketing approach. Potential responders would be local communities, town and/or community advocates with proposals for program implementation. Research projects will not be eligible. A review board will

review the proposals, rank and select proposals, with final OHS approval. In concert with OHS, the URITC has developed program guidelines and requirements; a statewide “Request for Proposals;” and will monitor monthly reports for benchmarks and deliverables with final reimbursements approved by OHS. OHS believes that this will provide more community input into programming and can potentially result in a broader network of creative program providers.

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

Project Budget/Source - \$316,776 of Section 164AL

Project Title - Resource Center

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

Project Staff - Administrator and all program managers

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

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

Project Description - The Rhode Island Municipal Police Academy is employing a full-time contract employee with OHS funds to serve as the LEHSTC, an integral component of all the law enforcement programs. The LEHSTC will promote law enforcement participation in Operation Blue RIPTIDE, conduct outreach to police chiefs, and provide traffic safety training.

Project Staff - Administrator and all program managers

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

Project Title - Creative Media

Project Description - OHS does not have the ability to actually create and produce the ads for each of its major campaigns. Therefore, OHS is conducting an RFP and will then sign a contract for creative media with the selected public relations firm.

Project Staff - Jim Barden

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

Project Title - Traffic Safety Resource Forensic Toxicologist (TSRFT)

Project Description - OHS will pay two-thirds of the salary of a Full-time Equivalent, who will serve as the Traffic Safety Resource Forensic Toxicologist at the Rhode Island Department of Health, Forensics Laboratory.

Project Staff - Jim Barden

Project Budget/Source - \$52,000 of Section 402AL

Project Title - Riders Helping Riders (RHR) Training Program

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

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

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

Project Staff - Despina Metakos

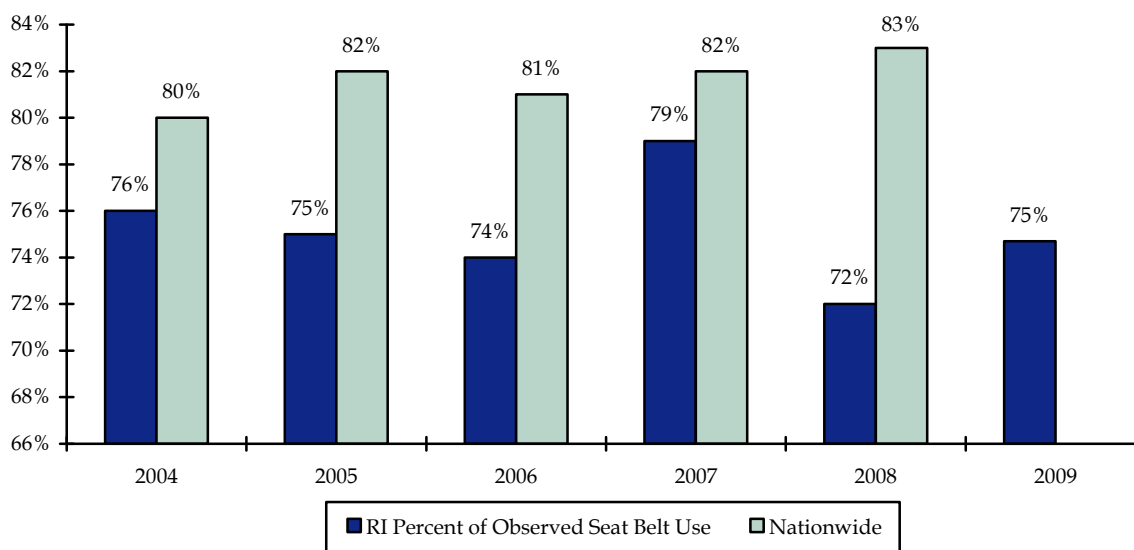
Project Budget/Source - \$100,000 of Section 410

■ 3.2 Occupant Protection

Problem Identification and Analysis

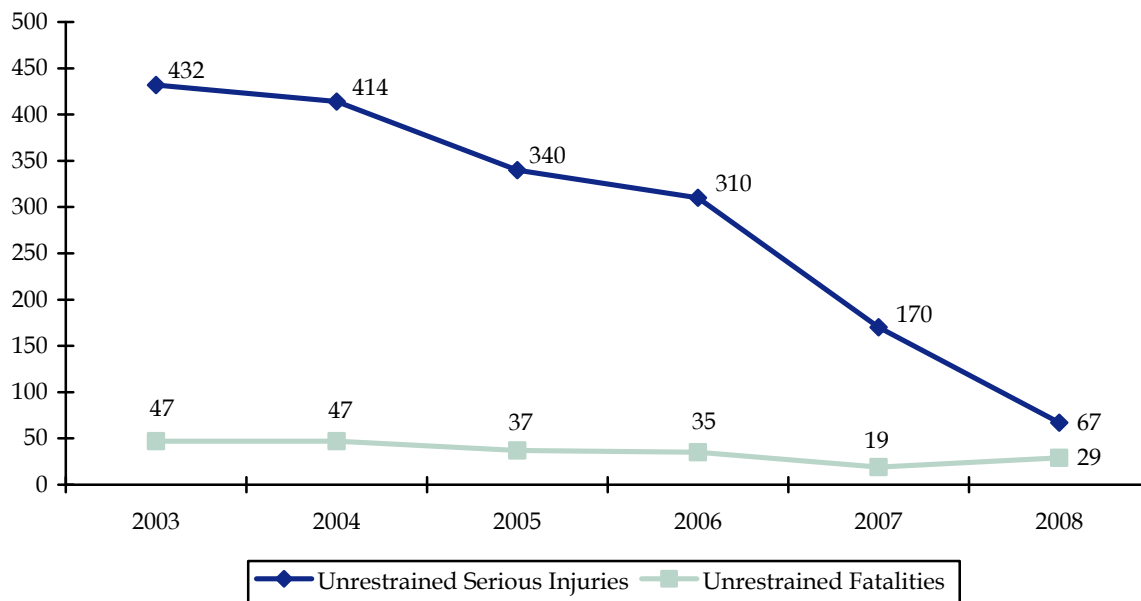
As shown in Figure 3.4, the percent of observed seat belt use increased from 72 percent in 2008 to 75 percent in 2009. While this was an increase, Rhode Island continues to fall below the nation for restraint use (through 2008). Nonrestraint use in serious injury crashes decreased each year from 2003 to 2008 (shown below in Figure 3.5). Unrestrained fatalities decreased from 47 in 2004 to 19 in 2007, then increased to 29 fatalities in 2008. Details regarding restraint system use and nonuse for Rhode Island fatal crash victims are provided in Table 3.2.

Figure 3.4 Observed Seat Belt Use Rate
Rhode Island and Nationwide



Note: 2009 seat belt use rate is awaiting NHTSA certification.

Figure 3.5 Restraint Nonuse for Rhode Island Motor Vehicle Fatalities and Serious Injuries



Note: 2008 data is preliminary.

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

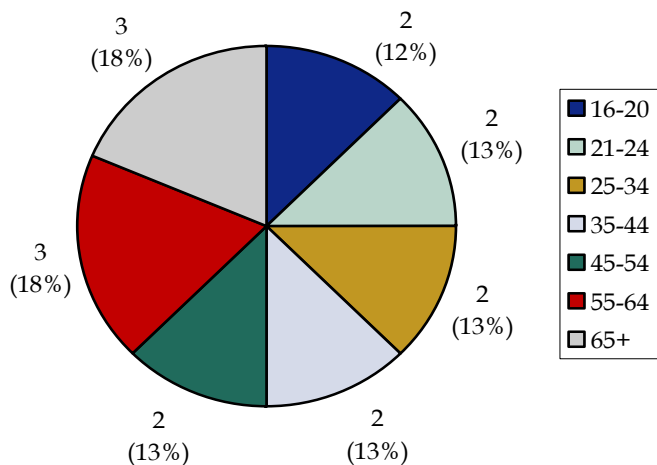
	Driver	Passenger	Total
None used	28	3	31
Lap Belt	0	0	0
Lap and Shoulder Belt	9	2	11
Unknown	2	2	4
Total			46

Note: Excludes motorcycle helmets.

Source: FARS.

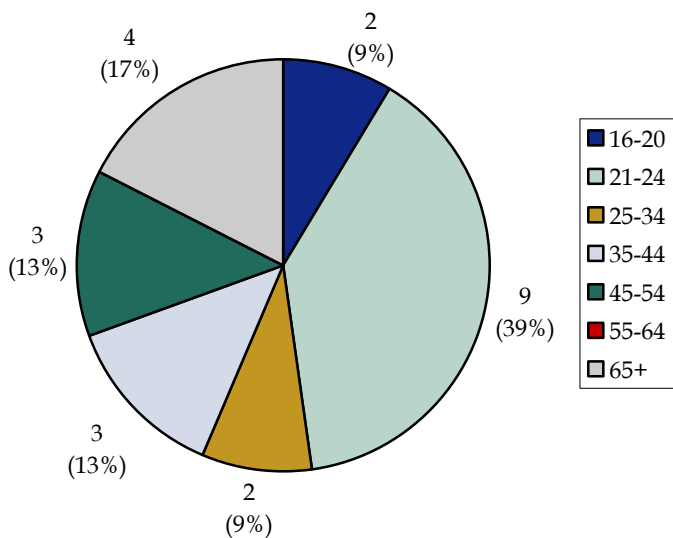
Figures 3.6 and 3.7 illustrate unrestrained fatalities by age group in 2007 and 2008. Both figures indicate that 16 to 24 year olds are overrepresented in the number of restraint nonuse fatalities.

Figure 3.6 Number of Restraint Nonuse Fatalities by Age Group 2007



Note: Excludes motorcycle operators and passengers.

Figure 3.7 Number of Restraint Nonuse Fatalities by Age Group 2008



Notes: Excludes motorcycle operators and passengers. 2008 data is preliminary.

Goals

- To increase by 4.3 percentage points the statewide observed seat belt use of front seat outboard occupants in passenger vehicles, from 74.7 percent in 2009 to 79 percent in 2010.
- To decrease the number of unrestrained passenger vehicle occupant fatalities, in all seat positions, by 3.4 percent, from 29 in 2008 to 28 in 2010.
- To increase the number of seat belt citations issued during grant-funded enforcement activities, from 2,553 in 2009.
- To increase seat belt use among pickup truck drivers, as measured by observational study, from 52.8 percent in 2009.
- To increase awareness of the “Click It or Ticket” slogan, as measured by a telephone survey, from 91.7 percent in 2009.
- To increase perception that persons are likely to be ticketed for not wearing seat belts, as measured by a telephone survey, from 47 percent in 2009.
- To decrease by one (1) point the percent of passenger vehicle occupant fatalities known to be not wearing a restraint, from 66 percent in 2008 to 65 percent in 2010 (three-year average is 65.5 percent).

Performance Measures

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

Strategic Partners

Currently, the OHS works primarily with 37 local law enforcement agencies and the Rhode Island State Police as partners for national traffic safety initiatives to increase safety belt use. OHS will be expanding this network to include:

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

Strategies

1. Increase awareness among drivers that Rhode Island law requires all drivers and passengers to wear safety belts, and increase the perception of Rhode Island drivers that an adult who is not wearing a safety belt will be cited by police:
 - Conduct a CIOT Media Campaign;
 - Conduct a CIOT Enforcement Campaign (two weeks from 5/24/10 to 6/06/10);
 - Seek to re-engage the RI Interscholastic League to cosponsor the Fourth Annual *Teens on the Rhode* Television/Radio Commercial Contest (partnership with RISP, AAA, and media partners); and
 - Maintain aggressive sports-marketing campaign.
2. In media and education programs, address at-risk communities (males, pickup truck drivers, counties with a high percentage of unbelted fatalities, and low belt-use rate counties):
 - Conduct CIOT Media Campaign, including a special component for pickup truck drivers and passengers;
 - Continue CIOT Media Campaign;
 - Continue to aggressively deploy the RISP Rollover Simulator to demonstrate the value of seat belt use;
 - Initiate community-based outreach to at-risk populations; and
 - Develop culturally appropriate messages to expand minority outreach efforts.
3. Encourage the use of appropriate child passenger safety (CPS) restraint systems among children under eight years of age:
 - Work with state and local law enforcement to conduct CPS clinics throughout the State; and
 - Increase public awareness of the booster seat law that requires use of child restraints up to age eight.
4. Continue Professional Traffic Stop and Traffic Occupant Protection Strategies (TOPS) training for police officers.
5. Provide decision-makers within the legislature and the minority communities information on the value of a primary seat belt law.
6. Collect and analyze Rhode Island occupant protection data:
 - Conduct the annual observation and telephone surveys of occupant protection use.

7. Continue to work with NHTSA on the Performance Enhancement Plan (PEP) to implement recommendations of the Occupant Protection Special Management Review.
8. Include program management and oversight for all activities within this priority area.

Programs and Projects

Project Title - "Click It or Ticket" (CIOT) Law Enforcement Patrols

Project Description - OHS will fund implementation of the CIOT overtime enforcement patrols by local city/town/State police departments, with the potential for 38 participating communities and the State police. Patrols are conducted during daylight hours and there is mandatory participation for the national mobilization, May 24-June 6, 2010.

Project Staff - Jim Barden

Project Budget/Source - \$113,000 of Section 402OP and \$4,750 of Section 405

Project Title - Child Passenger Safety (CPS)

Project Description - This project funds training for law enforcement and other personnel to become certified CPS technicians. Monies also are included for law enforcement personnel to conduct seat belt checks and/or CPS clinics.

Project Staff - Jim Barden

Project Budget/Source - \$140,000 of Section 402OP

Project Title - CIOT Observational Survey

Project Description - OHS has finalized a contract to have the annual "Mini-Pre" paid and earned media and enforcement observational seat belt use survey conducted in May and the full observational seat belt survey following the enforcement period, according to NHTSA regulations.

Project Staff - Jim Barden

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

Project Title - Occupant Protection Paid and Earned Media

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

Project Staff - Jim Barden

Project Budget/Source - \$318,000 of Section 402PM

Project Title - CIOT Statewide Phone Surveys

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

Project Staff - Jim Barden

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

Project Title - Woonsocket Safe Communities Partnership (WSCP)

Project Description - WSCP fosters cooperation between Woonsocket families and community education, social service, health care and public safety organizations; conducts CPS clinics and individual seat checks; fits and distributes bicycle helmets; provides education/outreach on child restraint use, bicycle, and pedestrian safety.

Project Staff - Jim Barden

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

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

Project Description - The Rhode Island Municipal Police Academy is employing a full-time contract employee with OHS funds to serve as the LEHSTC, an integral component of all the law enforcement programs. The LEHSTC will promote law enforcement participation in Operation Blue RIPTIDE, conduct outreach to police chiefs, and provide traffic safety training.

Project Staff - Administrator and all program managers

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

Project Title - Rollover Simulator Demonstrations - RISP

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

Project Staff - All program managers

Project Budget/Source - \$16,250 of Section 405

Project Title - Resource Center

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

Project Staff - Administrator and all program managers

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

Project Title - Creative Media

Project Description - OHS does not have the ability to actually create and produce the ads for each of its major campaigns. Therefore, OHS is conducting an RFP and will then sign a contract for creative media with the selected public relations firm.

Project Staff - Jim Barden

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

Project Title - Youth in Action

Project Description - MADD Youth In Action (YIA) helps young people focus on law enforcement, educational and policy level changes that impact underage drinking and occupant protection. It provides an opportunity for youth to build a community-based coalition and activities to change community norms regarding underage drinking and impaired driving.

Project Staff - Dan DiBiasio

Project Budget/Source - \$7,500 of Section 402OP and \$7,500 of Section 164AL

■ 3.3 Speed

Problem Identification and Analysis

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.

Crashes related to speeding continue to be a problem in Rhode Island. Prior to 2007, the Rhode Island Standard Crash Report form did not record speed violations. In an effort to provide more reliable data, the new form includes information on speed violations. The transition to this new format was fully implemented on January 1, 2008, thereby allowing law enforcement the opportunity to more properly document vehicle crashes related to speed. This will greatly assist in identifying the problems and developing improvements at locations where speed crashes might be more prevalent.

Speed was a likely factor in 42 percent of all fatalities in 2007 in the State. From 2003 to 2007, speeding-related fatal crashes in Rhode Island most frequently occurred in March, April, and June; on weekend evenings; and between the hours of 9:00 p.m. and 3:00 a.m. Although the percentage of speed-related fatalities decreased from 2006 to 2007, Rhode Island still exceeds the national and New England regional percentages for speed-related fatalities, as shown in Figure 3.8. Preliminary data shows a continued decline in 2008 with 20 speed-related fatalities, comprising only 31 percent of all fatalities.

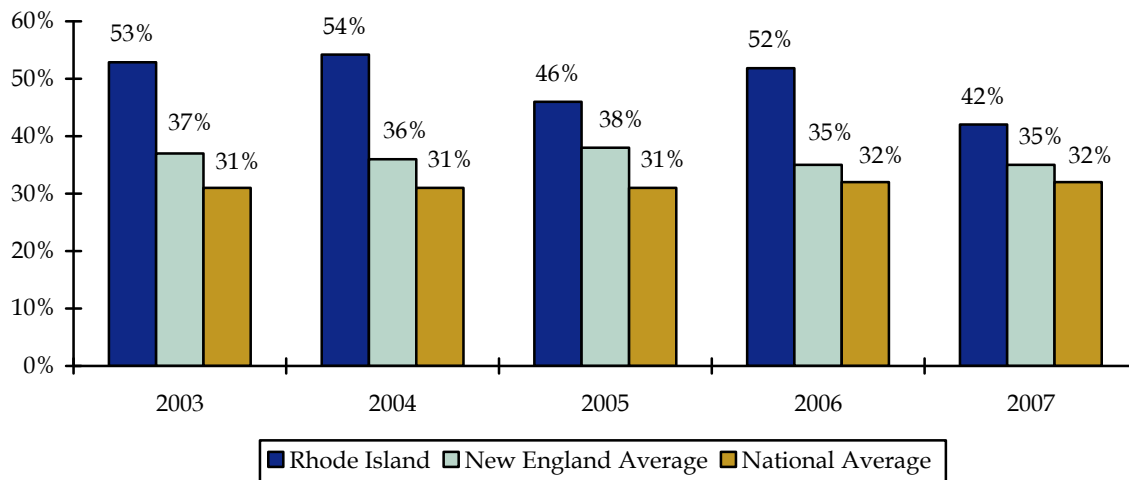
As shown in Table 3.3, in Rhode Island, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This rate was higher than in the New England Region (31 percent), both of which were higher than the Nationwide rate (11 percent). Eighty-two (82) percent of the speeding-related fatalities in the State occurred on roads with a speed limit under 50 mph. This percentage was higher than in the New England Region (70 percent) and the U.S. as a whole (44 percent).

Table 3.3 Speed-Related Fatalities by Posted Speed Limit

Posted Speed	Rhode Island					Total 2003-2007		
	2003 (N=55)	2004 (N=45)	2005 (N=40)	2006 (N=42)	2007 (N=14)	RI (N=196)	Region (N=2,230)	U.S. (N=67,022)
30 or less	26	21	17	22	7	47.4%	30.5%	11.4%
35	7	6	6	8	3	15.3%	15.6%	11.8%
40	7	6	2	2	2	9.7%	12.3%	6.9%
45	8	5	2	2	1	9.2%	11.6%	14.1%
50	3	2	5	3	0	6.6%	9.5%	4.1%
55	3	4	2	4	0	6.6%	7.9%	28.9%
60	0	0	0	0	0	0.0%	0.2%	3.6%
65+	1	1	6	1	1	5.1%	10.2%	16.9%
no limit	0	0	0	0	0	0.0%	0.8%	0.3%
Unknown	0	0	0	0	0	0.0%	1.3%	2.0%
Total	55	45	40	42	14	100.0%	100.0%	100.0%

Source: Preusser Research Group, Inc., *Analysis of Fatal Crash Data Rhode Island 2003-2007*.

Figure 3.8 Percent of Fatalities Resulting from Crashes Involving Speeding⁵
Rhode Island, New England, and U.S.



⁵ In Figure 3.8, 2007 data for Rhode Island reflects State reported numbers; 2007 data for New England and National Average reflects NHTSA imputed numbers.

As reported by NHTSA and shown in Table 3.4, Rhode Island exceeded New England and the nation for drivers involved in fatal crashes with previous speeding convictions during the period from 2003 through 2007. During this same period, 25 percent of the drivers who were involved in fatal crashes in Rhode Island and who had a prior record of speeding convictions were 21 to 24 years of age. Drivers aged 25 to 34 ranked second (21.6 percent) in this category. By comparison, 25- to 34-year-old drivers with prior speeding violations before involvement in a fatal crash comprised the largest percentage in the region (25.4 percent) and nationwide (25.7 percent). Drivers in the youngest age group (16 to 20 years of age) ranked third, accounting for 19 percent of those in fatal crashes with a prior speeding conviction in Rhode Island, compared to 17.9 percent in the region and 14 percent in the nation. As it was in the region and the nation as a whole, the drivers within this category were predominantly male (84.5 percent).

Table 3.4 Drivers Involved in Fatal Crashes with Previous Speeding Convictions
by Age Group and Gender (2003 to 2007)

Age Group	Rhode Island		New England	U.S.	Rhode Island				New England	U.S.
	N	Percent	N=1,599	N=56,124	Females		Males		Percent Male	Percent Male
16-20	22	19.0%	17.9%	14.0%	3	13.6%	19	86.4%	76.2%	78.4%
21-24	29	25.0%	22.8%	18.7%	4	13.8%	25	86.2%	81.3%	80.3%
25-34	25	21.6%	25.4%	25.7%	4	16.0%	21	84.0%	80.8%	79.1%
35-44	21	18.1%	16.9%	18.9%	4	19.0%	17	81.0%	76.8%	79.4%
45-54	11	9.5%	10.5%	12.9%	2	18.2%	9	81.8%	78.0%	81.6%
55-64	5	4.3%	4.3%	6.4%	1	20.0%	4	80.0%	81.2%	81.7%
65+	3	2.6%	2.2%	3.5%	0	0.0%	3	100.0%	91.4%	81.5%
Total	116	100%	100%	100%	18	15.5%	98	84.5%	79.4%	79.9%

Source: FARS.

Based on these data, the OHS has again selected speeding as a focus area in FFY 2010. Programming will continue to focus on males between the ages of 16 and 34. Operators with prior speeding citations or involvement in reported crashes also will be emphasized. In addition, speeding will be examined in conjunction with alcohol impaired programs.

Goals

- To decrease by 3 percent the number of speeding-related fatalities from the five-year average (2004-2008) of 33 (NHTSA imputed data) to 32 in 2010.
- To increase the number of speeding citations issued during grant-funded enforcement activities in 2010. (FFY 2009 will be the first year this data is collected.)
- To increase the number of speeding citations written and tracked monthly of all OT speed patrols.

Performance Measures

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

Strategic Partners

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

Strategies

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

Programs and Projects

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

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

Project Staff - Despina Metakos

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

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

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

Project Staff - Despina Metakos

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

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

Project Description - The Rhode Island Municipal Police Academy is employing a full-time contract employee with OHS funds to serve as the LEHSTC, an integral component of all the law enforcement programs. The LEHSTC will promote law enforcement participation in Operation Blue RIPTIDE, conduct outreach to police chiefs, and provide traffic safety training.

Project Staff - Administrator and all program managers

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

Project Title - Creative Media

Project Description - OHS does not have the ability to actually create and produce the ads for each of its major campaigns. Therefore, OHS is conducting an RFP and will then sign a contract for creative media with the selected public relations firm.

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

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

■ 3.4 Young Drivers

Problem Identification and Analysis

In 2008, young drivers age 16 to 20 years represented 4.5 percent of Rhode Island’s licensed driver population, yet comprised 14 percent of drivers involved in fatal crashes. Young drivers are over-represented in fatal crashes which indicates the need for targeted education and enforcement for this population, as shown in Tables 3.5 and 3.6. In 2007, seven young drivers died in crashes and seven passengers died in young driver-related crashes. Four young drivers died in fatal crashes in 2008.

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

	2003	2004	2005	2006	2007	2008
<i>Rhode Island</i>						
Fatal Crashes Involving Young Drivers	25	17	20	14	16	9
Young Drivers Killed in Crashes	11	8	7	5	7	4
<i>New England</i>						
Fatal Crashes Involving Young Drivers	228	253	214	207	197	N/A
Young Drivers Killed in Crashes	119	125	106	118	90	N/A
<i>The United States</i>						
Fatal Crashes Involving Young Drivers	7,404	7,431	7,004	7,012	6,552	N/A
Young Drivers Killed in Crashes	3,588	3,538	3,382	3,407	3,108	N/A

Note: 2008 data is preliminary.

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

	2003	2004	2005	2006	2007	RI 2003-07 %	Region 2003-07 %	U.S. 2003-07 %
Victims	(N=28)	(N=20)	(N=24)	(N=15)	(N=17)	(N=104)	(N=1,292)	(N=44,643)
Young Driver	11	8	7	5	6	35.6%	43.2%	39.9%
Passengers	8	10	7	5	7	35.6%	28.6%	25.3%
Other Road Users	9	2	10	5	4	28.8%	28.2%	34.7%

Source: Preusser Research Group, Inc., *Analysis of Fatal Crash Data Rhode Island 2003-2007*.

Over the period 2003-2007, young drivers themselves accounted for 36 percent of fatalities involving young drivers in Rhode Island. This percentage was lower than the rates for the New England Region (43 percent) and the U.S. (40 percent). Passengers of young drivers represented 36 percent of fatalities in Rhode Island compared to 29 percent and 25 percent in the Region and the U.S., respectively. Other road users made up 29 percent of fatalities in Rhode Island, whereas they accounted for 28 percent and 35 percent of fatally injured persons in crashes involving young drivers in the Region and the U.S., respectively.

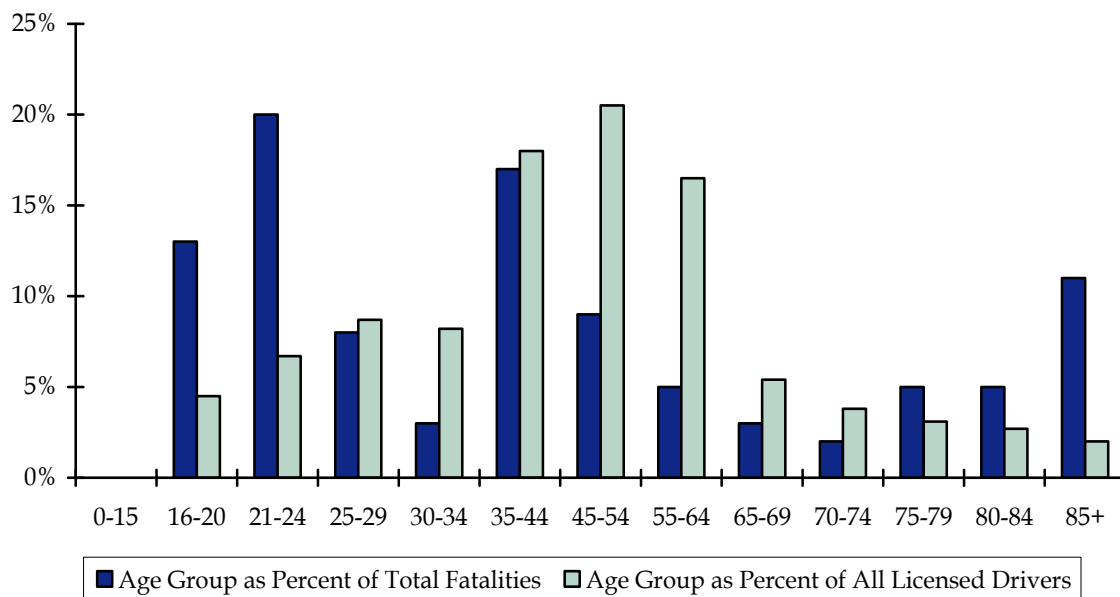
Table 3.7 and Figure 3.9 illustrate the comparison between the age group of young drivers as a percent of fatalities and percent of licensed drivers. Although young drivers made up a relatively small portion of Rhode Island licensed drivers in 2008, young people were much more likely to be killed in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

Table 3.7 Fatalities and Licensed Drivers by Age
2008

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

Note: 2008 data is preliminary.

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



Note: 2008 data is preliminary.

Goals

- To decrease by 7 percent the number of fatal crashes involving drivers age 20 years or younger, from the five-year average (2004-2008) of 15 to 14 in 2010.
- To decrease the number of drivers 20 years old or younger in serious injury crashes, from the three-year average (2005-2007) of 184 to 175 in 2010.
- To decrease the number of young passenger fatalities who are 16 to 20 years of age, from 7 in 2007 to 6 in 2010.
- To maintain the number of young driver fatalities age 16 to 20 years at the three year average (2006-2008) of 5 in 2010.

Performance Measures

- Number of fatal crashes involving drivers 20 years old or younger.
- Number of drivers 20 years old or younger in serious injury crashes.
- Number of young passenger fatalities who are 16 to 20 years of age.
- Number of 16 to 20 year old driver fatalities.

Strategic Partners

The Rhode Island DMV is charged with licensing drivers in the State of Rhode Island. Currently, applicants between the ages of 16 and 18 are subject to Graduated Licensing requirements. These rules are a key avenue for addressing the needs of young drivers, including training and restrictions on driving activities. Ensuring the uniform and rigorous application of these laws, as well as evaluating their effectiveness and strengthening them, where necessary, is pivotal. Driver training and 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 partners include MADD, AAA, Rhode Island Attorney General's Office, Rhode Island Traffic Tribunal Court, the minority community, and law enforcement throughout the State.

Strategies

1. Increase awareness and understanding of Graduated Drivers Licensing (GDL) laws for law enforcement, parents, and young drivers.
2. Implement a minimum of four contacts with parents/care givers to provide information on the role of alcohol and/or primary seat belt use for young drivers.
3. Distribute GDL informational packet to new young drivers/parents/law enforcement.
4. Establish a coordinated effort and training for School Resource Officers in high schools.
5. Improve and expand educational outreach to high schools (including School Resource Officers), colleges, and community partners
 - Develop and expand a “Young Driver Resource Reference” book/CD/web site which will be a compilation of national and State programs to change the attitudes and behavior of Young Drivers and their passengers;
 - Develop and implement occupant protection awareness programs for middle schools, focused on tweens;
 - Increase emphasis for young drivers in the alcohol and CIOT media campaigns;
 - Create and distribute an alcohol-related informational brochure for high school and/or college students;
 - Evaluate and coordinate public/private efforts in area of young driver safety efforts statewide;
 - Develop current “Welcome Back to School” college packets for distribution at beginning of fall 2010 to 2011 school years;
 - Work with community and business partners to educate parents/care givers about the role of alcohol in crashes among 16- to 20-year-old drivers. Also educate

- young drivers and their parents/care givers about primary seat belt enforcement for persons under 18 years of age;
- Develop an informational/educational introduction packet for GDL License applicants. This packet would be distributed to young drivers/parents as part of the process to obtain a drivers license;
 - Expand educational permit program with AAASNE to be offered statewide to nonmembers. This program promotes and encourages more parental and teen partnerships in the area of driver education on a state level;
 - Work with the CCRI driver education administrator to identify and implement potential improvements to the drivers’ training program;
 - Develop culturally appropriate messages and expand minority outreach efforts;
 - Explore potential training to develop an Underage Drinking Rapid Response Team;
 - Coordinate statewide high school participation in occupant protection and impaired driving campaigns focused around winter ball and prom season;
 - Distribute banners with “Don’t let this be your prom picture” (young couple, prom attire, being cuffed). The distribution would be through School Resource Officers;
 - Work with private/public partners to implement a pilot program utilizing the “Teen Monitoring technology;”
 - Implement the young driver/GDL enforcement in and around selected high schools. This would be a coordinated three week program of education and enforcement of GDL laws;
 - Develop a coordinated statewide outreach/enforcement program around national Teen Safety Week campaign;
 - Develop a defensive driving program that would provide the opportunity for young drivers to experience roadway situations through a combination of behind the wheel and classroom experience designed to alter young driver attitudes and behavior, without providing a false sense of “improved ability,” i.e., that young drivers believe they now have the skills for such situations; and
 - Collect and analyze age-related data on highway safety.
6. Include program management oversight for all activities within this priority area.

Programs and Projects

Project Title - Intervention Pilot Project (IP²)

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

Project Staff - Dan DiBiasio

Project Budget/Source - \$316,776 of Section 164AL

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

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

Project Staff - Dan DiBiasio

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

Project Title - Permanent Statewide Safe Mourning Site

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

Project Staff - OHS administrator and all program managers.

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

Project Title - Youth in Action

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

Project Staff - Dan DiBiasio

Project Budget/Source - \$7,500 of Section 402OP and \$7,500 of Section 164AL

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

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

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

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

Project Title - Occupant Protection Paid and Earned Media

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

Project Staff - Jim Barden and Dan DiBiasio

Project Budget/Source - \$318,000 of Section 402PM

Project Title - Resource Center

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

Project Staff - Administrator and all program managers

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

Project Title - Zero Fatalities Project

Project Description - The TSRP worked with the Department of Corrections, MADD and the school departments to develop this innovative project. High school students are brought by school bus to the prison and have listening sessions with prisoners convicted of DUI, death resulting. These prisoners discuss the actions leading up to the incident and the impact it has had on their lives and on those around them. MADD includes families of victims that explain about the impact these fatalities have had on their lives as well. Response from the high schools has been very favorable and a full year of programming is expected, reaching out to every high school.

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

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

Project Title - Cranston Child Opportunity Zone (COZ)

Project Description - COZ fosters cooperation between Cranston families and community education, social service, health-care, and public safety organizations; conducts CPS clinics and individual seat checks; fits and distributes bicycle helmets; provides education/outreach on child restraint use, bicycle, and pedestrian safety.

Project Staff - Despina Metakos and Dan DiBiasio

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

Project Title -School Resource Officer (SRO) Resource Center

Project Description - OHS will be coordinating with School Resource Officers in all communities in Rhode Island to educate and provide them with a foundation for OHS programs with young driver and passenger emphasis. This will coordinate efforts for the SRO's in high schools for enforcement/education of our safety messaging during national campaigns.

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

Project Staff - Dan DiBiasio

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

■ 3.5 Motorcycles

Problem Identification and Analysis ⁶

Motorcycle fatalities in the U.S. have risen each year over the past 10 years. The rise in 2003 (12.9 percent) and again in 2004 (7.9 percent) pushed the national total over 4,000, accompanied by more than 60,000 serious injuries. By 2007, the national total for motorcycle fatalities was over 5,000. The rise in motorcycle fatalities may be partly attributed to the steady increase in motorcycle endorsements and registered motorcycles during this time. From 2003 to 2004, Rhode Island motorcycle fatalities declined by 15 percent (from 13 to 11), reversing a tragic trend. However, this decline did not continue in 2005 or 2006. Regrettably, motorcycle fatalities increased by three to 14 (a 27 percent increase) in 2005 to 16 in 2006. In 2007, Rhode Island saw a slight decline to 14 fatalities and preliminary 2008 data shows a substantial decline (50 percent decrease) to seven fatalities.

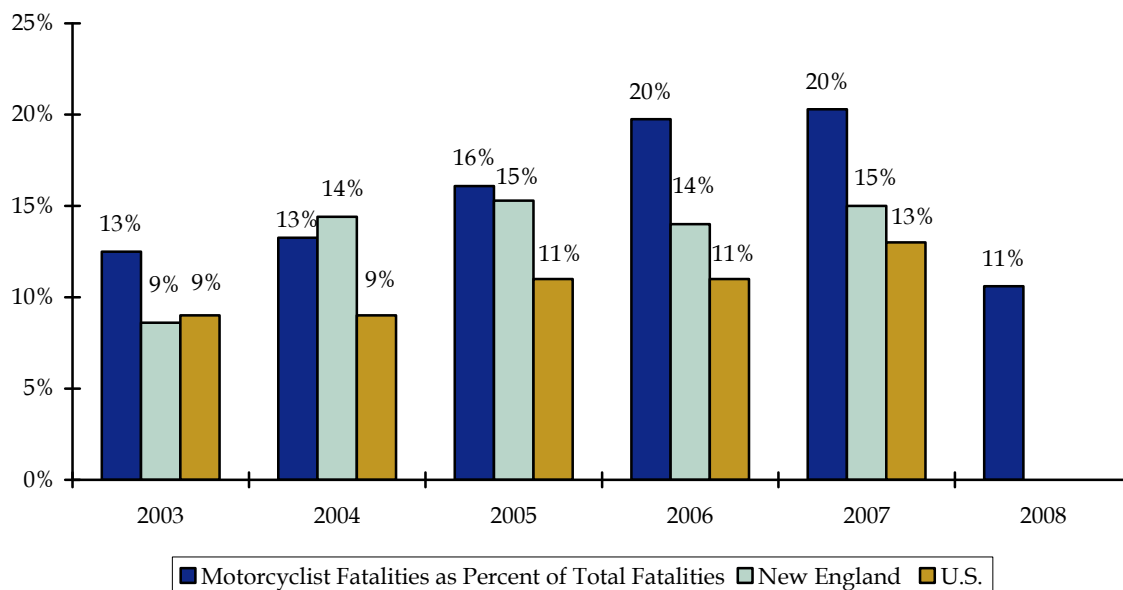
From 2003 to 2007, motorcycle fatal crashes in Rhode Island most frequently occurred in August; on Fridays, Saturdays, and Sundays; and between the hours of 3:00 p.m. and midnight. As shown in Figure 3.10, Rhode Island motorcyclist fatalities have exceeded the national percentage every year since 2003.



2009 Motorcycle Safety Commercial Participants

⁶ 2004 and 2007 motorcycle fatality data for Rhode Island reflect State reported numbers, rather than NHTSA imputed numbers.

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



Note: 2008 data is preliminary.

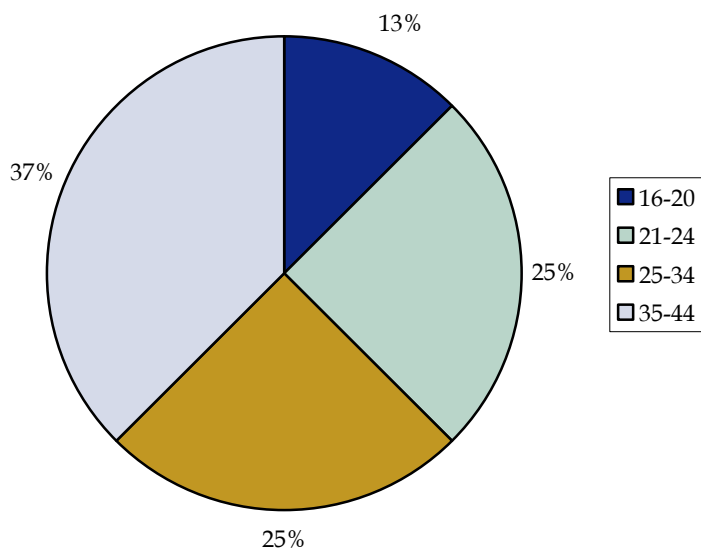
Table 3.8 documents the five cities and towns with the greatest number and percent of motorcycle crashes in Rhode Island. This does not mean, however, that these individuals were registered in those locations. Of serious concern is the substantial increase in motorcycle crashes from 2006 to 2007.

**Table 3.8 Top Five Cities/Towns for Motorcycle Crashes
2003 to 2007**

City/Town	2003	2004	2005	2006	2007	Total	Percent of Total (2003 to 2007)
Providence	15	20	17	18	66	136	14.2%
Warwick	9	10	14	11	50	94	9.8%
Pawtucket	9	9	3	5	30	56	5.9%
Cranston	11	8	4	3	29	55	5.8%
Coventry	4	8	4	5	20	41	4.3%

In 2007, 69 percent of motorcycle-related fatalities were reported as helmet nonuse. The largest percentage of fatally injured unrestrained (no helmet) motorcycle operators (37 percent) were age 35 to 44, as illustrated in Figure 3.11.

Figure 3.11 Age of Fatally Injured Motorcycle Operators with Restraint Nonuse 2007



Goals

- To maintain the number of motorcycle fatalities at the three year average (2006-2008) of 12 in 2010.
- To decrease the number of unhelmeted motorcycle fatalities by 28 percent from a five year average (2004-2008) of 7 to 5 in 2010.
- To decrease by two (2) percentage points the percent of all motorcycle operator crash fatalities with a known BAC of .01 or higher, from the five-year average (2003 to 2007) of 50 percent to 48 percent in 2010.
- To decrease by 5 percentage points the percent of motorcycle operator fatalities who were legally intoxicated, from the five year average of 50 percent (2004-2008) (NHTSA imputed) to 45 percent in 2010.

Performance Measures

- Number of motorcycle fatalities.

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

Strategic Partners

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

Strategies

1. Increase the emphasis on the importance of wearing all the appropriate gear all the time.
2. Continue to work with CCRI to expand the number of rider training classes offered.
3. Increase awareness of helmet and safety gear use through the use of the recently completed 60 second TV commercial.
4. Purchase new equipment to expand the existing MC Rider Education program.
5. Enhance the safety of the existing ranges through the installation of proper lighting for the night classes (approximately 75 percent of all classes are given at night and the existing ranges have insufficient lighting that have caused safety problems in the past).
6. Introduce a campaign to entice older motorcycle operators back to the classroom to formalize their training and/or get licensed.
7. Develop an impaired riding program to educate motorcyclists on the negative effects of riding under the influence.
8. Develop a web site solely for motorcyclists, streamlining the class registration process.
9. Develop and disseminate printed safety materials to all students within the program.
10. Develop a scooter-only class.
11. Develop an experienced rider “rodeo” to encourage safe riding practices for experienced motorcyclists.
12. Develop and maintain a comprehensive database of students.
13. Expand and enhance the Motorcycle Awareness Campaign:

- Emphasize the negatives of driving under the influence of alcohol and riding motorcycles, correlating motorcyclist fatalities to alcohol;
 - Increase automobile drivers' awareness of the characteristics of motorcyclists; and
 - Continue the Motorcycle Safety and Awareness Campaign preceding the national "Motorcycle Awareness Month" in May.
14. Staff a position that oversees the expansion of the CCRI training programs.
15. Continue to develop a motorcycle database with the assistance of the Rhode Island DMV:
- Periodically mail safety and awareness information to all riders with registered motorcycles in the State;
 - Continue to work with CCRI to expand the number of rider training classes offered through the CCRI Motorcycle Training Program;
 - Work with the Rhode Island Independent Insurers Association and AAA to offer discounted insurance rates to riders that continue their education and take the intermediate and advanced rider training courses offered by CCRI.
16. Include program management and oversight for all activities within this priority area.

Programs and Projects

Project Title - Motorcycle Paid and Earned Media

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

Project Staff - Despina Metakos and Jim Barden

Project Budget/Source - \$124,835 of Section 2010

Project Title - Motorcycle Resource and Outreach Center

Project Description - OHS maintains appropriate resource materials/promotional materials for use at local and state programs specifically for the motorcycle community addressing speeding; utilization of appropriate gear (helmets and visibility) and drinking and riding.

Project Staff - Despina Metakos

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

Project Title - CCRI RIREP Program

Project Description - The CCRI RIREP Program currently is the sole provider of Basic Rider Training courses offered in the state of RI. In Rhode Island it is the law that motorcyclists must be trained prior to obtaining their license to ride a motorcycle. The RIREP program sees more than 3500 students annually. This project will assist in the expansion of this program as follows:

- Purchase of new equipment;
- Enhance the safety of the existing ranges through the installation of proper lighting for the night classes (approximately 75 percent of all classes are given at night and the existing ranges have insufficient lighting that have caused safety problems in the past);
- Introduce a campaign to entice older motorcycle operators back to the classroom to formalize their training and get licensed;
- Develop an impaired riding program to educate motorcyclists of the negative effects of riding under the influence;
- Develop a web site solely for motorcyclists, streamlining the registration process;
- Develop and disseminate printed safety materials to all students within the program;
- Develop a scooter-only class;
- Develop an experienced rider “rodeo” to encourage safe riding practices for experienced motorcyclists;
- Develop and maintain a comprehensive database of students; and
- Staff a position that would oversee the expansion of the existing program to accomplish these goals and objectives.

Project Staff - Despina Metakos

Project Budget/Source - \$44,000 of Section 402MC and \$85,000 of Section 2010

Project Title - Riders Helping Riders (RHR) Training Program

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

RHR is intended to convince motorcyclists that an impaired rider needs their help, and that they are in the best position to provide help. The program provides a “toolkit” of techniques for separating drinking from riding, discouraging impaired riders from riding.

An optional role-playing module is included. At the end of class, students are asked to sign a pledge to do their best to help an impaired rider live to ride another day.

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

Project Staff - Despina Metakos

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

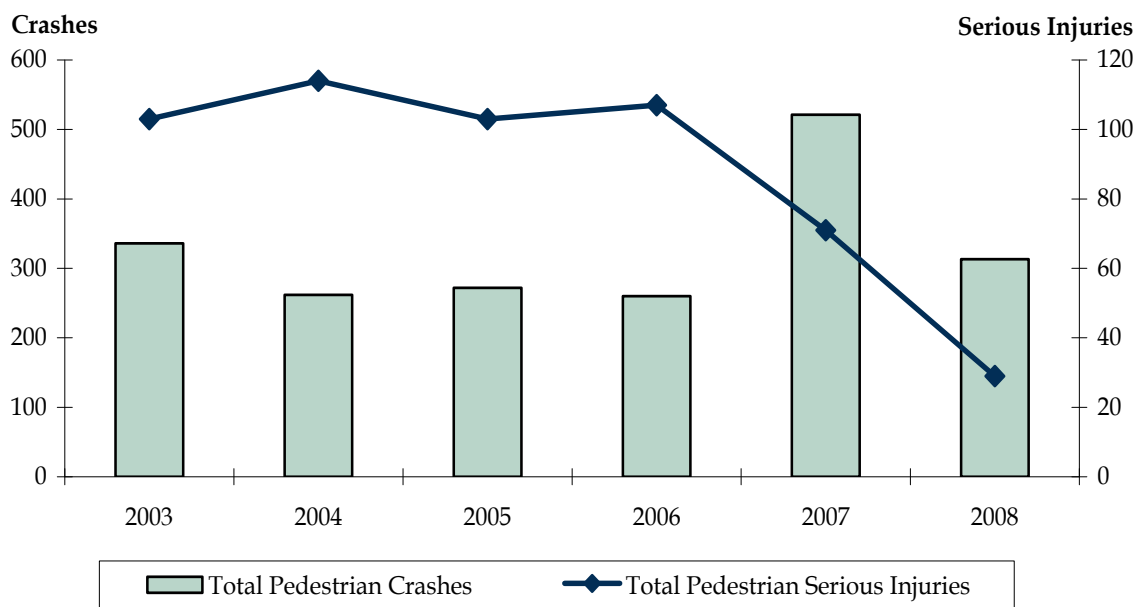
■ 3.6 Other Road Users

Other transportation modes consist of everything except personal automobiles and motorcycles and are generally classified as motorized (school buses) and nonmotorized (pedestrian and bicycle) modes. Although crashes in Rhode Island are dominated by personal automobiles, other modes of transportation require consideration. For example, from 2003 to 2007, pedestrian fatalities have comprised nearly 15 percent of all fatalities. However, bicyclist fatalities have been at one or zero in each of the last five years.

Problem Identification and Analysis – Pedestrians

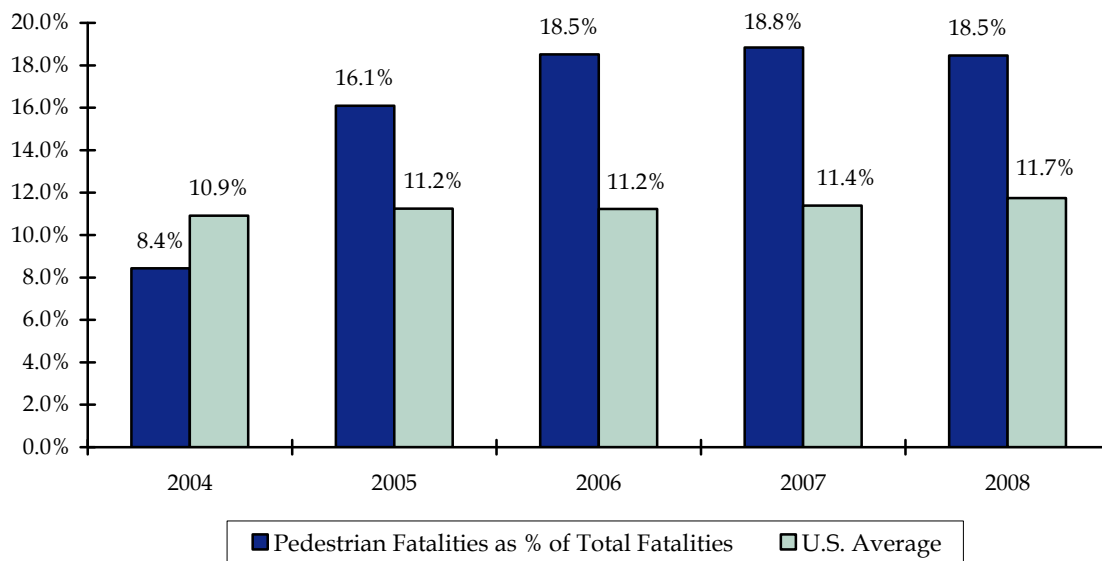
Seventy-five pedestrians were killed in motor vehicle crashes in Rhode Island from 2003 through 2008. As illustrated in Figure 3.12, total crashes involving pedestrians have fluctuated greatly during this time, yet there appears to be a downward trend in the number of serious injuries sustained by pedestrians in recent years. As shown in Figure 3.13, Rhode Island far exceeds the national percentage for pedestrian fatalities. From 2003 to 2007, the majority of pedestrian fatal crashes occurred in July and September, on Saturdays, and between the hours of 6:00 p.m. and midnight. The top communities for pedestrian crashes from 2003 to 2007 are shown in Table 3.9.

Figure 3.12 Total Crashes and Serious Injuries Involving Pedestrians



Note: 2008 data is preliminary.

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



Note: 2008 data is preliminary.
 Source: FARS.

Table 3.9 Top Five Cities/Towns by Pedestrian Crashes
 2003 to 2007

City/Town	2003	2004	2005	2006	2007	Total	Percent of Total 2002 to 2006
Providence	77	50	60	71	187	445	27.0%
Cranston	34	31	28	30	48	171	10.4%
Warwick	28	30	28	22	34	142	8.6%
Pawtucket	18	22	21	15	49	125	7.6%
East Providence	15	17	12	16	16	76	4.6%

As shown in Table 3.10, during 2003 to 2007, 37 percent of pedestrians killed in Rhode Island age 16 and above had a BAC at or above .08 percent. This percentage was higher than the New England Region (25 percent), both of which were below the national average of 40 percent. In these pedestrian fatalities in Rhode Island, alcohol was most prevalent among those 25 to 34 years of age (82 percent).

Table 3.10 Pedestrian Fatalities by Age Group with BAC Test of .08 or Greater
2003 to 2007

Age Group	Rhode Island .08% or greater N=19 of 51 ^a	Region .08% or greater N=97 of 394 ^a	U.S. .08% or greater N=5,581 of 13,979 ^a
16-20	0.0%	17.9%	30.5%
21-24	50.0%	53.3%	55.9%
25-34	81.8%	47.1%	52.9%
35-44	75.0%	40.4%	53.2%
45-54	22.2%	41.5%	49.1%
55-64	25.0%	11.9%	31.3%
65+	9.1%	2.5%	9.0%
Total	37.3%	24.6%	39.9%

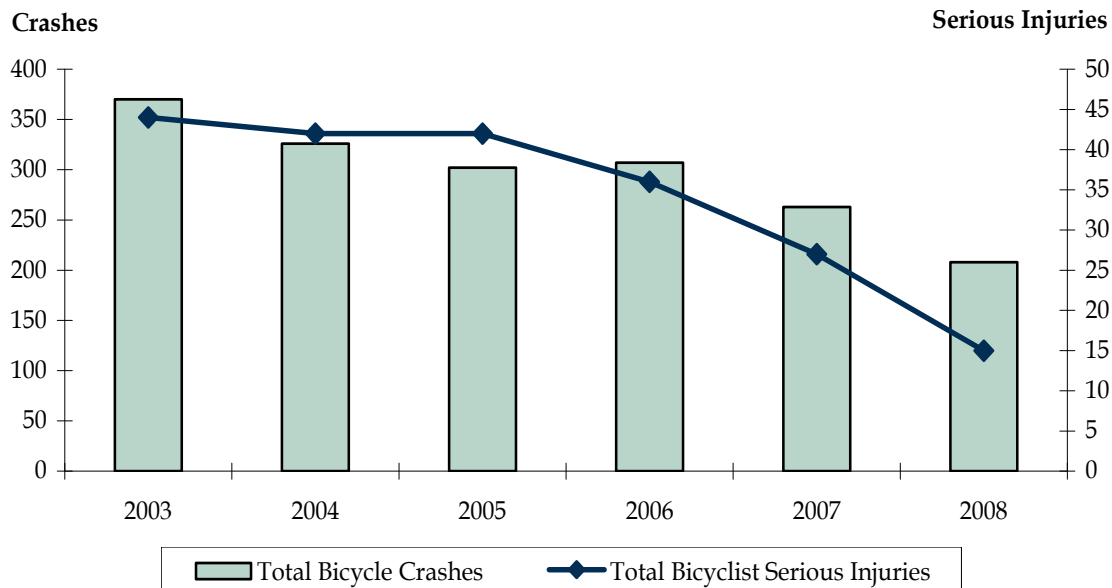
^a Persons with known BACs.

Source: Preusser Research Group, Inc., *Analysis of Fatal Crash Data Rhode Island 2003-2007*.

Problem Identification and Analysis - Bicyclists

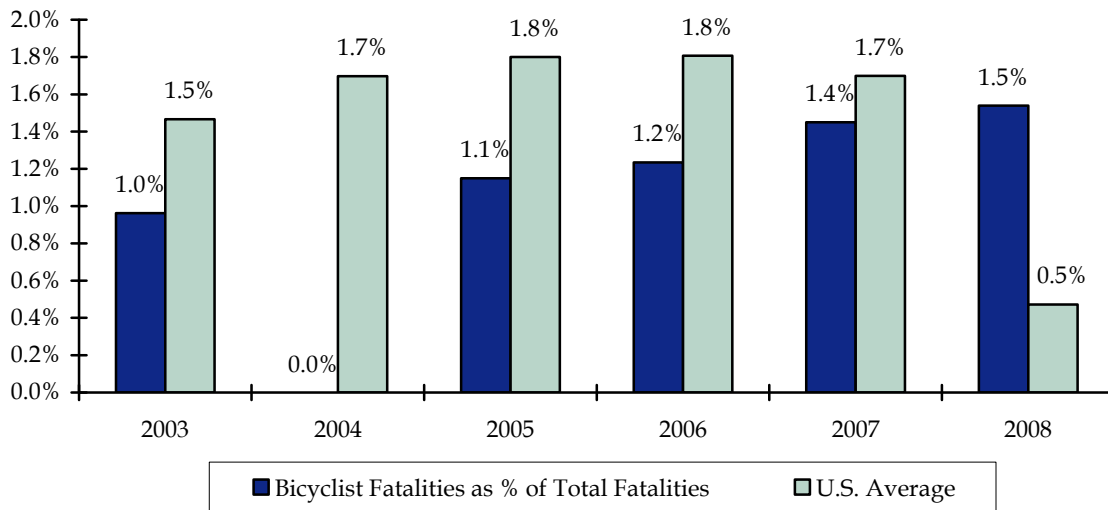
The total number of crashes and number of serious injuries sustained involving bicyclists decreased between 2003 and 2008, as shown in Figure 3.14. As shown in Figure 3.15, the State remains well below the national average for bicyclist fatalities (one per year except for 2004 when there were zero bicyclist fatalities). Table 3.11 shows the top five cities/towns for bicycle crashes from 2003 to 2007.

Figure 3.14 Total Crashes and Serious Injuries Involving Bicyclists



Note: 2008 data is preliminary.

Figure 3.15 Bicyclist Involved Fatalities as Percent of Total Fatalities Rhode Island Compared to U.S.



Note: 2008 data is preliminary.

Source: FARS.

Table 3.11 Top Five Cities/Towns for Bicycle Crashes
2003 to 2007

City/Town	2003	2004	2005	2006	2007	Total	Percent of Total 2003 to 2007
Providence	76	77	59	69	65	346	22.1%
Pawtucket	49	34	38	32	32	185	11.8%
Newport	26	29	31	28	25	139	8.9%
Warwick	28	30	34	21	20	133	8.5%
Cranston	32	13	12	9	17	73	4.7%

Problem Identification and Analysis – School Buses

As shown in Table 3.12, school bus crashes are a very rare occurrence in Rhode Island and have decreased each year from 2003 to 2008. School bus crashes have never resulted in as much as 1 percent of all crash fatalities. There were no such fatalities from 2003 through 2008. Current passenger safety programming areas will continue in an effort to maintain this strong record.

Table 3.12 Fatalities and Serious Injuries Involving School Buses

	2003	2004	2005	2006	2007	2008
Fatalities	0	0	0	0	0	0
Percent of Total Fatalities	0.00	0.00	0.00	0.00	0.00	0.00
Total Number of Crashes Involving School Buses	366	362	272	260	195	110

Note: 2008 data is preliminary

Goals

- To maintain the number of crash fatalities among pedestrians at or below its five-year average (2004-2008) of 12 in 2010.
- To maintain zero crash fatalities among school bus occupants in 2010.
- To reduce crash fatalities among bicyclists from 1 in 2008 to zero in 2010.
- To decrease by 25 percent the number of pedestrian fatalities with a BAC of .08 or greater, from the five-year average (2004-2008) (NHTSA imputed) of 4 to 3 in 2010.

Performance Measures

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

Strategic Partners

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



Students at the Stadium School Model
“How Not to Wear Your Helmet”

Strategies

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

Programs and Projects

Project Title - Pedestrian/Bicycle Safety Resource Center

Project Description - OHS maintains appropriate resource materials/promotional materials for use at local and state bicycle/pedestrian safety events.

Project Staff - Despina Metakos

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

Project Title - Statewide Safety Events

Project Description - OHS maintains a presence at statewide safety events which provide an opportunity to distribute diverse safety messages to audiences of various ages and interests, including such events as the Construction Career Day, which is attended by high schools from throughout the State, and Safety Days conducted by the Cranston Child Opportunity Zone (COZ) during the summer months.

Project Staff - Administrator and all program managers. For large events, Administrative Assistant assists.

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

Project Title - Cranston Child Opportunity Zone (COZ)

Project Description - COZ fosters cooperation between Cranston families and community education, social service, health-care, and public safety organizations; conducts CPS clinics and individual seat checks; fits and distributes bicycle helmets; provides education/outreach on child restraint use, bicycle, and pedestrian safety.

Project Staff - Despina Metakos

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

Project Title - Woonsocket Safe Communities Partnership (WSCP)

Project Description - WSCP fosters cooperation between Woonsocket families and community education, social service, health care and public safety organizations; conducts CPS clinics and individual seat checks; fits and distributes bicycle helmets; provides education/outreach on child restraint use, bicycle, and pedestrian safety.

Project Staff - Jim Barden

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

■ 3.7 Traffic Records

Problem Identification and Analysis

OHS has requested a NHTSA Traffic Records Assessment which is scheduled for March of 2010. At that time, a revised plan will be developed and implemented. The TRCC has been operating under the recommendations of the last Traffic Records Assessment. OHS safety stakeholders have continued to improve the exchange of information but need improvement in the areas of a timely, accurate, complete, uniform, and integrated system. The traffic records system includes data elements necessary for problem identification, problem analysis, and countermeasure evaluation in all areas of traffic safety in the State.

The TRCC has been working on the multiyear Highway Safety Data and Traffic Records System Improvement Plan. This is technically the last year of the Section 408 grant. Congress will provide the State with further direction for continuation of this program.

Goals

- To increase the timeliness of E-citation data from police and state and Municipal Courts being posted into the system, from monthly in 2009 to daily in 2010.
- To increase by 19 the number of Law Enforcement Agencies backfilling data into citations, from 6 in 2009 to 25 in 2010.

Program Performance Measures

- Number of days necessary for E-citation data from police and state and Municipal Courts to be posted into the system.
- Number of Law Enforcement Agencies backfilling data into citations.

Strategic Partners

OHS will continue to work with members of the TRCC, including RIDOT, FMCSA, FHWA, DMV, Department of Health, local/state police, and public/private organizations.

Strategies

1. Conduct 12 TRCC meetings in 2010 (10 in 2009).
2. Implement procedures necessary for Traffic Stop Data (Race Data) from Local/State Police Law Enforcement to be electronically transmitted to a designated institution for collection and analysis (none in 2009 to 39 in 2010).
3. Continue to expand and improve databases on highway safety.
4. Improve and refine data integration and coordination with highway safety stakeholders.

5. Complete implementation and deployment of hardware, software, and training to support the electronic collection and transmission of traffic safety information (E-citation, Crash form, and Race data collection).
6. Expand sharing of problem identification data among shareholders, partners, and traffic safety advocates.
7. Monitor NHTSA 408 Grant Management Projects. This is the last year of the Grant program. The amount of funding received will determine the measurable goals set for 2010.
8. Provide law enforcement with community statistics one month prior to the national “Click It or Ticket” and “You Drink. You Drive. You Lose.” campaigns.
9. Increase the data linkage of traffic records with other data systems within the State and local highway and traffic safety programs.
10. Improve the maintenance, coordination, accuracy, and analysis of current transportation safety data:
 - Conduct regularly scheduled meetings of the TRCC;
 - Utilize NHTSA 408 Grant Funding to partner with other state agencies in data coordination, management, and analysis; and
 - Seek contractor for data coordination, management, and analysis.
11. Increase the availability of safety data and traffic records to highway safety stakeholders:
 - Use Critical Analysis Reporting Environment (CARE) software to generate community-wide data analysis. This analysis will be made available to highway safety stakeholders through improved web site access;
 - Provide community-wide analysis to all Operation Blue RIPTIDE partners through web site connections;
 - Hold informational meetings with potential grantees (15 in 2009);
 - Expand the total number of potential program partners; and
 - Continue working with the RIDOT to update the Rhode Island SHSP.
12. Provide information on highway safety problem identification, process, program planning, and evaluation to potential grantees:
13. Redesign the OHS web page to include a secure traffic records information section that highway safety stakeholders can access. Create a public side to this page for public access to static information.

14. Identify, adjust, track, and document systemwide and project level performance measures for inclusion in final report to NHTSA on Section 408. If grant program is continued, provide information for new application.
15. Continue development of a comprehensive inventory of highway safety information sources in the State and create a statewide Traffic Records System Resource Guide.
16. Include program management and oversight for all activities within this priority area.

Programs and Projects

Project Title - Traffic Records Coordinating Committee Support and Assistance

Project Description - OHS is finalizing an RFP to seek a qualified data management firm to provide support and technical assistance to the Rhode Island TRCC.

Project Staff - Dan DiBiasio

Project Budget/Source - \$80,000 of Section 408

Project Title - Rhode Island DOH Traffic Records Programs

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

Project Staff - Dan DiBiasio

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

Project Title - Local Law Enforcement Traffic Records Equipment

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

Project Staff - Dan DiBiasio

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

Project Title - Data Collection, Analysis, and Recommendation RFP

Project Description - OHS is finalizing an RFP to complete the requirements for the Section 1906 grant monies to determine an educational institution that will collect the ethnicity data from the police departments, analyze it, and produce the results and recommendations to address pertinent issues. Information will then be distributed through various web sites for public inspection and discussion.

Project Staff - Dan DiBiasio

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

Project Title - Traffic Records Coordinating Committee Initiatives

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

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

Project Staff - Dan DiBiasio

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

Project Title - Emergency Management Systems Software

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

Project Staff - Dan DiBiasio

Project Budget/Source - \$100,000 of Section 402TR

Project Title - Rhode Island Traffic Tribunal E-Citation Program

Project Description - OHS is partnering with the Rhode Island Judiciary, RISP, local law enforcement agencies and the DMV to improve traffic-related records and data sharing. This project increases operational efficiency and accountability by replacing the hand written summons pad with an electronic citation process.

Project Staff - Dan DiBiasio

Project Budget/Source - \$70,000 of Section 408

Project Title - Rhode Island Traffic Tribunal E-Citation DMV Interface Program

Project Description - OHS is partnering with the Rhode Island Judiciary, and the DMV to improve traffic-related records and data sharing. This project increases operational efficiency and accountability by direct electronic citation interface with both agencies.

Project Staff - Dan DiBiasio

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

Project Title - Rhode Island Traffic Tribunal E-Citation Municipal Court Interface Program

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

Project Staff - Dan DiBiasio

Project Budget/Source - \$40,000 of Section 408

Project Title - Rhode Island Division of Motor Vehicle Crash Report Imaging Program

Project Description - OHS is partnering with the Rhode Island DMV Safety Responsibility (Accident) Section for converting from paper to electronic format the Vehicle Crash Reports currently in its system. This will improve traffic-related records and data sharing. This project increases operational efficiency and accountability by direct electronic Crash Report file to driver file information for retrieval by law enforcement.

Project Staff - Dan DiBiasio

Project Budget/Source - \$150,000 of Section 408

Project Title - Emergency Management Systems Field Software

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

Project Staff - Dan DiBiasio

Project Budget/Source - \$50,000 of Section 408

Project Title - RISP Traffic Records Program

Project Description - As part of the implementation of the E-Citation program and the Section 1906 racial profiling programs, the RISP are working in conjunction with the courts to equip all patrol cars in the agency with computers and printers for electronic transmission of citation/passenger ethnicity data.

Project Staff - Dan DiBiasio

Project Budget/Source - \$150,000 of Section 408

■ 3.8 Racial Profiling

Problem Identification and Analysis

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

Two other key elements have been characterized as challenges, including the lack of knowledge/education of the minority community in regards to knowing what to do during a traffic stop and the potential for language barriers.

As Rhode Island no longer has legislation mandating the collection of traffic stop data, RIDOT OHS has signed commitments [through the Memorandum of Understanding (MOU) process] with the 38 local police departments and the RISP to voluntarily collect statistical information on the race and ethnicity of the driver and passengers for each motor vehicle stop. An RFP to provide the appropriate mechanism to collect, analyze, and assess this information and provide recommendations to address issues that arise from the data is being finalized and final selection of an appropriate entity for the program is anticipated in the near future. In conjunction with these activities, RIDOT has negotiated an agreement with the Information Management Corporation (IMC) to revise the traffic stop form to include a module for number and ethnicity of passengers in each vehicle and to develop the transmittal mechanism to allow the departments to electronically provide the information to the entity chosen to collect the data by May 2010. RIDOT will collect the data from the police departments until the transmittal mechanism is in place.

Finally, OHS has committed to implementing an enhanced Professional Traffic Stop Training for all law enforcement agencies. This program is based on NHTSA's model, which was reviewed and extensively revised by NHTSA's Regional LEL, Ted Minall, and the Rhode Island State LEHSTC, Col. Richard Sullivan (ret.). The revised training was reviewed and extensively discussed with members of the minority community and law enforcement and has been well supported by all. The first "train the trainer" class was conducted in June of this year. Further classes will be conducted throughout this and the next Federal fiscal year.

Goals

- To establish a process and secure the infrastructure needed to determine if racial profiling is occurring and to identify appropriate program recommendations if necessary.
- To produce by means of data collection and analysis by an appropriate entity at least one quarterly comprehensive report, including passenger and driver ethnicity information, summarizing the traffic stop information from all police departments who have received computer equipment.

Program Performance Measures

- Finalize installation of computers and printers in all law enforcement vehicles to collect traffic stop information.
- Have IMC complete module change to include ethnicity of passengers on the traffic stop form and provide mechanism to transmit information from police departments to the designated data collection entity.
- Begin work on developing independent software program that would allow all police departments to transmit required information regardless of their software service provider.
- Implement contract with the college/university or research institution that is chosen in the RFP process to collect, analyze, and distribute traffic stop data and to make programmatic recommendations.

Strategic Partners

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

Strategies

1. Generate programs to enhance law enforcement and minority community involvement and communication to ensure collaborations on highway safety programs.
2. Conduct at least 10 Professional Traffic Stop Trainings, for a total of approximately 300 trainees.
3. Continue distribution of “What should I do if I am stopped by an officer of the law?” and “What to do during an encounter with a police officer” brochures.

4. Develop and provide strategic recommendations/initiatives to eliminate/prevent racial profiling based on data analysis.
5. Finalize and implement the process necessary to develop program initiatives designed to foster understanding, communication, and involvement between the minority communities and law enforcement personnel. Such a program would include extensive education and outreach initiatives, such as faith-based programs and public forums between law enforcement and the minority community and culturally appropriate literature and media campaigns in multiple languages.
6. Develop tools, products, or activities that will facilitate the implementation or advancement of best practices to prohibit racial profiling and to ensure project effectiveness.
7. Develop culturally appropriate education/information tools to support all of the program initiatives of the OHS, including occupant protection, impaired driving, motorcycle safety, young driver programs, speed, and other roadway users.
8. Include program management and oversight for all activities within this priority area.

Program and Projects

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

Project Description - To create a Race Data module to be used by the Providence Police Department and any other law enforcement agencies that might choose to utilize the New World system and to meet the requirements of the Section 1906 program, OHS is working with New World to create a Race Data module for passengers for the traffic stop form and a program to allow the electronic transmission of the citation/passenger/driver ethnicity data to the educational institution that is chosen through the RFP process to collect, analyze and report the data for the State. OHS has signed a Memorandum of Understanding (MOU) with Providence in which they agree to provide this data upon receipt of the appropriate equipment.

Project Staff - Dan DiBiasio

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

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

Project Description - To fully implement the IMC Race Data module currently used by 98 percent of Rhode Islands state and local law enforcement agencies and to fulfill the requirements of the Section 1906, Racial Profiling, program, OHS is working with IMC to create a Race Data module for passengers for the traffic stop form and a program to allow the electronic transmission of the citation/passenger/driver ethnicity data to the educational institution that is chosen through the RFP process to collect, analyze and

report the data for the State. All cities/towns have signed a Memorandum of Understanding (MOU) to provide this data upon receipt of the appropriate equipment. Data will be provided to the courts and the educational institution that is chosen through the RFP process to collect and analyze the ethnicity of driver/passenger information.

Project Staff - Dan DiBiasio

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

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

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

Project Staff - Dan DiBiasio

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

Project Title - Local Law Enforcement Traffic Records Equipment

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

Project Staff - Dan DiBiasio

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

Project Title - Data Collection, Analysis, and Recommendation RFP

Project Description - OHS is finalizing an RFP to complete the requirements for the Section 1906 grant monies to determine an educational institution that will collect the ethnicity data from the police departments, analyze it, and produce the results and recommendations to address pertinent issues. Final selection of the entity is anticipated in the near future. Information will then be distributed through various web sites for public inspection and discussion.

Project Staff - Dan DiBiasio

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

Project Title - Professional Traffic Stop Training

Project Description - Conduct at least 10 Professional Traffic Stop Trainings for local/state law enforcement personnel.

Project Staff - Janis Loiselle and Jim Barden

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

Project Title - Community Outreach and Training Program

Project Description - Develop and implement a community outreach/education and training program within the African American and Latino communities to improve working relationships between police and the members of the community.

Project Staff - Janis Loiselle

Project Budget/Source - \$96,042 of Section 1906

Project Title - LEHSTC Salary support for Section 1906 Activities

Project Description - Salary for Col. Richard Sullivan for implementation of Section 1906 programs.

Project Staff - Janis Loiselle

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

Project Title - RISP Traffic Records Program

Project Description - As part of the implementation of the E-Citation program and the Section 1906 racial profiling programs, the RISP are working in conjunction with the courts to equip all patrol cars in the agency with computers and printers for electronic transmission of citation/passenger ethnicity data

Project Staff - Dan DiBiasio

Project Budget/Source - \$150,000 of Section 408

■ 3.9 Planning and Administration

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

Goals

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

Program Performance Measures

- Integrate recommendations from NHTSA's Special Management Review (PEP) within specified timeframe.
- Conduct a Stakeholders' meeting to receive input for development of the FFY 2011 Highway Safety Performance Plan.
- Deliver the FFY 2009 Annual Report by December 31, 2009.
- Deliver the Federal Fiscal Year 2011 Highway Safety Performance Plan by September 1, 2010.

Strategic Partners

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

Strategies

1. Administer the statewide traffic safety program:
 - Implement the FFY 2010 HSPP and develop future initiatives;
 - Provide sound fiscal management for traffic safety programs;
 - Coordinate state plans with other Federal, state, and local agencies; and
 - Assess program outcomes.
2. Provide data required for Federal and state reports.
3. Provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs.
4. Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.
5. Identify and prioritize highway safety problems for future OHS attention, programming, and activities.
6. Include program management and oversight for all activities within this priority area.

Programs and Projects

Project Title - HSPP and Annual Report Preparation

Project Description - OHS will continue the contract for the development and production of the OHS HSPP for FFY 2011 and the Annual Report for FFY 2009.

Project Staff - Janis Loiselle

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

Project Title - Dues and Subscriptions

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

Project Staff - Sharon Bazor

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

Project Title - Audit Fees

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

Project Staff - Sharon Bazor

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

Project Title - Office Supplies/Equipment

Project Description - OHS will purchase office supplies, phone, postage, and equipment necessary to support programming of all NHTSA projects. The OHS copier is essentially nonfunctional and needs replacing. OHS also canceled the maintenance on the fax machine as it will be more cost effective to purchase a replacement when this one is no longer working than to maintain the annual contract.

Project Staff - Kathy Smith

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

Project Title - Travel

Project Description - This is for instate and out-of-state travel for OHS employees for pertinent conferences and training sessions.

Project Staff - Administrator and all program managers

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

Project Title - Salaries

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

Project Staff - Sharon Bazor

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

Project Title - Hazard Elimination Program

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

Project Staff - Sharon Bazor

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

4.0 State Certifications and Assurances

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

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments;
- 49 CFR Part 19 – Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations;
- 23 CFR Chapter II (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs;
- NHTSA Order 462-6C – Matching Rates for State and Community Highway Safety Programs; and
- Highway Safety Grant Funding Policy for Field-Administered Grants.

■ 4.1 Certifications and Assurances

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

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

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 462 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b)(1)(C)), unless this requirement is waived in writing;

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

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

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b)(1)(0));

Cash draw downs will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges;

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; g) §§ 523 and 527 of the Public Health Service Act of 1912 (42.U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

■ 4.2 The Drug-free Workplace Act of 1988 (49 CFR Part 29 Subpart F)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.

- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will:
 - 1. Abide by the terms of the statement.
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted
 - 1. Taking appropriate personnel action against such an employee, up to and including termination.
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, state, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

■ 4.3 Buy America Act

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

■ 4.4 Political Activity (Hatch Act)

The State will comply with the provisions of five U.S.C. §§ 1501-1508 and implementing regulations of five CFR Part 151, concerning “Political Activity of State or Local Offices, or Employees.”

■ 4.5 Certification Regarding Federal Lobbying

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

■ 4.6 Restriction on State Lobbying

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

■ 4.7 Certification Regarding Debarment and Suspension

Instructions for Primary Certification

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

or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower-tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower-Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower-tier covered transactions and in all solicitations for lower-tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower-tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower-tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

■ 4.9 Instructions for Lower-Tier Certification

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

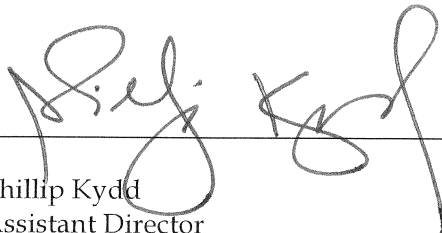
3. The prospective lower-tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower-tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower-tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower-tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower-tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower-tier participant further agrees by submitting this proposal that it will include the clause titled “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower-Tier Covered Transaction,” without modification, in all lower-tier covered transactions and in all solicitations for lower-tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower-tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Nonprocurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower-tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

■ 4.11 Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2010 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Performance Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Phillip Kydd
Assistant Director
Administrative Services

8-18-2009
Date

5.0 Cost Summary

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

U.S. Department of Transportation National Highway Traffic Safety Administration
 Highway Safety Plan Cost Summary
 2010-HSP-1
 For Approval

State: Rhode Island

Report Date: 08/11

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance
NHTSA							
NHTSA 402							
Planning and Administration							
	PA-2010-00-00-00		\$0.00	\$211,470.00	\$0.00	\$95,000.00	\$95,000.00
	Planning and Administration Total		\$0.00	\$211,470.00	\$0.00	\$95,000.00	\$95,000.00
Alcohol							
	AL-2010-00-00-00		\$0.00	\$2,821,942.00	\$0.00	\$169,775.00	\$169,775.00
	Alcohol Total		\$0.00	\$2,821,942.00	\$0.00	\$169,775.00	\$169,775.00
Emergency Medical Services							
	EM-2010-00-00-00		\$0.00	\$0.00	\$0.00	\$200,000.00	\$200,000.00
	Emergency Medical Services Total		\$0.00	\$0.00	\$0.00	\$200,000.00	\$200,000.00
Motorcycle Safety							
	MC-2010-00-00-00		\$0.00	\$0.00	\$0.00	\$196,000.00	\$196,000.00
	Motorcycle Safety Total		\$0.00	\$0.00	\$0.00	\$196,000.00	\$196,000.00
Occupant Protection							
	OP-2010-00-00-00		\$0.00	\$1,735,970.00	\$0.00	\$410,230.00	\$410,230.00
	Occupant Protection Total		\$0.00	\$1,735,970.00	\$0.00	\$410,230.00	\$410,230.00
Pedestrian/Bicycle Safety							
	PS-2010-00-00-00		\$0.00	\$0.00	\$0.00	\$30,700.00	\$30,700.00
	Pedestrian/Bicycle Safety Total		\$0.00	\$0.00	\$0.00	\$30,700.00	\$30,700.00
Police Traffic Services							
	PT-2010-00-00-00		\$0.00	\$4,071,942.00	\$0.00	\$258,125.00	\$258,125.00
	Police Traffic Services Total		\$0.00	\$4,071,942.00	\$0.00	\$258,125.00	\$258,125.00
Traffic Records							
	TR-2010-00-00-00		\$0.00	\$0.00	\$0.00	\$282,400.00	\$282,400.00
	Traffic Records Total		\$0.00	\$0.00	\$0.00	\$282,400.00	\$282,400.00
Safe Communities							
	SA-2010-00-00-00		\$0.00	\$0.00	\$0.00	\$30,045.00	\$30,045.00
	Safe Communities Total		\$0.00	\$0.00	\$0.00	\$30,045.00	\$30,045.00
Paid Advertising							
	PM-2010-00-00-00		\$0.00	\$0.00	\$0.00	\$1,067,250.00	\$1,067,250.00
	Paid Advertising Total		\$0.00	\$0.00	\$0.00	\$1,067,250.00	\$1,067,250.00
	NHTSA 402 Total		\$0.00	\$8,841,324.00	\$0.00	\$2,739,525.00	\$2,739,525.00
405 OP SAFETEA-LU							
	K2-2010-00-00-00		\$0.00	\$300,000.00	\$0.00	\$60,000.00	\$60,000.00
	405 Occupant Protection Total		\$0.00	\$300,000.00	\$0.00	\$60,000.00	\$60,000.00
	405 OP SAFETEA-LU Total		\$0.00	\$300,000.00	\$0.00	\$60,000.00	\$60,000.00
408 Data Program SAFETEA-LU							
	K9-2010-00-00-00		\$0.00	\$273,000.00	\$0.00	\$1,092,000.00	\$1,092,000.00
	408 Data Program Incentive Total		\$0.00	\$273,000.00	\$0.00	\$1,092,000.00	\$1,092,000.00
	408 Data Program SAFETEA-LU Total		\$0.00	\$273,000.00	\$0.00	\$1,092,000.00	\$1,092,000.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance
410 Alcohol SAFETEA-LU							
	K8-2010-00-00-00		\$.00	\$1,250,000.00	\$.00	\$429,000.00	\$429,000.00
410 Alcohol SAFETEA-LU Total			\$.00	\$1,250,000.00	\$.00	\$429,000.00	\$429,000.00
410 Alcohol SAFETEA-LU Paid Media							
	K8PM-2010-00-00-00		\$.00	\$.00	\$.00	\$141,000.00	\$141,000.00
410 Alcohol SAFETEA-LU Paid Media Total			\$.00	\$.00	\$.00	\$141,000.00	\$141,000.00
410 Alcohol SAFETEA-LU Total			\$.00	\$1,250,000.00	\$.00	\$570,000.00	\$570,000.00
2010 Motorcycle Safety							
	K6-2010-00-00-00		\$.00	\$.00	\$.00	\$210,000.00	\$210,000.00
2010 Motorcycle Safety Incentive Total			\$.00	\$.00	\$.00	\$210,000.00	\$210,000.00
2010 Motorcycle Safety Total			\$.00	\$.00	\$.00	\$210,000.00	\$210,000.00
1906 Prohibit Racial Profiling							
	K10-2010-00-00-00		\$.00	\$258,114.00	\$.00	\$1,032,456.00	\$1,032,456.00
1906 Prohibit Racial Profiling Total			\$.00	\$258,114.00	\$.00	\$1,032,456.00	\$1,032,456.00
164 Transfer Funds							
	164PA-2010-00-00-00		\$.00	\$.00	\$.00	\$5,000.00	\$5,000.00
164 Planning and Administration Total			\$.00	\$.00	\$.00	\$5,000.00	\$5,000.00
164 Alcohol							
	164AL-2010-00-00-00		\$.00	\$.00	\$.00	\$936,000.00	\$936,000.00
164 Alcohol Total			\$.00	\$.00	\$.00	\$936,000.00	\$936,000.00
164 Paid Media							
	164PM-2010-00-00-00		\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00
164 Paid Media Total			\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00
164 Hazard Elimination							
	164HE-2010-00-00-00		\$.00	\$.00	\$.00	\$2,000,000.00	\$2,000,000.00
164 Hazard Elimination Total			\$.00	\$.00	\$.00	\$2,000,000.00	\$2,000,000.00
164 Transfer Funds Total			\$.00	\$.00	\$.00	\$2,991,000.00	\$2,991,000.00
NHTSA Total			\$.00	\$10,922,438.00	\$.00	\$8,694,981.00	\$8,694,981.00
Total			\$.00	\$10,922,438.00	\$.00	\$8,694,981.00	\$8,694,981.00