



State of Rhode Island

Highway Safety Performance Plan *Federal Fiscal Year 2013*



Prepared for:

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

Developed and presented by:

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

*Lincoln D. Chafee, Governor
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Department of Transportation*

August 2012



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Acronym Guide

AAASNE	American Automobile Association, Southern New England
BAC	Blood Alcohol Concentration
CPS	Child Passenger Safety
CIOT	Click It or Ticket
CDL	Commercial Drivers License
CCRI	Community College of Rhode Island
CCF	Connecting for Children and Families, Inc.
CAP	Corrective Action Plan
COZ	Cranston Child Opportunity Zone
CDMS	Crash Data Management System
CODES	Crash Outcome Data Evaluation System
CARE	Critical Analysis Reporting Environment
DSOGPO	Drive Sober or Get Pulled Over
DUI	Driving Under the Influence
DWI	Driving While Intoxicated
DRE	Drug Recognition Expert
EUDL	Enforcing the Underage Drinking Laws
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GDL	Graduated Drivers License

Acronym Guide (continued)

HVE	High-Visibility Enforcement
HS-1	Highway Safety Grant application
HSPP	Highway Safety Performance Plan
IMC	Information Management Corporation
ILSR	Institute for Labor Studies and Research
LEHSTC	Law Enforcement Highway Safety Training Coordinator
LEL	Law Enforcement Liaison
MOU	Memorandum of Understanding
MADD	Mothers Against Drunk Driving
NHTSA	National Highway Traffic Safety Administration
NOPUS	National Occupant Protection Use Survey
OHS	Office on Highway Safety
OSCAR	On-Line System Crash Analysis and Reporting
PEP	Performance Enhancement Plan
PRSA	Public Relations Society of America
RFP	Request for Proposal
BHDDH	Rhode Island Department of Behavioral Healthcare, Developmental Disabilities, and Hospitals
DOC	Rhode Island Department of Corrections
MHRH	Rhode Island Department of Mental Health, Retardation, and Hospitals
RIDOT	Rhode Island Department of Transportation
DMV	Rhode Island Division of Motor Vehicles
RIIL	Rhode Island Interscholastic League

Acronym Guide (continued)

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

1.0 Introduction to the Rhode Island Highway Safety Planning Process

■ 1.1 Executive Summary


This Rhode Island Highway Safety Performance Plan (HSPP) for Federal Fiscal Year (FFY) 2013 serves as the State of Rhode Island's application to the National Highway Traffic Safety Administration (NHTSA) for Federal funds available under Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program of Moving Ahead of Progress in the 21st Century (MAP-21). 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 2013 highway safety program, OHS relied primarily on 2006 to 2010 trend data. Whenever possible, 2011 data points are included, however all 2011 data provided in this report are preliminary and subject to change.

It is critical to understand how Rhode Island differs from the nation when assessing safety needs and potential programming. In Rhode Island, the population and annual number of fatalities are relatively low compared to the nation. As such, one fatality can significantly affect the percentage. Interpretation of increases and decreases in percentages, particularly from one year to the next, are carefully examined. Whenever possible, raw numbers, percentages, and rates for fatality and serious injury (defined for the purposes of this plan as "incapacitating injuries") data are presented. In 2007, Rhode Island changed the definition of serious injury to incapacitating injury. The change in definition resulted in the sharp difference in the number of reported injuries between 2006 and 2007. In light of the above information and analysis, the following problem areas will be addressed through the 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 2010, 39 percent of all fatalities in Rhode Island were alcohol-related, compared to 31 percent nationally. In 2011, percent of all fatalities which were alcohol-related stood at 27, a decline of 12 percentage points compared to 2010. Based on NHTSA imputed numbers, from 2005 through 2010, nearly 82 percent of Rhode Island's alcohol-related fatalities (defined as fatalities involving at least one driver, pedestrian,

or bicyclist with blood alcohol concentration (BAC) of .01 or above) involved a driver or motorcycle operator with BAC greater than the legal limit of .08 percent.

- **Occupant Protection** - In 2011, Rhode Island became the 33rd state in the country to enact primary seat belt law. The law went into effect on June 30, 2011 and is set to expire on June 30, 2013. Under the new primary law, violators could face an \$85 fine. Rhode Island's observed safety belt use increased to 80 percent in 2011 from 78 percent in 2010 and 75 percent in 2009. Since 2009, the number of unrestrained passenger vehicle occupant fatalities have been on the decline and but still accounts for nearly one-third (in 2011) of the deaths on Rhode Island's roadways.
- 
- **Speed** - Between 2006 and 2010, Rhode Island has mixed success in reducing speed-related fatalities. Years 2007 and 2008 reported only 20 speed-related fatalities. The fatality count increased to 34 in 2009 and declined by 18 percent to settle at 28 in 2010. In 2011 the fatalities reduced by 50 percent to 14. In the past five years (2007-2011), speed-related fatalities have made up for 33 percent of all traffic fatalities.
 - **Young Drivers** - Consistent with national trends, young drivers are overrepresented in fatal crashes in Rhode Island. In 2008, young drivers aged 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. As of 2010, young drivers still account for 11 percent of all the fatal crashes. This overrepresentation indicates the need for targeted education and enforcement for this population.
 - **Motorcycles** - Motorcycle fatalities continue to increase in Rhode Island. From 2006 through 2011, motorcyclist fatalities in Rhode Island have fluctuated between a low of seven in 2008 to a high of 19 in 2009. Unhelmeted motorcycle fatalities are sadly the norm, not the exception. In 2010, 73 percent of all motorcycle fatalities involved an unhelmeted driver. The trend continued in 2011, with 47 percent of all motorcycle fatalities involving an unhelmeted driver. Education campaigns promoting personal protective gear have been ongoing since 2008 with little effect. Our data indicate the majority of fatalities involved motorcycle operators, not passengers, and most are unhelmeted. Current laws do not require helmets for riders with one or more years of experience. Strengthening the current law will help reduce this deadly trend.
 - **Other Road Users** - Although crashes in Rhode Island are dominated by personal automobiles, other modes of transportation require consideration. Other transportation modes consist of everything except personal automobiles and motorcycles and are generally classified as motorized (school buses) and nonmotorized (pedestrian and bicycle) modes. Pedestrian fatalities and serious injuries have both increased by 56 and 20 percent respectively. Between 2005 and 2010, pedestrian fatalities averaged around 14 per year. It declined to nine in 2010 but increased to 14 in 2011. In 2011, pedestrian

fatalities comprise 21 percent of all fatalities. Pedestrian injuries have been on an increase since 2008. Between 2008 and 2011, pedestrian serious injuries have increased by 123 percent from 30 to 67. Bicyclist fatalities have been at one or zero in each of the years from 2004 to 2009. These fatalities marginally increased to two in 2010 and then fell back to zero in 2011. Bicycle serious injuries also follow an increasing trend similar to pedestrian serious injuries. Between 2008 and 2011, the serious injuries increased by 106 percent from 16 to 33. School bus crashes are a very rare occurrence in Rhode Island, with no school bus-related fatalities reported in the past five years, except for one in 2009.

- **Traffic Records** – The traffic records system allows for collection and reporting of data elements necessary for problem identification, problem analysis, and countermeasure evaluation in all areas of traffic safety in the State. The Traffic Records Coordinating Committee (TRCC) has been working on the Rhode Island Traffic Records Coordinating Committee Five-Year Strategic Plan (FY 2012-FY 2016). OHS safety stakeholders have continued to improve the exchange of information but need improvement in the areas of a timely, accurate, complete, uniform, and integrated system. OHS participated in a NHTSA Traffic Records Assessment in March 2010. As a result of recommendations received from the assessment team, a revised Data and Traffic Records System Improvement Plan is being developed.
- **Racial Profiling** – The act of racial profiling affects both law enforcement and the community at large by undermining the civil rights of everyone; this creates mistrust with the majority of law enforcement personnel who are enforcing the law in an equitable manner. The State of Rhode Island has received racial profiling monies (Section 1906) as an assurance state for two years under the SAFETEA-LU legislation. RIDOT OHS is utilizing these funds to continue developing a multifaceted program to assess the level and/or locations where racial profiling may exist and to implement programs to address and improve community/police relations.
- **Planning and Administration** – The RIDOT Office on Highway Safety will serve as the primary agency responsible for insuring highway safety concerns for Rhode Island are identified and addressed through the development and implementation of appropriate countermeasures.

■ 1.2 Mission Statement

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

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

The OHS provides the required resources to plan and carry out activities to fulfill this mission. To ensure effectiveness, relationships are developed and maintained with advocacy groups, citizens, community safety groups, complementary state and Federal agencies, and local and state police departments. The OHS conducts data analysis to monitor crash trends in the State and ensure state and Federal resources target the areas of greatest need. The OHS is an active participant in the development and implementation of the State’s Strategic Highway Safety Plan (SHSP), providing expertise related to driver behavioral issues, education, and enforcement-related countermeasures. The OHS works closely within the RIDOT to ensure coordination between the 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 2013* outlines the process used to identify specific highway safety problem areas, including the development of countermeasures to correct those problems, and processes to monitor the performance of those countermeasures. Section 3.0 presents the priority focus areas, including proposed strategies and programming to meet the Office’s safety goals.

■ 1.3 Timeline and Process

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

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

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

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

Month	Activities
June-July	<p>A draft of the Performance Plan is prepared for review and approval by OHS staff. A presubmission meeting is held with officials from NHTSA's Regional Office, and updates are requested for any Federal, state, and local data.</p> <p>Staff conducts summer safety campaigns (June through August).</p> <p>Staff prepares Sections 410 (AL), 408 (TR), 1906 (Racial Profiling), and Section 2010 (Motorcycle) grant applications, and 2011 (Booster Seat Application) if eligible.</p> <p>Staff develops the kickoff event and all activities to support the national "Drive Sober or Get Pulled Over" campaign.</p>
August	<p>The final Performance Plan is submitted to NHTSA. Meetings are held with potential grantees.</p> <p>Staff conducts the kickoff event and activities to support the "Drive Sober or Get Pulled Over" campaign (conducted in late August through Labor Day). Other summer safety campaigns conclude in August.</p>
September	<p>Request for Proposals (RFP) and applications for Grant Funding (HS-1) are issued or received based on availability of Federal funding. FFY 2013 grants and contracts are finalized.</p>
October	<p>Begin work on the FFY 2012 Annual Report.</p>
November-December	<p>The FFY 2012 Annual Report is finalized. The OHS administers closeout of the prior fiscal year. OHS collects and reviews reports from its grantees. Occasionally, OHS revises grant applications and awards with its grantees based on the availability/timeliness of Federal funding.</p>

Strategic Partners

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

- American Automobile Association, Southern New England (AAASNE);
- Black and Latino Caucus Community Partnership;
- Community College of Rhode Island (CCRI);
- Connecting for Children and Families, Inc. – Woonsocket Safe Communities (CCF);
- Cranston Child Opportunity Zone (COZ);
- Educational Center for the Arts and Sciences;
- Institute for Labor Studies and Research (ILSR);
- Mothers Against Drunk Driving (MADD);

- Progreso Latino, Inc.;
- Providence Community Library;
- Rhode Island Department of Administration, Division of Motor Vehicles (DMV);
- Rhode Island Department of Health – Prevention and Control;
- Rhode Island Department of Behavioral Healthcare, Developmental Disabilities and Hospitals (BHDDH);
- Rhode Island Hospital Injury Prevention Center;
- Rhode Island Hospitality and Tourism Association – Rhode Island Hospitality Association Education Foundation;
- Rhode Island 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);
- Socioeconomic Development Center for SEA, Inc.; 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, the two methods for awarding a grantee funding for projects support OHS efforts to reduce the number of fatalities and serious injuries on Rhode Island's roadways include a Highway Safety Grant application (HS-1) or a response to a RFP.

The first option is for a potential grantee to submit an HS-1 to OHS for review. Each applicant is required to provide a Problem Identification statement (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, which may be required.

Applications are reviewed and approved or rejected 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; Traffic Records and Minority Outreach.

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

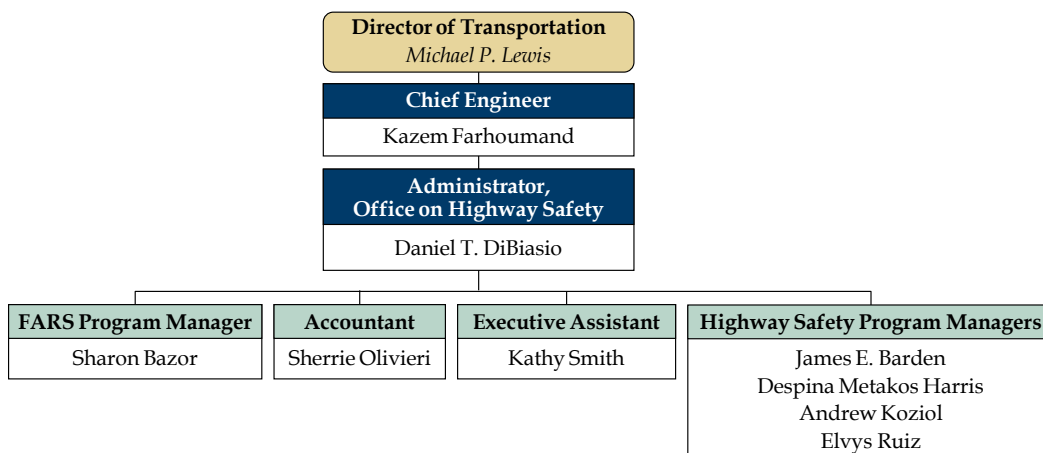


All grantees are required to provide quarterly reports to their Program Manager, including invoices, timesheets, and any other documentation necessary for monitoring, reporting, and oversight of program areas. Field visits may be required for evaluation of the effectiveness of the program and to ensure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

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

1.4 Organization

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.
- **Andrew Koziol** – Traffic Records, Young Drivers.
- **Despina Metakos Harris** – Speed, Motorcycles, Pedestrians, Bicycles, Other Roadway Users.
- **Elvys Ruiz** – Minority Outreach, Racial Profiling

In 2011, 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 law enforcement agencies for all enforcement campaigns and essential training programs.

2.0 Highway Safety Performance Plan

■ 2.1 Highway Safety Problem Identification Process¹

The OHS emphasizes activities that most effectively use available resources 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 having expertise in areas relevant to highway safety; and
- Analyzing trends in serious injury and fatality rates and comparing them to regional and national trends.

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

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

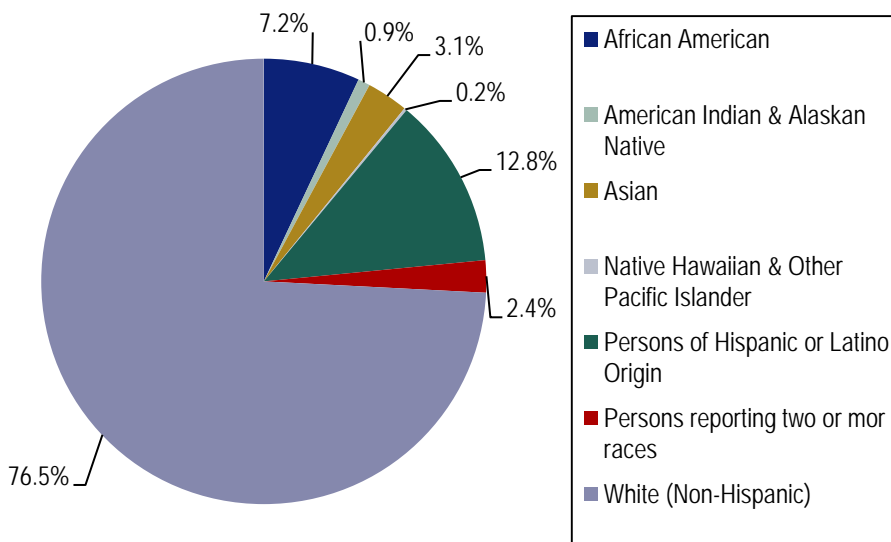
¹ All 2011/2012 data are preliminary. Unless otherwise noted, the primary data used in this report are provided by the RIDOT Crash Data Management System.

Demographic Trends

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

Nearly one-fifth (20.9 percent) of all Rhode Island inhabitants are under 18 years of age; 5.3 percent are under the age of five. About 90 percent of the population resides in urban areas, the largest of which is Providence, the state capital. Rhode Island has one of the fastest growing Hispanic and Southeast Asian communities in the nation. Since 1980, the Hispanic population of Rhode Island has more than doubled and this ethnicity makes up nearly 13 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 2011



Source: U.S. Census Bureau, 2012.

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 1,051,302 in 2011. Table 2.1 shows the 2010 population totals by county and town. As shown in Table 2.2 and Figure 2.2, in 2011, there were 1,114,211 registered motor vehicles (including 31,745 motorcycles and mopeds) and 746,476 licensed drivers (with 75,698 endorsed motorcycle operators). In this plan, data are generally presented for a five-year period to show current trends. When assessing safety needs and potential programming, it is important to understand how Rhode Island percentages differ from national percentages. The state population and annual number of fatalities in Rhode Island are relatively low compared to the nation and one fatality can significantly affect a percentage. Interpretation of increases and decreases in percentages, particularly from one year to the next, must be carefully examined. Therefore, raw numbers, percentages, and rates are provided in this plan, and both fatality and serious injury (defined as “incapacitating injuries”) data are presented when available.

Table 2.1 Population of Rhode Island by County and Town
2010

County and Town	2010 Population Estimates
Bristol County	49,875
Barrington	16,310
Bristol	22,954
Warren	10,611
Kent County	166,158
Coventry	35,014
East Greenwich	13,146
Warwick	82,672
West Greenwich	6,135
West Warwick	29,191
Newport County	82,888
Jamestown	5,405
Little Compton	3,492
Middletown	16,150
Newport	24,672
Portsmouth	17,389
Tiverton	15,780

Table 2.1 Population of Rhode Island by County and Town (continued)
2010

County and Town	2010 Population Estimates
Providence County	626,667
Burrillville	15,955
Central Falls	19,376
Cranston	80,387
Cumberland	33,506
East Providence	47,037
Foster	4,606
Glocester	9,746
Johnston	28,769
Lincoln	21,105
North Providence	32,078
North Smithfield	11,967
Pawtucket	71,148
Providence	178,042
Scituate	10,329
Smithfield	21,430
Woonsocket	41,186
Washington County	126,979
Charlestown	7,827
Exeter	6,425
Hopkinton	8,188
Narragansett	15,868
New Shoreham	1,051
North Kingstown	26,486
Richmond	7,708
South Kingstown	30,639
Westerly	22,787
Total State Population	1,052,567

Source: U.S. Census Bureau, 2012.

Table 2.2 Rhode Island Drivers, Vehicles, and Population
2006 to 2011

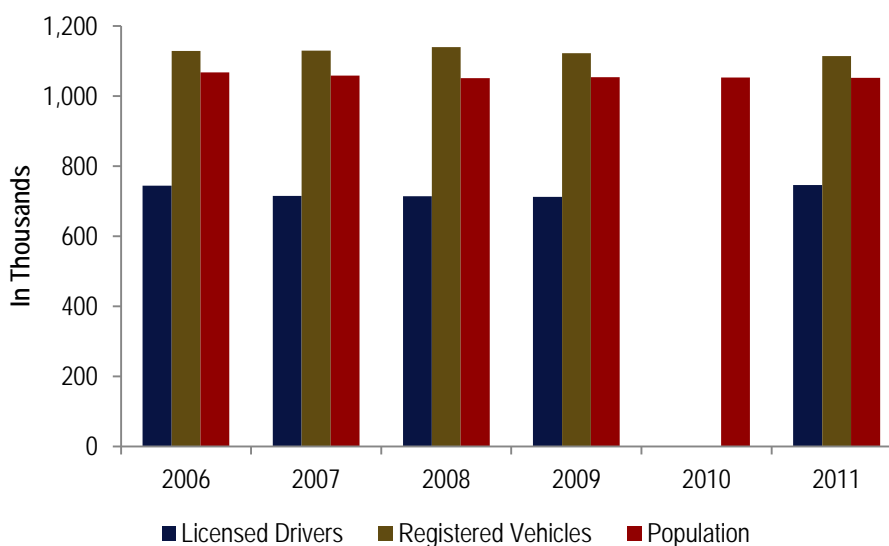
	2006	2007	2008	2009	2010	2011	Change (2006- 2011)
Licensed Drivers	743,793	715,080	714,001	711,969	U/A ^a	746,476	0.4%
Endorsed Motorcycle Operators	70,282	71,641	73,042	73,764	74,766	75,698	7.7%
Registered Vehicles	1,128,142	1,129,250	1,139,120	1,122,255	U/A	1,114,211	-1.2%
Registered Motorcycles (including Mopeds)	27,868	29,144	34,541	32,276	31,671	31,745	13.9%
Total Population of Rhode Island	1,067,610	1,057,832	1,050,788	1,053,209	1,052,886	1,051,302	-1.5%
VMT (in millions)	8,301	8,636	8,187	8,250	8,280	U/A	-0.3%^b

Source: RIDOT/OHS and FARS, 2012.

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

^b Change from 2006 to 2010.

Figure 2.2 Rhode Island Drivers, Vehicles, and Population
2006 to 2011 (In Thousands)



Source: RIDOT/OHS and FARS, 2012.

Performance Trends and Goals

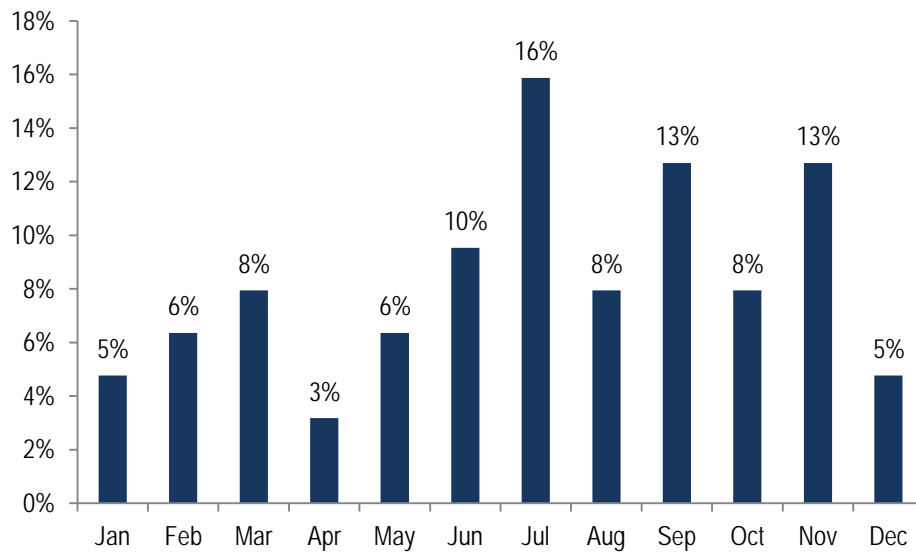
Rhode Island became the 33rd state in the country to enact primary seat belt law. The law went into effect on June 30, 2011 and is set to expire on June 30, 2013. Prior to passage of the State's primary safety belt law for all occupants, Rhode Island had continued making progress with its safety belt use rate. The observed safety belt use increased from 72 percent in 2008, to 75 percent in 2009 and 78 percent in 2010. The seat belt use rate increased to 80 percent in 2011 following the enactment of the primary seat belt law and decreased to 77.5 percent in 2012.

The total number of motor vehicle related fatalities and serious injuries decreased from 525 in 2010 to 518 in 2011, an improvement of one percent. A downward trend in fatalities has been observed – from 83 in 2009 to 66 in 2011. While serious injuries showed an increasing trend since 2008, the numbers for 2011 actually show a reduction of six serious injuries from 2010. In the previous 11 years (2001 to 2011), the average number of fatalities in Rhode Island was 79 annually.

Alcohol involvement in traffic fatalities also improved. In 2009, 40 alcohol-related (BAC \geq 0.01) fatalities and 34 alcohol-impaired (BAC \geq 0.08) were reported; 2010 data indicates 26 alcohol-related fatalities and 25 alcohol-impaired fatalities. In 2011, the alcohol-related fatalities decreased to 18. The percentage of alcohol-related fatalities also decreased, from 39 percent in 2010 to 27 percent in 2011.

As shown in Figures 2.3 and 2.4, in 2011 the greatest percentage of fatal crashes occurred in the months of July and on Fridays. In 2011, fatal crashes occurred most frequently between the hours of 4.00 p.m. and 6:59 p.m., as shown in Figure 2.5. Table 2.4 and Figures 2.6 through 2.16 provide additional details on Rhode Island's highway safety trends.

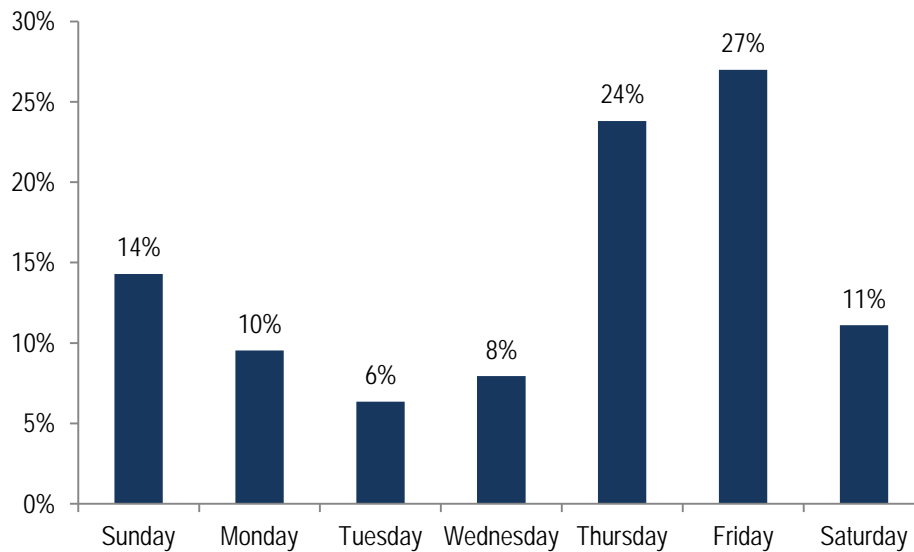
Figure 2.3 Percent of Rhode Island Fatal Crashes by Month-of-Year 2011



Source: RIDOT/OHS.

Note: 2011 data are preliminary.

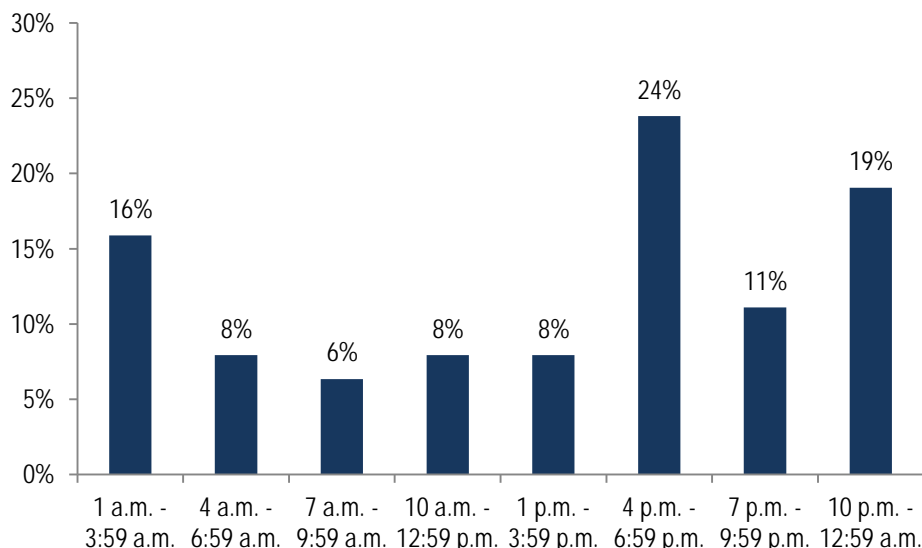
Figure 2.4 Percent of Rhode Island Fatal Crashes by Day-of-Week 2011



Source: RIDOT/OHS

Note: 2011 data are preliminary.

Figure 2.5 Percent of Rhode Island Fatal Crashes by Time-of-Day 2011



Source: RIDOT/OHS.

Note: 2011 data are preliminary.

Key Rhode Island crash data and trends are provided in Table 2.3.

Table 2.3 Traffic Safety Trends in Rhode Island 2001 to 2012

Crash Data/Trends ^a	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011 ^b	2012 ^b
Fatalities (Actual)	81	84	104	83	87	81	69	65	83	67	66	
Fatality Rate/(100 Million VMT)	1.01	1.03	1.24	0.98	1.05	0.98	0.80	0.79	1.01	0.81	0.80	
Number of Serious Injuries ^c	1,850	1,845	1,887	1,600	1,329	1,313	764	416	426	458	452	
Number of Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC	35	35	50	38	34	30	22	23	34	25	U/A	
Number of Unrestrained Passenger Vehicle Occupant Fatalities	47	47	47	47	37	35	19	29	32	26	22	
Number of Speeding-Related Fatalities	-	46	55	45	40	42	20	20	34	28	14	

Table 2.3 Traffic Safety Trends in Rhode Island (continued)
2001 to 2012

Crash Data/Trends ^a	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011 ^b	2012 ^b
Number of Motorcycle Fatalities	6	9	13	10	14	16	14 ^d	7	19	15	15	
Number of Unhelmeted Motorcyclist Fatalities	5	7	6	7	6	11	9	2	12	11	8	
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	-	20	25	17	20	14	16	9	11	7	4	
Number of Pedestrian Fatalities	10	9	14	7	14	15	13	12	16	9	14	
Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	-	71%	74%	76%	75%	74%	79%	72%	75%	78%	80%	
Number of Safety belt Citations Issued During Grant-Funded Enforcement Activities	-	-	-	-	-	2,024	2,226	2,336	2,553	2,181	1,943	3,995
Number of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	-	-	-	-	2,227	2,519	U/A	U/A	253	U/A		
Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	-	-	-	-	-	-	-	-	4,630	5,550		

Source: RIDOT, August 2012; Rhode Island DMV, August 2012; FARS, June 2012; 2002 to 2012 Rhode Island Observed Restraint Use Surveys.

a Some numbers reported in this FFY 2013 Highway Safety Performance Plan may differ slightly from the same numbers reported in previous reports due to changes in data availability and data quality improvements. Some crash data are new to this report and trend data may not be available with consistent reporting procedures and/or methodology.

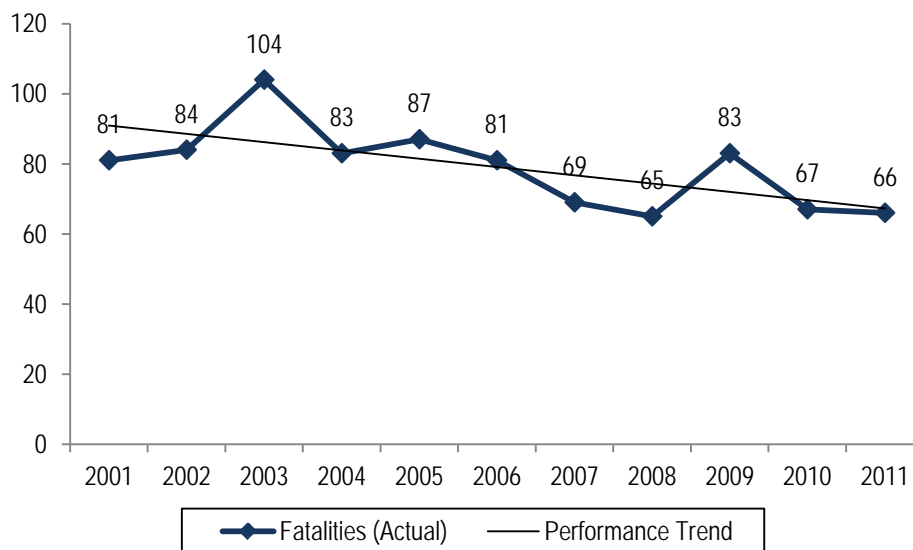
b 2011/2012 data are preliminary at the time of reporting. 2010 VMT was used to calculate metrics since VMT for 2011 is not available. U/A indicates data not available at this time.

- c 2007 was a transition year for crash data in Rhode Island. "Serious Injuries" were defined differently prior to 2007, which, in part, explains the discrepancy between serious injuries reported from 2006 to 2007/2008.
- d Includes one ATV fatality in 2007.

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.

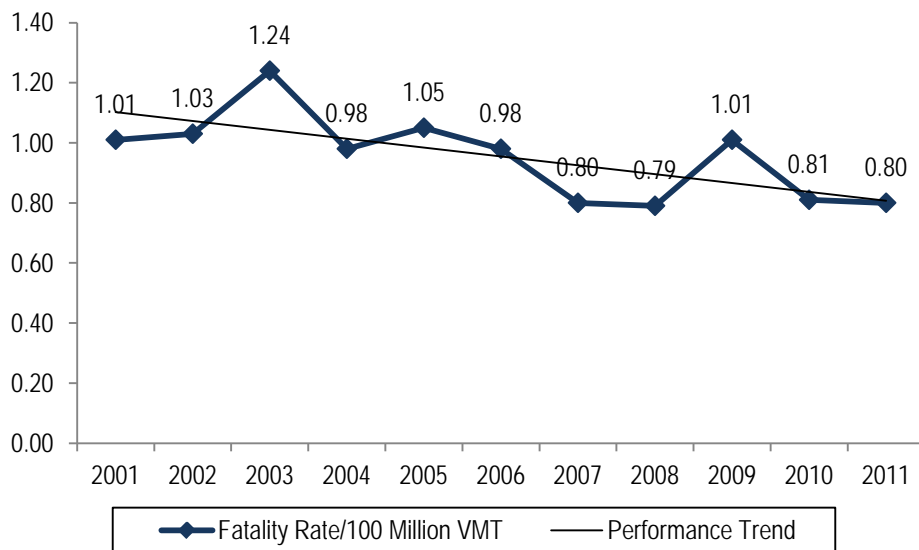
Figure 2.6 Fatalities

Actual



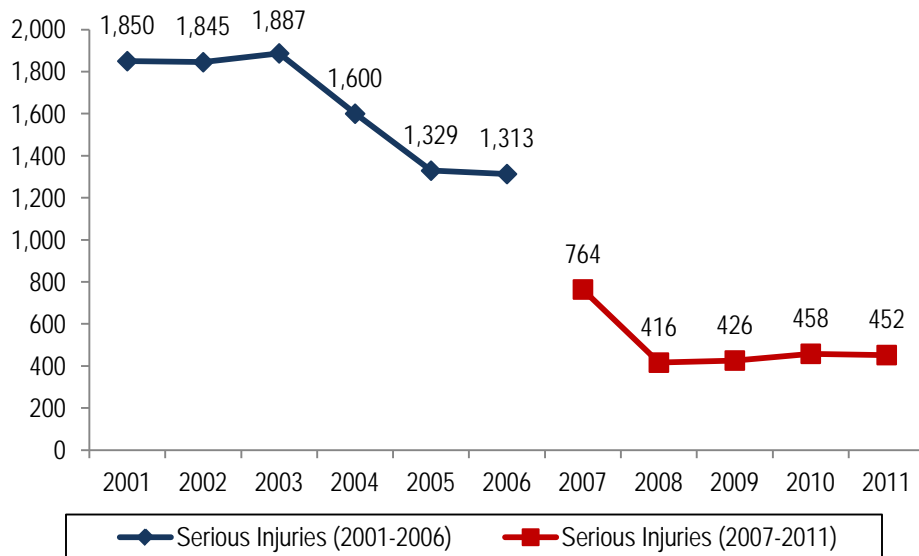
Note: 2011 data are preliminary.

Figure 2.7 Fatality Rate
Per 100 Million VMT



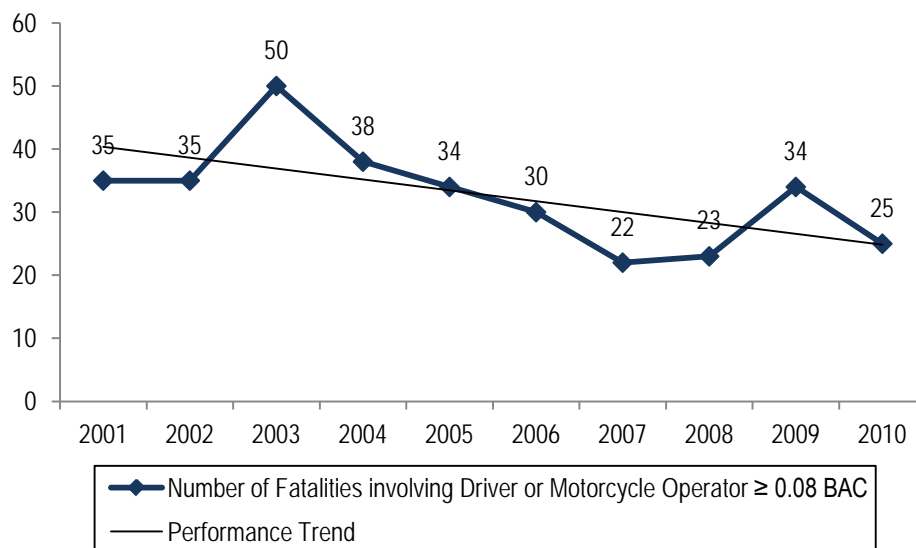
Note: 2011 data are preliminary.

Figure 2.8 Serious Injuries
Actual



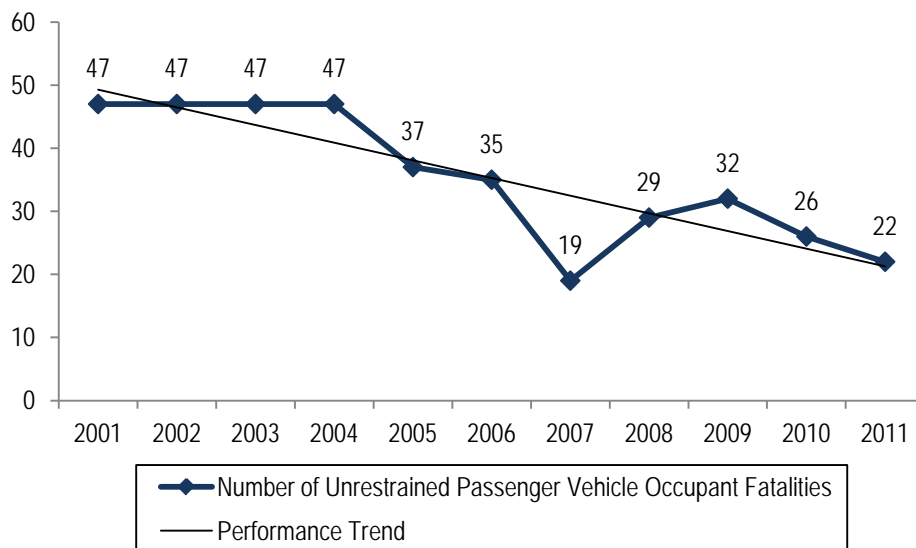
Note: 2011 data are preliminary. 2007 was a transition year for crash data in Rhode Island. “Serious Injuries” were defined differently prior to 2007, which, in part, explains the discrepancy between serious injuries reported from 2006 to 2007/2008/2009/2010/2011.

Figure 2.9 Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC
Actual



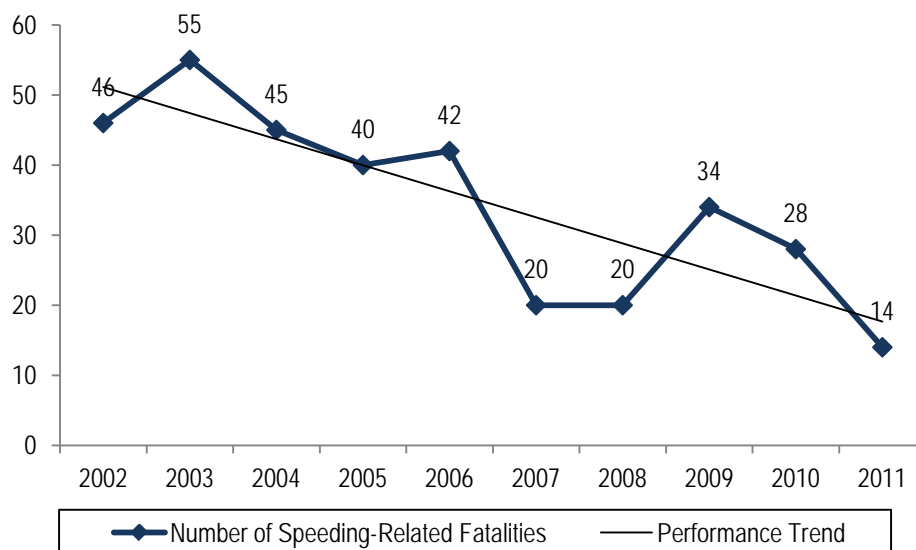
Note: 2011 data are unavailable.

Figure 2.10 Unrestrained Passenger Vehicle Occupant Fatalities
Actual



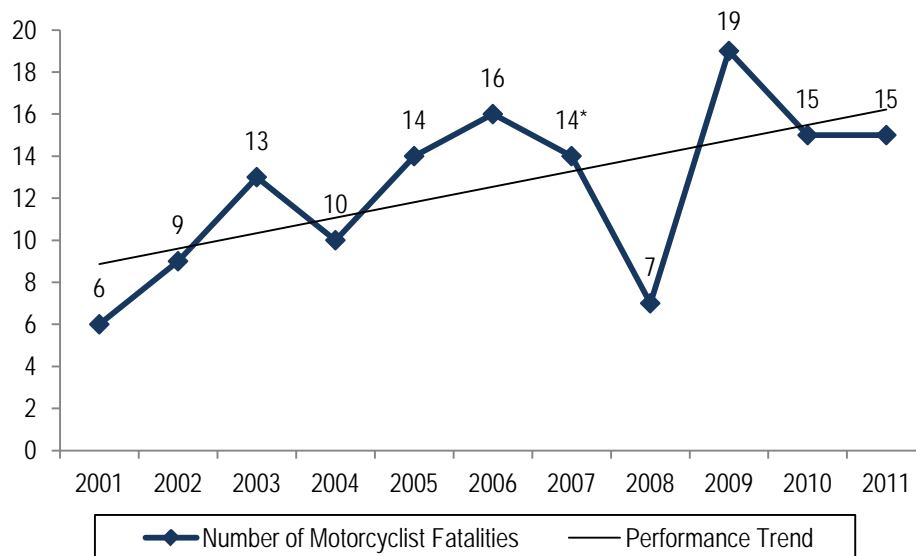
Note: 2011 data are preliminary.

Figure 2.11 Speeding-Related Fatalities
Actual



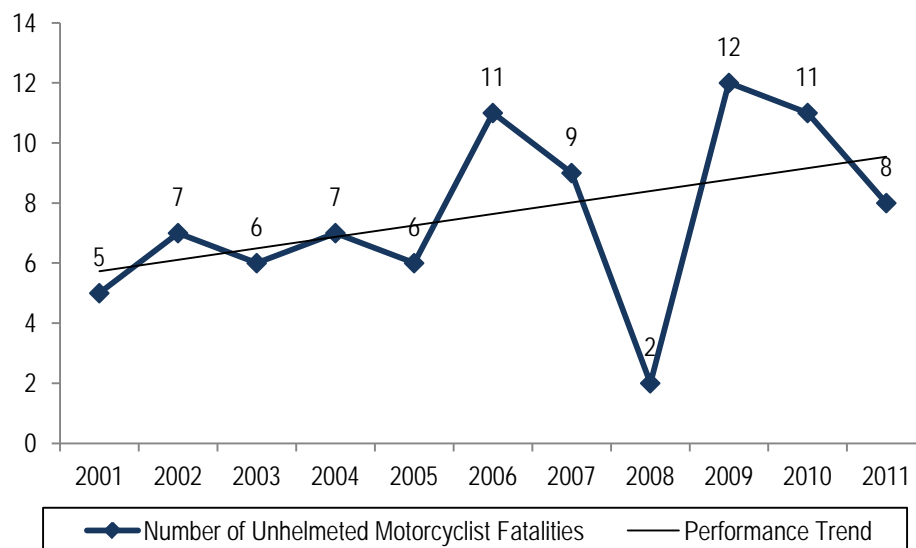
Note: 2011 data are preliminary.

Figure 2.12 Number of Motorcyclist Fatalities
Actual



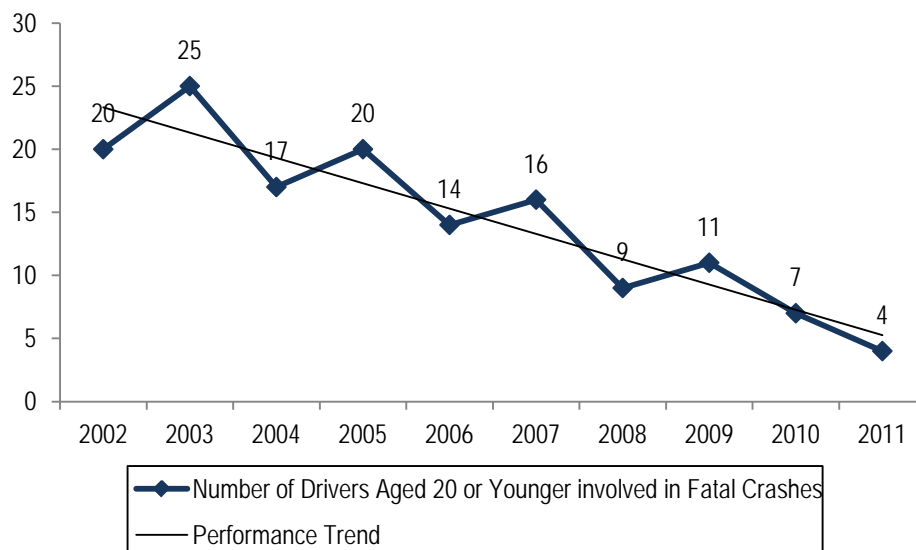
Note: 2007 data include one ATV fatality. 2011 data are preliminary.

Figure 2.13 Unhelmeted Motorcycle Fatalities
Actual



Note: 2011 data are preliminary.

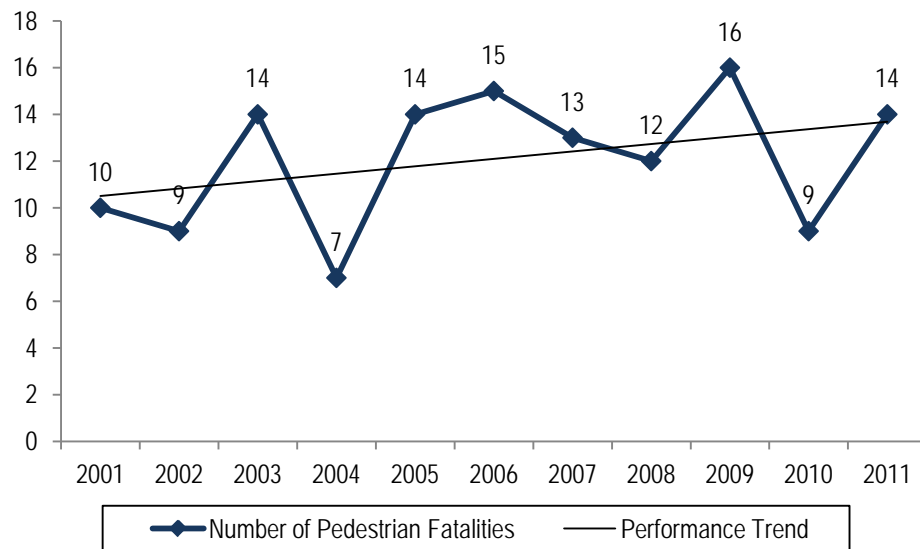
Figure 2.14 Drivers Age 20 or Younger Involved in Fatal Crashes
Actual



Note: 2011 data are preliminary.

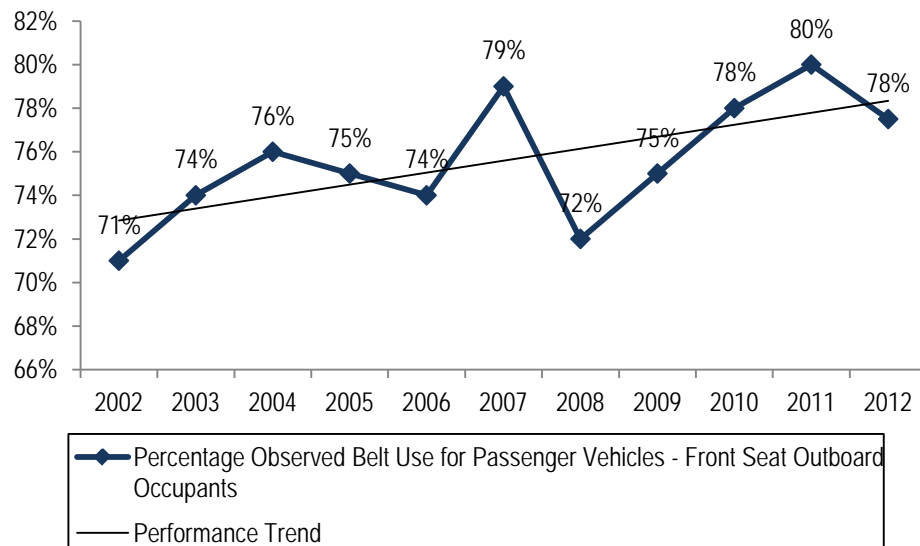
Figure 2.15 Pedestrian Fatalities

Actual



Note: 2011 data are preliminary.

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

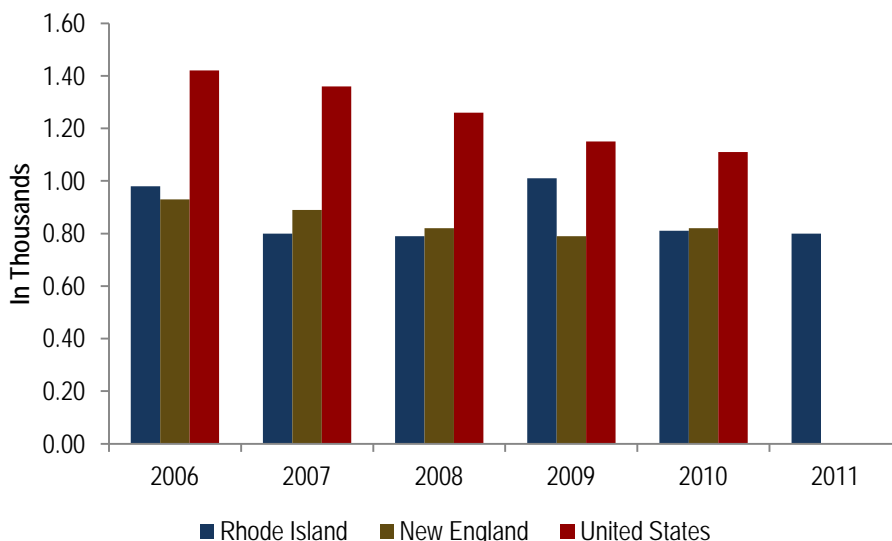


Note: 2012 data are preliminary.

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 2006 to 2011. As reported by NHTSA (Table 2.4), Rhode Island exceeds the New England region for percentage of unrestrained passenger vehicle occupant fatalities, alcohol-impaired fatalities, speed-related fatalities, and fatalities involving motorcycles. Transanalytics, LLC’s *Analysis of Fatal Crash Data Rhode Island 2006 to 2010* report includes additional information regarding state, regional, and national comparisons.²

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



Source: Transanalytics, LLC, *Analysis of Fatal Crash Data Rhode Island 2006 to 2010* and FARS, 2012.

² Transanalytics, LLC (2011). *Analysis of Fatal Crash Data Rhode Island 2006 to 2010: A Summary of Motor Vehicle Fatal Crash and Fatality Data from the Fatality Analysis Reporting System (FARS)*.

Table 2.4 Rhode Island and New England Crash Conditions as Percent of Total Fatalities
2010

	Unbelted Passenger Vehicle Occupant Fatalities	Alcohol- Impaired^a	Speed- Related	Motorcycle
Rhode Island	39%	37%	42%	22%
New England	32%	34%	37%	17%

Source: Transanalytics, LLC, *Analysis of Fatal Crash Data Rhode Island 2006 to 2010*.

^a NHTSA imputed numbers (versus state reported).

Table 2.5 provides additional detail on recent highway safety trends in Rhode Island.

**Table 2.5 Additional Traffic Safety Trends in Rhode Island
2005 to 2012**

Crash Data/Trends ^a	Progress Report Data 2005 to 2012									
	2005	2006	2007	2008	2009	2010	2011 ^b	2012 ^b		
Fatalities - Actual	87	81	69	65	83	67	66	66		
Fatal Crashes - Actual	80	72	64	63	76	65	63	63		
Fatality Rate/ (100 Million VMT)	1.05	0.98	0.80	0.79	1.01	0.81	0.80	0.80		
Fatality Rate/100,000 Population	8.08	7.59	6.52	6.19	7.88	6.36	6.23	6.23		
Number of Serious Injuries ^c	1,329	1,313	764	416	426	458	452	452		
Fatality and Serious Injury Rate/ 100 Million VMT	17.06	16.79	9.65	5.88	6.22	6.34	6.26	6.26		
Fatal and Serious Injury Rate/100,000 Population	131.58	130.57	78.75	45.78	48.34	49.86	49.27	49.27		
Month of Most Fatal Crashes	Jul	Aug	Mar/Oct	Oct	Dec	Jul/Oct	Jul	Jul		
Day of Most Fatal Crashes	Sat	Sun	Fri	Sun	Sun	Sun	Fri	Fri		
Time of Most Fatal Crashes	7-10 p.m.	1-4 a.m./ 1-4 p.m.	10 p.m.- 12:59 a.m.	10 p.m.- 3:59 a.m.	10 p.m.- 12:59 a.m.	1 a.m.- 3:59 a.m.	4 p.m. - 6:59 p.m.			
Alcohol-Impaired Fatalities (Involving Driver or Motorcycle Operator with \geq .08 BAC)	34	30	22	23	34	25	25	25		
Number of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	2,227	2,519	U/A	U/A	253	U/A	U/A	U/A		
Alcohol-Related Fatalities (BAC Greater Than or Equal to 0.01)	44	38	29	29	40	26	18	18		
Proportion of Alcohol-Related Fatalities	0.51	0.47	0.42	0.45	0.25	0.39	0.27	0.27		
Alcohol-Related Fatality Rate/100 Million VMT	0.53	0.46	0.34	0.35	0.26	0.31	0.22	0.22		

Table 2.5 Additional Traffic Safety Trends in Rhode Island (continued)
2005 to 2012

Crash Data/Trends ^a	Progress Report Data 2005 to 2012									
	2005	2006	2007	2008	2009	2010	2011 ^b	2012 ^b		
Alcohol-Related Fatality Rate/ 100,000 Population	4.09	3.56	2.74	2.76	1.99	2.47	1.71			
Speeding-Related Fatalities - Actual	40	42	20	20	34	28	14			
Proportion of Speed-Related Fatalities	0.46	0.52	0.29	0.31	0.41	0.42	0.21			
Speed Fatality Rate/100 Million VMT	0.48	0.51	0.23	0.24	0.41	0.34	0.17			
Speed Fatality Rate/100,000 Population	3.72	3.93	1.89	1.90	3.23	2.66	1.33			
Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	-	-	-	-	4,630	5,550				
Percent Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants	75%	74%	79%	72%	75%	78%	80%	77.5%		
Number of Safety Belt Citations Issued During Grant-Funded Enforcement Activities	-	2,024	2,226	2,336	2,553	2,181				
Unrestrained Passenger Vehicle Occupant Fatalities - Actual	37	35	19	29	32	26	22			
Nonmotorist Fatalities - Actual	15	16	14	14	16	12	14			
Nonmotorist Fatality Rate/100 Million VMT	0.18	0.19	0.16	0.17	0.20	0.15	0.17			
Nonmotorist Fatality Rate/100,000 Population	1.39	1.50	1.32	1.33	1.52	1.14	1.33			
Nonmotorist Serious Injuries - Actual	145	143	98	46	62	75	94			
Nonmotorist Fatality and Serious Injury Rate/100 Million VMT	1.93	1.92	1.30	0.73	0.95	1.05	1.30			
Nonmotorist Fatal and Serious Injury Rate/ 100,000 Population	14.87	14.89	10.59	5.71	7.41	8.27	10.27			

Table 2.5 Additional Traffic Safety Trends in Rhode Island (continued)
2005 to 2012

Crash Data/Trends ^a	Progress Report Data 2005 to 2012										
	2005	2006	2007	2008	2009	2010	2011 ^b	2012 ^b			
Pedestrian Fatalities - Actual	14	15	13	12	16	9	14				
Pedestrian Fatality Rate/100 Million VMT	0.17	0.18	0.15	0.15	0.20	0.11	0.17				
Pedestrian Fatality Rate/100,000 Population	1.30	1.41	1.23	1.05	1.52	0.86	1.33				
Pedestrian Serious Injuries - Actual	103	107	71	30	51	56	67				
Pedestrian Fatality and Serious Injury Rate/100 Million VMT	1.41	1.47	0.97	0.50	0.82	0.79	0.98				
Pedestrian Fatal and Serious Injury Rate/100,000 Population	10.87	11.43	7.94	3.90	6.36	6.18	7.70				
Bicyclist Fatalities - Actual	1	1	1	1	0	2	0				
Bicyclist Fatality Rate/100 Million VMT	0.01	0.01	0.01	0.01	0.00	0.02	0.00				
Bicyclist Fatality Rate/100,000 Population	0.09	0.09	0.09	0.10	0.00	0.19	0.00				
Bicyclist Serious Injuries - Actual	42	36	27	16	11	17	33				
Bicyclist Fatal and Serious Injury Rate/100 Million VMT	0.52	0.45	0.32	0.21	0.13	0.23	0.40				
Bicyclist Fatal and Serious Injury Rate/100,000 Population	4.00	3.47	2.65	1.62	1.04	1.81	3.14				
Motorcycle Fatalities - Actual	14	16	14 ^d	7	19	15	15				
Motorcycle Fatality Rate/100 Million VMT	0.17	0.19	0.16	0.09	0.23	0.18	0.18				
Motorcycle Fatality Rate/100,000 Population	1.30	1.50	1.32	0.67	1.80	1.43	1.43				
Motorcycle Serious Injuries - Actual	133	107	87	63	N/A	67	65				

Table 2.5 Additional Traffic Safety Trends in Rhode Island (continued)
2005 to 2012

Crash Data/Trends ^a	Progress Report Data 2005 to 2012									
	2005	2006	2007	2008	2009	2010	2011 ^b	2012 ^b		
Motorcycle Fatality and Serious Injury Rate/100 Million VMT	1.77	1.48	1.17	0.86	N/A	0.99	0.97			
Motorcycle Fatal and Serious Injury Rate/100,000 Population	13.66	11.52	9.55	6.66	N/A	7.80	7.61			
Unhelmeted Motorcyclist Fatalities - Actual	6	11	9	2	12	11	8			
Young Drivers Involved in Fatal Crashes - Actual ^e	20	14	16	9	11	7	4			
Young Drivers in Fatal Crashes/100 Million VMT	0.24	0.17	0.19	0.11	0.13	0.08	0.05			
Young Drivers in Fatal Crashes/100,00 Population	1.86	1.31	1.51	0.86	1.04	0.67	0.38			
Young Drivers in Serious Injury Crashes - Actual	320	300	186	37	42	44	33			
Young Drivers in Serious Injury Crashes/100 Million VMT	3.86	3.61	2.15	0.45	0.51	0.53	0.40			
Young Drivers in Fatal and Serious Injury Crashes/100 Million VMT	4.10	3.78	2.34	0.56	0.65	0.62	0.45			
Young Drivers in Fatal and Serious Injury Crashes/100,000 Population	31.59	29.41	19.10	4.38	5.03	4.85	3.52			
Older Drivers Involved in Fatal Crashes - Actual ^f	9	12	5	15	15	11	14			
Older Drivers in Fatal Crashes/100 Million VMT	0.11	0.14	0.06	0.19	0.18	0.13	0.17			
Older Drivers in Serious Injury Crashes - Actual	156	122	105	31	25	35	25			

Table 2.5 Additional Traffic Safety Trends in Rhode Island (continued)
 2005 to 2012

Crash Data/Trends ^a	Progress Report Data 2005 to 2012							
	2005	2006	2007	2008	2009	2010	2011 ^b	2012 ^b
Older Drivers in Fatal and Serious Injury Crashes/100 Million VMT	1.99	1.61	1.27	0.53	0.49	0.56	0.47	
Older Drivers in Fatal and Serious Injury Crashes/100,000 Population	15.33	12.55	10.40	4.09	3.80	4.38	3.71	

Source: RIDOT, August 2012; Rhode Island DMV, August 2012; FARS, June 2012; 2004 to 2012 Rhode Island Observed Restraint Use Surveys.

^a Some numbers reported in this FFY 2013 Highway Safety Performance Plan may differ slightly from the same numbers reported in previous reports due to changes in data availability and data quality improvements. Some crash data are new to this report and trend data may not be available with consistent reporting procedures and/or methodology.

^b 2011/2012 data are preliminary at the time of reporting. 2010 VMT was used to calculate metrics since VMT for 2011 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, in part, explains the discrepancy between serious injuries reported from 2006 to 2007/2008.

^d Includes one ATV fatality in 2007.

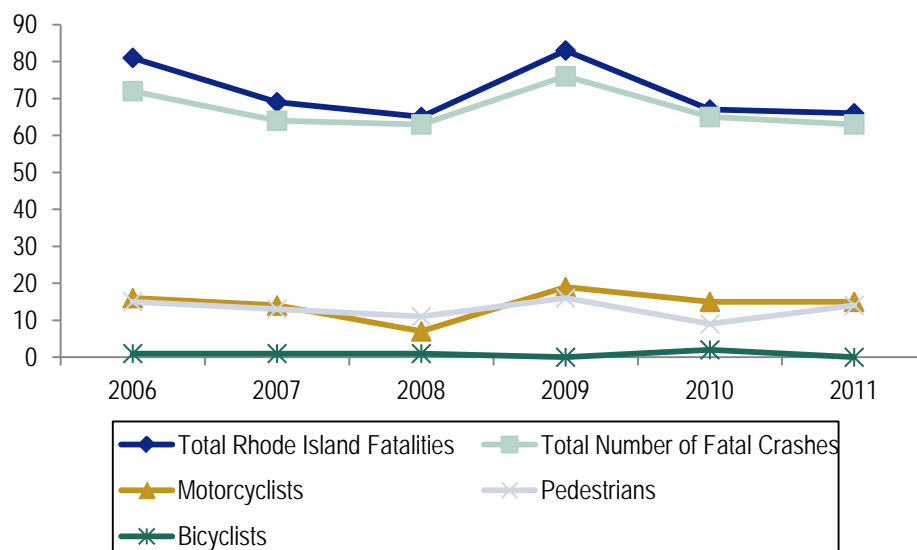
^e Young drivers are defined as those age 16 to 20.

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

■ 2.2 Rhode Island Highway Safety Problem Areas

Any traffic deaths in Rhode Island 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 which are described in more detail in Section 3.0, the Rhode Island FFY 2013 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*. The OHS will continue to concentrate on improving the State's *traffic records* through crash data collection and reporting as part of the Section 408/traffic records grant process. The HSPP also addresses the agency's *planning and administration* functions.

Figure 2.18 Rhode Island Traffic Deaths
2006 to 2011



Note: 2011 data are preliminary. 2007 data for motorcycle fatalities include one ATV fatality.

Additional Challenges to Highway Safety

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

- Rhode Island does not have a universal helmet law for all motorcyclists (Rhode Island's motorcycle helmet use law only covers all passengers (regardless of age) and all operators during the first year of licensure (regardless of age));
- Sobriety checkpoints are banned by judicial ruling in Rhode Island;

- Required installation of alcohol ignition-interlocks is at the discretion of the sentencing judge and for repeat offenses only; and
- No requirement for behind-the-wheel training for novice drivers; only classroom instruction is required.

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

- On June 30, 2011, Governor Chafee signed into law legislation upgrading enforcement of Rhode Island's seat belt law from secondary (citation issued following a probable cause stop for another motor vehicle offense) to primary (seat belt violation alone is probable cause for a stop).³
- In 2009, the State revised the Child Passenger Safety Law to include children up to the age of eight unless the child is at least 57 inches tall or 80 pounds. The previous provisions covered children up to age seven, 54 inches tall, or 80 pounds.
- In October 2009, Rhode Island banned sending or receiving text messages while driving.

■ 2.3 Rhode Island Highway Safety Goals

Table 2.6 identifies the program areas, which will be emphasized in Rhode Island's Highway Safety Program, with related goals and performance measures, in FFY 2013. Preliminary 2011 data from RIDOT's On-line System Crash Analysis and Reporting (OSCAR) were used to establish these goals. Therefore, the goal statements may change once 2011 data are finalized. In cases where 2011 data varied greatly from previous years, an average of several years of data was used to establish a baseline.

³ Absent renewal by the Rhode Island General Assembly and the Governor, the new law is scheduled to expire on June 30, 2013.

Table 2.6 Goals and Performance Measures

Program Area	Goals	Performance Measures
Overall OHS Program Area Goals	To decrease traffic fatalities and serious injuries by 1.5 percent, from a five-year average of 927 (2005-2009) to 913 (2009-2013) in 2013.	Number of traffic related fatalities.
	To maintain the number of serious injuries below 426 (observed in 2009) in 2013.	Number of traffic related serious injuries.
	To maintain the fatality per 100 million VMT below 1.00 in 2013.	Fatality per 100 million VMT.
Impaired Driving	To decrease alcohol-impaired driving fatalities (those involving a legally intoxicated driver or motorcycle operator with a BAC of .08 or greater) by 3.2 percent annually, from 25 in 2010 (NHISA imputed data) to 23 in 2013.	Number of fatalities involving a driver or motorcycle operator with a BAC of .08 or greater.
	To decrease alcohol-impaired driving serious injuries (those involving a legally intoxicated driver or motorcycle operator with a BAC of .08 or greater) by 3.2 percent annually, from seven in 2010 to six in 2013.	Number of serious injuries involving a driver or motorcycle operator with a BAC of .08 or greater.
	To collect and report data on the number of impaired driving arrests made during grant-funded enforcement activities in FFY 2013.	Number of impaired driving arrests made during grant-funded enforcement activities.
	To decrease by 10 percent the number of impaired driving fatalities involving a BAC of .01 or higher, from a three-year average of 32 (2008-2010) to 29 (2011-2013) in 2013.	Number of crash fatalities involving a known BAC of .01 or higher.
	To decrease by 16.6 percent the number of drivers involved in impaired driving fatal crashes with a known BAC of .01 or higher, from 18 in 2011 to 15 in 2013.	Number of drivers and motorcycle operators involved in fatal crashes with a known BAC of .01 or higher.

Table 2.6 Goals and Performance Measures (continued)

Program Area	Goals	Performance Measures
Impaired Driving (continued)	<p>To increase the percentage of survey participants responding “Very Likely” or “Somewhat Likely” to the likelihood of being stopped by law enforcement after drinking to excess and driving from 59.6 percent to 61 percent in 2013.</p> <p>To increase the recognition of the slogan used by OHS to support high-visibility impaired driving enforcement. (In 2011, there was a 27.1 percent recognition of the Drive Sober or Get Pulled Over slogan).</p>	<p>Percent of survey participants responding “Very Likely” or “Somewhat Likely” to the likelihood of being stopped after drinking to excess and driving.</p> <p>Percent of survey respondents that recognize the impaired driving enforcement slogan.</p>
Occupant Protection	<p>To increase by 2.5 percentage points the statewide-observed safety belt use rate for front seat occupants in passenger vehicles, from 77.5 percent in 2012 to 80 percent in 2013.</p> <p>To decrease the number of unrestrained passenger vehicle occupant fatalities, in all seat positions, by 3.2 percent annually, from 22 in 2011 to 21 in 2013.</p> <p>To decrease the number of unrestrained passenger vehicle occupant serious injuries, in all seat positions, by 3.2 percent annually, from 120 in 2010 to 109 in 2013</p> <p>To increase the number of safety belt citations issued during grant-funded enforcement activities during the May-June Click It or Ticket National Mobilization, from 3,995 in 2012.</p> <p>To increase safety belt use among pickup truck drivers, as measured by observations, from 63.9 percent in 2012.</p> <p>To increase awareness of the “Click It or Ticket” slogan, as measured by a telephone survey, from 90 percent in 2012.</p>	<p>Percent of front seat vehicle occupants who are observed using safety belts.</p> <p>Number of unrestrained passenger vehicle occupant fatalities (all seating positions).</p> <p>Number of unrestrained passenger vehicle occupant serious injuries (all seating positions).</p> <p>Number of safety belt citations issued during grant-funded enforcement activities.</p> <p>Percent of pickup truck drivers observed using safety belts.</p> <p>Percent of telephone survey participants aware of the “Click It or Ticket” slogan.</p>

Table 2.6 Goals and Performance Measures (continued)

Program Area	Goals	Performance Measures
Occupant Protection (continued)	<p>To increase the perception people will be ticketed for failure to wear safety belts “always” or “most of the time,” as measured by a telephone survey, from 38.8 percent in 2012.</p> <p>To decrease by 12.7 points the percent of unrestrained passenger vehicle occupant fatalities, from 64.7 percent in 2011 to 52 percent in 2013 (three-year average is 67.1 percent).</p>	<p>Percent of telephone survey participants who believe a ticket is likely always or most of the time for failure to wear a safety belt.</p> <p>Percent of passenger vehicle occupant fatalities not wearing a restraint.</p>
Speed	<p>To decrease by 3.2 percent annually, the number of speeding-related fatalities from 14 in 2011 to 13 in 2013.</p> <p>To increase the number of speeding citations issued during grant-funded enforcement activities from 5,802 in 2011 to 6,000 in 2013.</p> <p>To increase the number of speeding citations written and tracked monthly on all overtime speed patrols.</p>	<p>Number of speeding-related fatalities.</p> <p>Number of speeding citations issued during grant-funded enforcement activities.</p> <p>Number of monthly speeding citations written and tracked monthly on all overtime speed patrols.</p>
Young Drivers	<p>To maintain the number of young drivers age 16 to 20 involved in fatal crashes at or below the three-year average (2008-2010) of nine.</p> <p>To decrease the number of young driver (age 16 to 20) fatalities (from seven in 2010).</p> <p>To decrease the number of young driver (age 16 to 20) involved fatalities by 3.2 percent annually, from nine in 2010 to eight in 2013.</p> <p>To decrease the number of young driver (age 16 to 20) involved serious injuries by 3.2 percent annually, from 140 in 2010 to 127 in 2013.</p> <p>To implement a minimum of four contacts with parents/care givers to provide information on alcohol and/or safety belt use for young drivers.</p>	<p>Number of young drivers (age 16 to 20) involved in fatal crashes.</p> <p>Number of young drivers (age 16 to 20) fatalities.</p> <p>Number of young drivers (age 16 to 20) involved fatalities.</p> <p>Number of young drivers (age 16 to 20) involved serious injuries.</p> <p>Number of contacts with parents/care givers to provide information on the role of alcohol and/or primary safety belt use for young drivers.</p>

Table 2.6 Goals and Performance Measures (continued)

Program Area	Goals	Performance Measures
Motorcycles	<p>To maintain the number of motorcycle fatalities at the five-year average (2006-2010) of 14 in 2013.</p> <p>To decrease the number of unhelmeted motorcycle fatalities by 28 percent from a five-year average (2006-2010) of nine to seven in 2013.</p> <p>To decrease by two percentage points motorcycle operator crash fatalities with a known BAC of .01 or higher, from the five-year average (2006 to 2010) of 47 percent to 45 percent in 2013.</p> <p>To decrease by three percentage points motorcycle operator fatalities who were legally intoxicated, from the five-year NHTSA imputed average of 48 percent (2006 to 2010) to 45 percent in 2013.</p>	<p>Number of motorcycle fatalities.</p> <p>Number of unhelmeted motorcycle fatalities.</p> <p>Percent of all motorcycle operator crash fatalities with a known BAC of .01 or higher.</p> <p>Percent of motorcycle operator fatalities who were legally intoxicated.</p>
Other Road Users	<p>To maintain the number of crash fatalities among pedestrians at or below the five-year average (2006-2010) of 13 in 2013.</p> <p>To maintain zero crash fatalities among school bus occupants in 2013.</p> <p>To maintain zero crash fatalities among bicyclists in 2013.</p> <p>To decrease by 10 percent the number of pedestrian fatalities with a BAC of .08 or greater, from the five-year NHTSA imputed average (2006-2010) of four to three in 2013.</p>	<p>Number of pedestrian fatalities.</p> <p>Number of crash fatalities among school bus occupants.</p> <p>Number of bicyclist fatalities.</p> <p>Number of pedestrian fatalities with a known BAC or .08 or greater.</p>
Traffic Records	<p>To increase the timeliness of entering Accident Report data to a driver's history file at the RIDMV from over 4.5 months to 14 days.</p> <p>To increase by 18 the number of law enforcement agencies backfilling data into electronic citations, from 20 in December 2011 to 38 in December 2012.</p>	<p>Number of days to enter Accident Report data to a driver's history file from date of report submission to RIDMV to date of data entry.</p> <p>Number of law enforcement agencies backfilling data into citations.</p>

Table 2.6 Goals and Performance Measures (continued)

Program Area	Goals	Performance Measures
Racial Profiling	<p>To implement a process to determine if racial profiling is occurring and to identify appropriate program recommendations.</p> <p>To produce at least one quarterly comprehensive report that includes passenger and driver ethnicity information and summarizes the traffic-stop information from all police departments.</p>	<p>Module changed to include ethnicity of passengers on the traffic-stop form and provide mechanism to transmit information from all police departments to the designated data collection entity.</p> <p>Development of an independent software program that allows all police departments to transmit required information regardless of their software service provider.</p> <p>Contract implemented to collect, analyze, and distribute traffic-stop data and to make programmatic recommendations.</p>
Planning and Administration	<p>To administer a fiscally responsible, effective highway safety program that is data driven, includes stakeholders, and addresses the State's specific safety characteristics.</p>	<p>Integrate recommendations from NHTSA's Special Management Review Performance Enhancement Plan (PEP) within specified timeframe.</p> <p>Conduct a Stakeholders' meeting to receive input for development of the FFY 2013.</p> <p>Deliver the FFY 2012 Annual Report by December 31, 2012.</p> <p>Deliver the Federal Fiscal Year 2014 Highway Safety Performance Plan by July 1, 2013.</p>

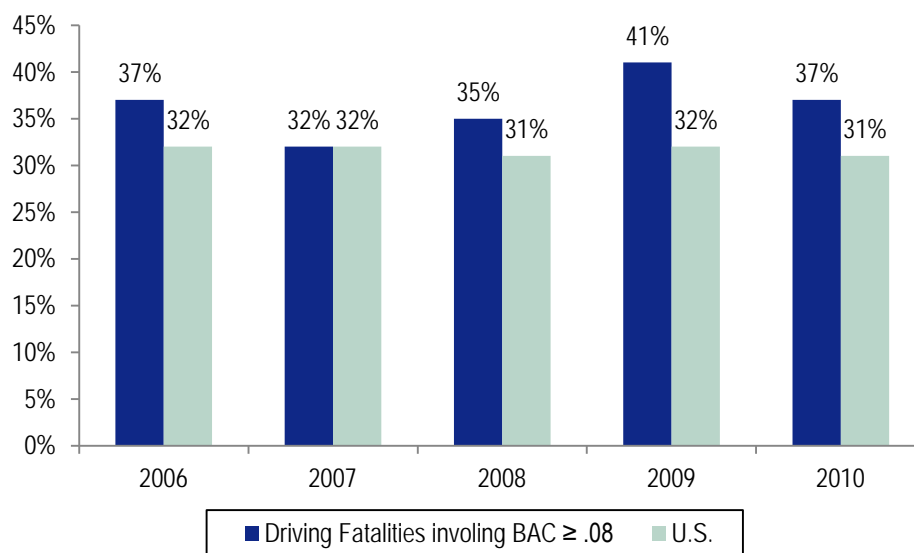
3.0 Highway Safety Plan: Program Areas for FFY 2013

■ 3.1 Impaired Driving

Problem Identification and Analysis

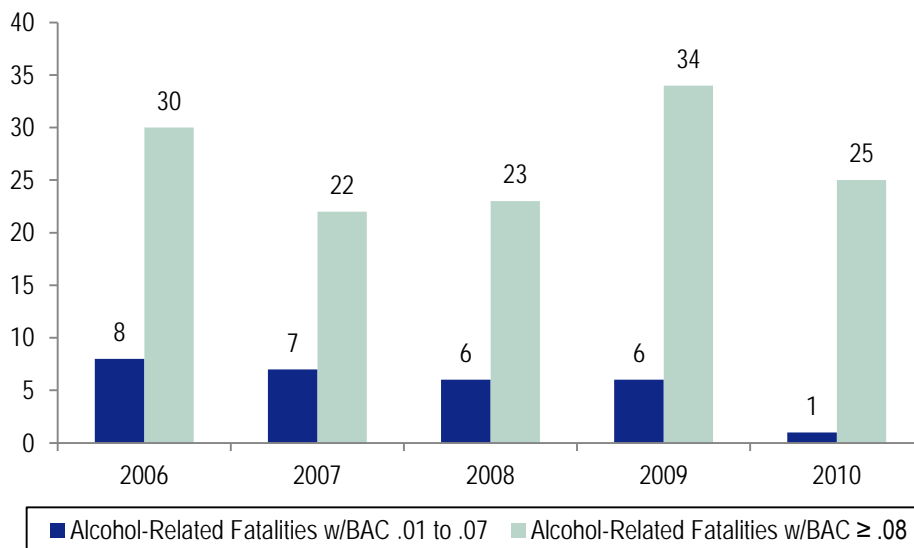
Alcohol impaired driving continues to be a significant contributing factor in Rhode Island’s crash fatalities and serious injuries. As shown in Figure 3.1, alcohol impairment in fatal crashes in Rhode Island exceeds that of the nation in four out of five years. Based on NHTSA imputed data from 2006 through 2010, 83 percent of Rhode Island’s alcohol-related fatalities involved a driver or motorcycle operator with a BAC greater than or equal to the legal limit of .08, as shown in Figure 3.2.

Figure 3.1 Driving Fatalities Involving BAC ≥.08
Rhode Island Compared to the U.S.



Note: Reflects NHTSA imputed data for 2006 to 2010.

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



Note: Reflects NHTSA imputed data for 2006 to 2010.

Based on NHTSA imputed data, from 2006 to 2010, the highest percentage of alcohol-impairment-related crashes in Rhode Island occurred in March, and July; with 65.2 percent occurring on Fridays, Saturdays, and Sundays; with 75.9 percent occurring between the hours of 6:00 p.m. and 3:00 a.m.

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

- In July 2003, Rhode Island enacted a law making it a crime for anyone to operate a motor vehicle with a BAC of .08 or above. For young drivers, a BAC level of .02 results in license suspension until the age of 21.
- The Rhode Island Supreme Court has ruled that sobriety checkpoints are unconstitutional.
- A police officer may or may not indicate suspicion of alcohol involvement in a crash report.
- BAC testing is often performed only on persons who are killed in a crash and not on surviving drivers.



Driving using Fatal Vision Goggles

- Prior to June 28, 2006, refusing a chemical test carried a lower penalty than a DUI, which resulted in a greater number of citations for chemical test refusals. The significant number of refusals severely limited the availability of BAC data and hindered proper problem identification. On June 28, 2006, Governor Carcieri signed legislation doubling the license suspension for a first offense refusal; criminalizing second and subsequent offenses; increasing fines, imprisonment, and license suspensions; and requiring community service. The intent of the law was to make the choice of chemical test refusal less attractive and increase BAC data.

Of the 87 drivers and motorcycle operators involved in fatal crashes in 2010, 63 were male; 21 were female; and three were unknown or “blank.” Table 3.1 provides the BAC test results for these drivers.

Table 3.1 BAC Test Results and Gender for Drivers or Motorcycle Operators Involved in Fatal Crashes
2010

	Male	Female	Unknown/Blank	Total
BAC Test None Given	27	15	3	45
BAC 0.00	11	5	0	16
BAC 0.01-0.07	2	1	0	3
BAC 0.08-0.09	2	0	0	2
BAC 0.10-0.14	5	0	0	5
BAC 0.15-0.19	5	0	0	5
BAC 0.20+	11	0	0	11
Total	63	21	3	87
Total BAC 0.01+	25	1	0	26
Total BAC 0.08+	23	0	0	23

Source: FARS.

Drugs also are prevalent in the State’s motor vehicle crashes. Table 3.2 identifies the types of drugs that are most frequently detected in cases involving motor vehicles. The data were obtained from medical examiner and law enforcement cases.

**Table 3.2 Most Frequently Detected Drugs in Motor Vehicle Related Cases
2011**

Detected Drug	Detection Frequency (Percentage of Total Cases) (N=177)
THC and/or metabolites (marijuana)	31
Alprazolam (Xanax) and/or metabolites	11
Clonazepam (Klonopin) and/or metabolites	9
Cocaine and/or metabolites	7
Zolpidem	7
Morphine and/or metabolites	6
Methadone and/or metabolites	6
Oxycodone (Oxycontin, Percodan)	5
Diazepam (Valium) and/or metabolites	5
Lorazepam	5
Desipramine	4
Other Drugs	4

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

Goals

- To decrease alcohol-impaired driving fatalities (those involving a legally intoxicated driver or motorcycle operator with a BAC of .08 or greater) by 3.2 percent annually, from 25 in 2010 (NHTSA imputed data) to 23 in 2013.
- To decrease alcohol-impaired driving serious injuries (those involving a legally intoxicated driver or motorcycle operator with a BAC of .08 or greater) by 3.2 percent annually, from seven in 2010 to six in 2013.
- To collect and report data on the number of impaired driving arrests made during grant-funded enforcement activities in FFY 2013.
- To decrease by 10 percent the number of impaired driving fatalities involving a BAC of .01 or higher, from a three-year average of 32 (2008-2010) to 29 (2011-2013) in 2013.
- To decrease by 16.6 percent the number of drivers involved in impaired driving fatal crashes with a known BAC of .01 or higher, from 18 in 2011 to 15 in 2013.

- To increase the percentage of survey participants responding “Very Likely” or “Somewhat Likely” to the likelihood of being stopped by law enforcement after drinking to excess and driving from 59.6 percent to 61 percent in 2013.
- To increase the recognition of the slogan used by OHS to support high-visibility impaired driving enforcement. (In 2011, there was 27.1 percent recognition of the *Drive Sober or Get Pulled Over* slogan).

Performance Measures

- Number of fatalities involving a driver or motorcycle operator with a BAC of .08 or greater.
- Number of serious injuries 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 involving a known BAC of .01 or higher.
- Number of drivers and motorcycle operators involved in fatal crashes with a known BAC of .01 or higher.
- Percent of survey participants responding “Very Likely” or “Somewhat Likely” to the likelihood of being stopped after drinking to excess and driving.
- Percent of survey respondents that recognize the impaired driving enforcement slogan.

Strategic Partners

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

Strategies

1. Increase average frequency of Operation Blue RIPTIDE (Rhode Island Police Teaming for Impaired Driving Enforcement) patrols.
2. Include impaired driving information on RIDOT web site.
3. Expand impaired driving resources for state and local law enforcement agencies:
 - Conduct High-Visibility Enforcement (HVE) mobilizations and monthly sustained DUI enforcement programs combined with a Variable Message Sign (VMS)

- program (which was delineated in the Non-Checkpoint State meeting in Texas and endorsed by NHTSA Region 1). Launched in FFY 2009, local police departments and the Rhode Island State Police (RISP) use VMS, with appropriate messaging, for all OHS-funded patrols. Participating agencies also are encouraged to apply for the International Association of Chiefs of Police “Law Enforcement Challenge” Award Program as well as the Rhode Island Highway Safety Champion Awards Program.
- Offer DRE and SFST refresher training courses via LEHSTC, the latter in coordination with those offered by the RI Department of Health/Forensic Sciences, Breath Analysis Unit.
 - Continue LEHSTC coordination of Operation Blue RIPTIDE and continue LEHSTC outreach to police chiefs and implementation of traffic safety training initiatives.
 - Promote more timely analysis of specimens by the RI Department of Health/Forensic Sciences, Breath Analysis Unit to increase the DUI conviction rate.
4. Expand media messages, including participation in national HVE mobilizations:
 - Conduct HVE Media Campaign.
 - Implement coordinated paid and earned media plan.
 - Promote public awareness of regional saturation patrols under Operation Blue RIPTIDE.
 - 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 OSCAR (Ocean State Crash Analysis and Reporting) files.
 - Improve the quality and coordination of alcohol-related databases.
 - Continue to work with the TSRP to evaluate the impact of Rhode Island’s breath test refusal law on refusal rates.
 8. Fund 66 percent of the salary of a TSRP within the Attorney General’s Office.
 9. Fund 100 percent of the salary of a Traffic Safety Resource Forensic Toxicologist within the Department of Health.
 10. Include program management and oversight for all activities within this priority area.

Programs and Projects

Project Title - “Drive Sober or Get Pulled Over” Impaired Driving Law Enforcement Patrols

Project Description - Implementation of *Drive Sober or Get Pulled Over* (DSoGPO) overtime enforcement patrols by local city/town/state police departments with a potential for 38 participating communities, the State Police, and the University of Rhode Island Police in this grant project. All participants are funded to participate in the two DSoGPO annual mobilizations scheduled for December 14, 2012 - January 1, 2013 and August 16-September 2, 2013. Patrols are conducted on Thursday, Friday, and 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 - \$2,375 of Section 402AL, \$150,000 of Section 410 and \$238,975 of Section 164AL

Project Title - Intoxilyzers for State and Local Law Enforcement and the RI Department of Health

Project Description - To ensure all law enforcement have appropriate equipment to support their DUI arrests, OHS will reimburse the purchase of new Intoxilyzers to municipal police departments needing replacement of these machines (to be determined in conjunction with the RI Department of Health, Forensic Sciences, Breath Analysis Unit). Additionally, OHS will reimburse Health for two Intoxilyzer 5000s to be used for training and as loaners to departments whose instruments go out of service and need to be repaired. OHS will maintain the inventory for this equipment in accordance with Federal and state requirements.

Note: Replacements have been kept to the absolute minimum necessary during FFY 2012 anticipating the Breath Analysis Unit’s approval of the state-of-the-art-Intoxilyzer 9000 as the only recognized breathalyzer under its rules in FFY 2013. This approval, when realized, will necessitate wholesale replacement of all Intoxilyzer 5000s in service. It is estimated the cost for this replacement will be \$540,000 of Section 164 and/or Section 402 funds in FFY 2013. A secondary market exists in Canada for Intoxilyzer 5000s and sale of used equipment may produce some funds to offset the costs to purchase the Intoxilyzer 9000.

Project Staff - Jim Barden

Project Budget/Source - \$49,000 of Section 164AL

Project Title - Impaired Driving Paid and Earned Media

Project Description - OHS will develop and implement a statewide paid and earned media campaign for the DSoGPO campaigns to coincide with enforcement mobilizations

scheduled for December 2012 and August/September 2013 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

Project Budget/Source - \$315,000 of Section 410PM and \$130,000 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 take a school bus to the prison and participate in listening sessions with prisoners convicted of DUI resulting in death. The prisoners discuss the actions leading up to the incident and the impact it has had on their lives and on those around them. MADD provides families of victims who explain about the impact these fatalities have had on their lives as well. A full year of programming is expected; the project will reach out to every high school.

Project Staff - Jim Barden, Andrew Koziol, 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, which were conducted prior to and during the mobilization period.

Project Staff - Jim Barden

Project Budget/Source - \$25,674 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 added an environmental approach to the original peer-to-peer model. The program includes the education component, and 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 - \$44,000 of Section 402AL

Project Title - Traffic Safety Resource Prosecutor (TSRP)

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

Project Staff - Jim Barden

Project Budget/Source - \$111,922 of Section 164AL

Project Title - Resource Center

Project Description - OHS will maintain appropriate resource and promotional materials for use by local and state programs for all age levels addressing, among other issues: child passenger safety, "Click It or Ticket," DSoGPO, "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 - \$25,000 of Section 402OP, \$25,000 of Section 402MC, \$25,000 of Section 402PS, \$25,000 of Section 402PT, \$25,000 of Section 164AL

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

Project Description - The Rhode Island Municipal Police Academy will continue to employ a full-time contract employee with OHS funds to serve as the LEHSTC. The LEHSTC will promote law enforcement participation in Operation Blue RIPTIDE, conduct outreach to police chiefs, and provide traffic safety training. OHS will also conduct Standardized Field Sobriety Testing (SFST) Refresher Training courses through the LEHSTC.

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

Project Staff - All program managers

Project Budget/Source - \$38,008 of Section 402PT, \$40,000 of Section 410AL, \$38,008 of Section 405, and \$37,000 of Section 164AL

Project Title - Creative Media

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

Project Staff - Jim Barden

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

Project Title - Traffic Safety Resource Forensic Toxicologist (TSRFT)

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

Project Staff - Jim Barden

Project Budget/Source - \$95,142.42 of Section 402AL

Project Title - SFST Assessment

Project Description - OHS will request NHTSA to provide a multidisciplinary team to assess all aspects of the State's SFST program.

Project Staff - Jim Barden

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

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

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

Project Staff - Jim Barden

Project Budget/Source - \$3,000 of 402AL

Project Title - Gas Chromatograph Mass Spectrometer (GCMS) and Headspace GC

Project Description - The GCMS is used for Forensic Toxicology testing of blood samples for the presence of alcohol and the Headspace GC is used for confirmation and quantification of both prescription and illegal drugs of abuse. The Department of Health, Forensic Laboratories is presently using a GCMS and Headspace GC, which are both more than 20 years old and consist of component parts salvaged from several units. Purchase of a new GCMS and a new Headspace GC dedicated solely to testing forensic samples arising from motor vehicle cases will provide consistent testing reliability and ensure samples are processed in a timely manner, thus increasing prosecutorial capabilities. The new Headspace GC has better drug detection, identification and quantification of drugs, especially the newly emerging synthetic cannabinoids class. NHTSA regulations call for proportionate funding of equipment used for non-highway safety related purposes, however as this equipment will be used solely to identify evidence of drunk and drugged driving, only NHTSA funds are proposed to be used to fund these items.

Project Staff - Jim Barden

Project Budget/Source - \$100,000 of Section 402AL and \$66,000 of Section 164AL

Project Title - Validation of GCMS (subject to approval of purchase of GCMS by NHTSA)

Project Description - OHS will pay for a temporary services employee dedicated specifically to conduct required time consuming validation studies with each method in lieu of Department of Health Forensics Lab staff undertaking the validation. This project will result in significant shortening of time required to complete the validation process, thus getting the results of the new equipment entered as evidence in prosecutions much sooner.

Project Staff - Jim Barden

Project Budget/Source - \$54,000 of Section 410AL

Project Title - Borkenstein Drug Course - Training Grant

Project Description - To address the need for continuing education of employees of Forensic Breath Analysis Units and the Forensic Toxicology Units, the Robert F. Borkenstein Course on Drugs, Alcohol, and Highway Safety was created in 1958. Located at Indiana State University, this is the premier school in the philosophy of alcohol and drug impairment. The attendance of two employees from the Department of Health's Toxicology Lab will increase efficiency within the Lab, increase prosecutorial ability, and provide for greater understanding of alcohol and drugs in relation to traffic safety and presentation of alcohol in the courtroom.

Project Staff - Jim Barden

Project Budget/Source - \$6,000 of Section 402AL

Project Title - Breath Analysis Simulator Replacement

Project Description - The Rhode Island Department of Health, Forensics Labs is required by statute and regulation to inspect monthly all breath testing equipment used by law enforcement in the state. The office performs more than 60 inspections per month using a device called a "wet bath simulator," which houses a known reference solution that is introduced into the breath instruments by way of a simulator. This project would provide for replacement of two simulators that are more than three years old and in need of repair, the original purchase of which was reimbursed by OHS.

Project Staff - Jim Barden

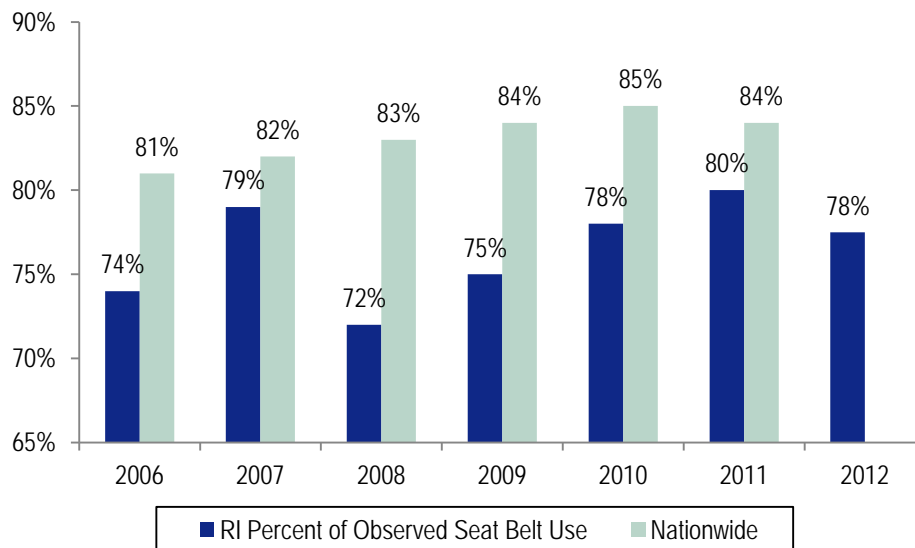
Project Budget/Source - \$2,140 of Section 164AL

■ 3.2 Occupant Protection

Problem Identification and Analysis

As shown in Figure 3.3, the percent of observed safety belt use in Rhode Island decreased from 80.4 percent in 2011 to 77.5 percent in 2012, despite the fact that Governor Chafee signed bills making Rhode Island’s law a primary offense on June 30, 2011.⁴ While the projected increase in safety belt use associated with a primary law has yet to appear in Rhode Island, unrestrained fatalities did decrease during 2011. Unrestrained fatalities decreased each year from 2005 to 2009, from 37 in 2005 to 19 in 2007, then increased to 29 fatalities in 2008 and to 32 fatalities in 2009. In 2010, the unrestrained fatalities decreased by six to 26 and (preliminarily) by an additional four to 22 in 2011. Details regarding restraint system use and nonuse for Rhode Island fatal crash victims are provided in Table 3.3.

Figure 3.3 Observed Safety Belt Use Rate
Rhode Island and Nationwide

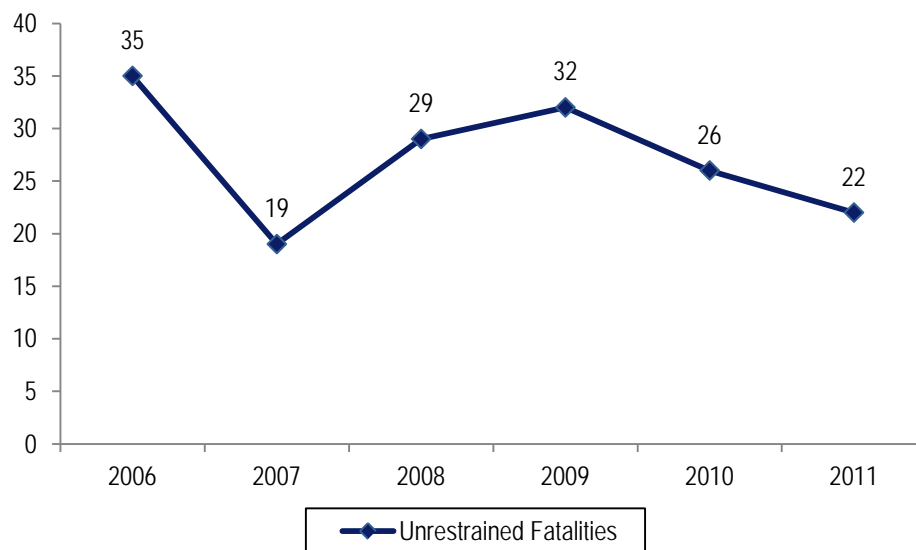


Source: RIDOT/OHS.

Note: 2012 data are preliminary.

⁴ The bills include a “sunset provision” allowing for primary enforcement only until June 20, 2013, absent enactment of additional legislation extending the law or making it permanent.

Figure 3.4 Restraint Nonuse for Rhode Island Motor Vehicle Fatalities



Source: RIDOT/OHS.

Note: 2011 data are preliminary.

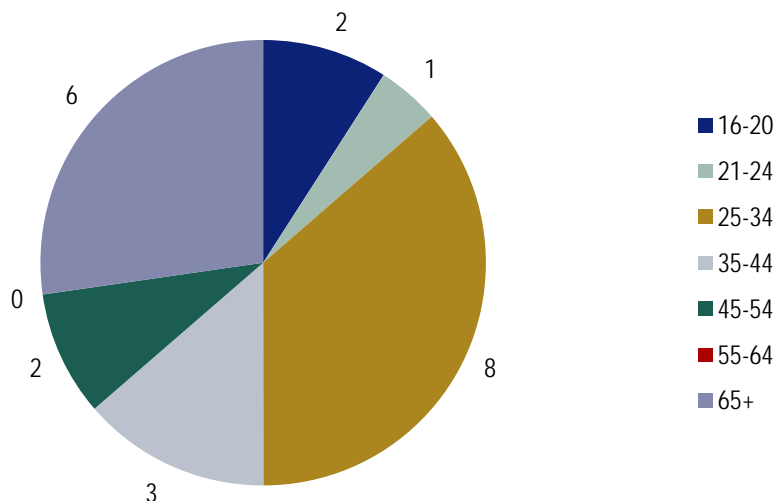
Table 3.3 Motor Vehicle Fatalities by Restraint System Use and Nonuse 2011

	Driver	Passenger	Total
None Used/Not Applicable	19	3	22
Shoulder and Lap Belt	9	3	12
Other	1	0	1
Unknown	2	0	2
Total	31	6	37

Source: FARS, 2012.

Figure 3.5 illustrates unrestrained fatalities by age group in 2011.

Figure 3.5 Number of Restraint Nonuse Fatalities by Age Group 2011



Source: RIDOT/OHS.

Goals

- To increase by 2.5 percentage points the statewide-observed safety belt use rate for front seat occupants in passenger vehicles, from 77.5 percent in 2012 to 80 percent in 2013.
- To decrease the number of unrestrained passenger vehicle occupant fatalities, in all seat positions, by 3.2 percent annually, from 22 in 2011 to 21 in 2013.
- To decrease the number of unrestrained passenger vehicle occupant serious injuries, in all seat positions, by 3.2 percent annually, from 120 in 2010 to 109 in 2013.
- To increase the number of safety belt citations issued during grant-funded enforcement activities during the May-June *Click It or Ticket* National Mobilization, from 3,995 in 2012.
- To increase safety belt use among pickup truck drivers, as measured by observations, from 63.9 percent in 2012.
- To increase awareness of the “Click It or Ticket” slogan, as measured by a telephone survey, from 90 percent in 2012.
- To increase the perception people will be ticketed for failure to wear safety belts “always” or “most of the time,” as measured by a telephone survey, from 38.8 percent in 2012.

- To decrease by 12.7 points the percent of unrestrained passenger vehicle occupant fatalities, from 64.7 percent in 2011 to 52 percent in 2013 (three-year average is 67.1 percent).

Performance Measures

- Percent of front seat vehicle occupants who are observed using safety belts.
- Number of unrestrained passenger vehicle occupant fatalities (all seating positions).
- Number of unrestrained passenger vehicle occupant serious injuries (all seating positions).
- Number of safety belt citations issued during grant-funded enforcement activities.
- Percent of pickup truck drivers observed using safety belts.
- Percent of telephone survey participants aware of the “Click It or Ticket” slogan.
- Percent of telephone survey participants who believe a ticket is likely always or most of the time for failure to wear a safety belt.
- Percent of passenger vehicle occupant fatalities not wearing a restraint.

Strategic Partners

The OHS works primarily with 38 local law enforcement agencies and the Rhode Island State Police as partners for national traffic safety initiatives to increase safety belt use. In FFY 2013, OHS will expand this network to include:

- A school-based network to promote safety belt use with a focus on teens via the *Seatbelt Series* program, including a “seat belt challenge” among schools; and
- A community-based network to promote safety belt use by establishing connections with local organizations, senior centers, and religious leaders.



Saved by the Belt Presentation

Strategies

1. Increase awareness among drivers that Rhode Island law requires all drivers and passengers to wear safety belts and failure to do so is a “primary offense.” Increase the perception of Rhode Island drivers that a motorist who is not wearing a safety belt, or whose passengers are not wearing their seat belts, will be cited by police:

- Conduct a “Click It or Ticket” (CIOT) media campaign;
 - Conduct a CIOT enforcement campaign (five weeks from 11/19/12 to 11/26/12; from 3/18/13-3/24/13; from 5/20/13 to 6/02/13; and from 9/23/13 to 9/29/13);
 - Expand the number of agencies conducting nighttime safety belt enforcement; and
 - Maintain an aggressive sports-marketing campaign.
2. In media and education programs, address at-risk communities (males, pickup truck drivers, counties with a high percentage of unbelted fatalities, and low belt-use rate counties):
 - Conduct a CIOT media campaign, including a special component for pickup truck drivers and passengers;
 - Maintain aggressive deployment of the RISP Rollover Simulator to demonstrate the value of safety belt use;
 - Initiate community-based outreach to at-risk populations; and
 - Develop culturally appropriate messages to expand minority outreach efforts.
 3. Encourage the use of appropriate child passenger safety (CPS) restraint systems among children under eight years of age:
 - Work with state and local law enforcement to conduct CPS clinics throughout the State; and
 - Increase public awareness of the booster seat law that requires use of child restraints up to age eight.
 4. Continue to support Traffic Occupant Protection Strategies (TOPS) training for police officers.
 5. Provide decision-makers, within the legislature and minority communities, information on the value of Rhode Island’s primary safety belt law that is set to expire on June 30, 2013 (absent affirmative legislative action).
 6. Collect and analyze Rhode Island occupant protection data:
 - Conduct the annual observation and telephone surveys of occupant protection use.
 - Conduct Department of Motor Vehicle offices intercept surveys.
 7. Work with NHTSA on the Performance Enhancement Plan (PEP) to implement recommendations of the September 2011 Occupant Protection Special Management Review.
 8. Conduct 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 will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 20-June 2, 2013 and three State mobilizations (Thanksgiving holiday travel, November 19-26, 2012; and September 23-29, 2013).

Project Staff - Jim Barden

Project Budget/Source - \$238,000 of Section 402OP

Project Title - Child Passenger Safety (CPS)

Project Description - This project provides funds for law enforcement personnel to conduct CPS clinics. Funding is included to enable each law enforcement agency with a certified national Child Passenger Safety Technician (CPST) to send at least one CPST to the Bi-Regional NHTSA CPS Conference in Atlantic City, New Jersey in October 2012.

Project Staff - Jim Barden

Project Budget/Source - \$163,000 of Section 402OP

Project Title - CPS Outreach to At-Risk Populations (Minorities and Teen Parents)

Project Description - OHS will solicit applications from organizations affiliated with a Level 1 Trauma Center to provide car seats and booster seats to needy families, consistent with Section 2011 rules, by conducting outreach-targeting families participating in Head Start and teen parent programs.

Project Staff - Jim Barden and Elvys Ruiz

Project Budget/Source - \$30,000 of Section 2011OP

Project Title - CIOT Observational Surveys

Project Description - OHS will conduct the annual “Mini-Pre” paid and earned media and enforcement observational safety belt use survey in May and the full observational safety belt survey following the enforcement period, according to NHTSA regulations. In addition, “Mini-Pre” and “Mini-Post” observational surveys will be conducted in conjunction with additional enforcement waves recommended by NHTSA’s Occupant Protection Technical Assistance Team.

Project Staff - Jim Barden

Project Budget/Source - \$41,742 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 campaigns scheduled for November 2012, March 2013, May-June 2013, and September 2013. The target audience will be 16 to 34 year old males. Media materials will be produced in both English and Spanish with the venues chosen based on market data for each audience.

Project Staff - Jim Barden

Project Budget/Source - \$350,000 of Section 402PM

Project Title - CIOT Statewide Phone Surveys

Project Description - "Pre" and "Post" telephone surveys 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 2013.

Project Staff - Jim Barden

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

Project Title - CIOT DMV Intercept Survey

Project Description - "Pre" and "Post" DMV office intercept surveys will be conducted to assess the public awareness and effectiveness of the CIOT media and enforcement campaigns conducted with the Rhode Island only state mobilizations in November 2012, March 2013, and September 2013.

Project Staff - Jim Barden

Project Budget/Source - \$33,131 of Section 405OP

Project Title - Safe Communities Partnership - Woonsocket (WSCP)

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

Project Staff - Jim Barden

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

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

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

Project Staff - Administrator and all program managers

Project Budget/Source \$38,008 of Section 402PT, \$40,000 of Section 410AL, \$38,008 of Section 405 and \$37,000 of Section 164AL

Project Title - Rollover Simulator Demonstrations - Rhode Island State Police (RISP)

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

Project Staff - All program managers

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

Project Title - Resource Center

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

Project Staff - Administrator and all program managers

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

Project Title - Creative Media

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

Project Staff - Jim Barden

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

Project Title - Child Safety Seats and Booster Seats for Low-Income, Needy Families

Project Description - OHS will conduct a statewide needs analysis for child safety seats and booster seats for children living in families on any form of public assistance and distribute child safety seats and booster seats to their parents/guardians.

Project Staff - Jim Barden

Project Budget/Source - \$135,000 of Section 2011OP

Project Title - Child Seat Projects

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

Project Staff - Jim Barden

Project Budget/Source - \$136,771 of Section 2011OP

Project Title - Fire Department's Training for Hybrid Vehicle Extraction

Project Description - The OHS will work with the Fire Chiefs Association in developing a statewide training program in use of extraction equipment for the new hybrid vehicles. More Hybrid vehicles are using our roadways and the potential injury to occupants and emergency personnel is greatly increased with the improper use of this lifesaving equipment.

Project Staff - Jim Barden

Project Budget/Source - \$41,197 of Section 402EM

■ 3.3 Speed

Problem Identification and Analysis

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

Speed was a likely factor in 41 percent of all fatalities in 2009 and 2010 data indicates this percentage increased to 42 percent. From 2006 to 2009 speeding-related fatal crashes in Rhode Island most frequently occurred in April, June, and August; on weekend evenings; and between the hours of 6:00 p.m. and 3:00 a.m. Figure 3.6 shows the percentage of speed-related fatalities from 2006 to 2011, which have decreased significantly over the last five years in Rhode Island.

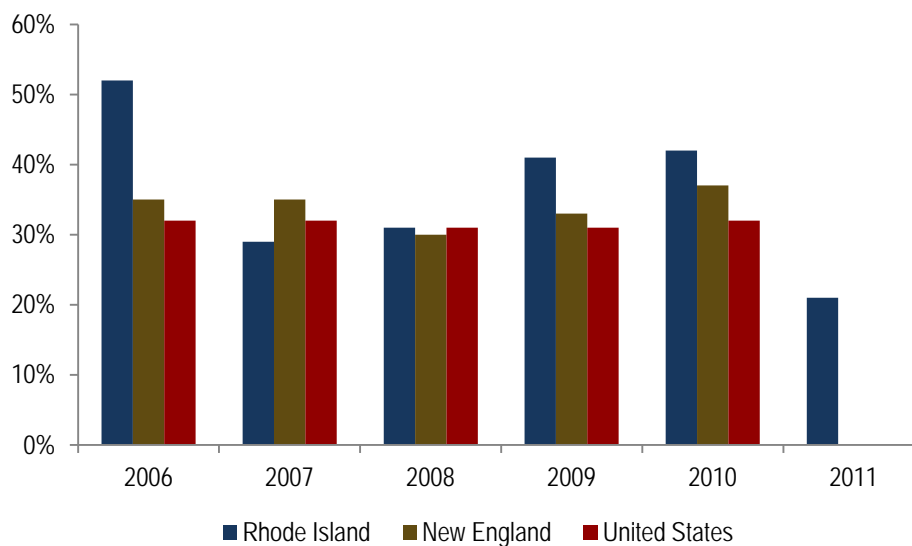
As shown in Table 3.4, in Rhode Island from 2006 to 2010, 45.6 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the NHTSA Region 1 percentage (30.4 percent), and both were higher than the nationwide percentage of 12 percent. Eighty-five percent of the speeding-related fatalities in the State occurred on roads with a speed limit under 50 mph. This percentage was higher than in NHTSA Region 1 (77.4 percent) and the U.S. as a whole (50 percent).

Table 3.4 Speed-Related Fatalities by Posted Speed Limit

Posted Speed	Rhode Island					Total 2006-2010		
	2006 (N=42)	2007 (N=20)	2008 (N=20)	2009 (N=39)	2010 (N=28)	Rhode Island (N=149)	Region (N=1,910)	U.S. (N=59,575)
30 or less	22	10	12	16	8	45.6%	30.4%	12.0%
35	8	4	3	10	5	20.1%	16.4%	12.3%
40	2	3	1	1	4	7.4%	10.5%	6.9%
45	2	1	2	0	2	4.7%	11.0%	14.6%
50	3	0	1	2	5	7.4%	9.1%	4.2%
55	4	0	0	6	2	8.1%	8.6%	27.5%
60	0	0	0	0	0	0.0%	0.4%	3.7%
65+	1	2	0	2	2	4.7%	10.8%	16.1%
No limit	0	0	0	0	0	0.0%	1.2%	0.3%
Unknown	0	0	1	2	0	2.0%	1.6%	2.3%
Total	42	20	20	39	28	100.0%	100.0%	100.0%

Source: Transanalytics, LLC, *Analysis of Fatal Crash Data Rhode Island 2006 to 2010*.

Figure 3.6 Percent of Fatalities Resulting from Crashes Involving Speeding Rhode Island, New England, and U.S.



Source: Transanalytics, LLC, *Analysis of Fatal Crash Data Rhode Island 2006 to 2010* and FARS, 2012.

Note: Data for Rhode Island reflect state reported numbers; data for New England and National Average reflect NHTSA imputed numbers.

Goals

- To decrease by 3.2 percent annually, the number of speeding-related fatalities from 14 in 2011 to 13 in 2013.
- To increase the number of speeding citations issued during grant-funded enforcement activities from 5,802 in 2011 to 6,000 in 2013.
- To increase the number of speeding citations written and tracked monthly on all overtime speed patrols.

Performance Measures

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

Strategic Partners

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

Strategies

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

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. OHS is expecting participation from potentially 38 communities and the State Police. Patrols are conducted during daylight hours and there is mandatory participation in one annual enforcement period. This also includes RISP C.A.R.E. patrols and travel.

Project Staff - Despina Metakos Harris

Project Budget/Source - \$150,000 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 Harris

Project Budget/Source - \$90,000 of Section 402PM

Project Title - Creative Media

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

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

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

Project Title - Speeding Ticket Holder Sleeve and Web Site Project Description

Project Description - OHS will develop a Speed Ticket Holder Sleeve with a link to a Highway Safety web site. People receiving speeding tickets that visit the web site and answer a short five-question survey will receive a Highway Safety Motorist incentive item. The web site will capture demographic information as well as personal information about the driver, should they voluntarily disclose it. Should they “opt in” drivers will receive e-mails with Highway Safety Messaging once a quarter. People “opting in” will be entered to receive a larger motorist incentive item, such as a t-shirt or hat with “Obey the Fine or Pay the Sign” screen printed on it.

These sleeves will be printed and distributed to every police department in the state and we hope to receive 100 percent participation from each department. Web site materials will be produced in English, Spanish, and one Asian language in order to include as many of the population as possible.

Project Staff - Despina Metakos Harris

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

Project Title - Resource Center

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

Project Staff - Administrator and all program managers

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

■ 3.4 Young Drivers

Problem Identification and Analysis

Over the years, crash statistics in Rhode Island have shown young drivers are overrepresented in serious injury and fatal crashes. For example, in 2008, young drivers ages 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.

Recent data has shown improvement in regards to young driver involvement in fatal crashes. The percentage of Rhode Island drivers age 16 to 20 years increased to 5.6 percent by the end of 2011. In 2011, young drivers were involved in four of the 63 fatal crashes, representing 6.3 percent, a decline of 7.7 percent from 2008 levels.

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

Table 3.5 Fatal Crashes and Fatalities Involving Young Drivers (Age 16 to 20) in Rhode Island, New England, and U.S. 2006-2010

	2006	2007	2008	2009	2010
Rhode Island					
Fatal Crashes	14	16	9	11	6
Young Drivers Killed	5	6	5	6	4
New England					
Fatal Crashes	207	199	154	140	132
Young Drivers Killed	118	92	85	71	68
The United States					
Fatal Crashes	7,012	6,593	5,527	4,871	4,331
Young Drivers Killed	3,407	3,124	2,687	2,302	1,915

Source: Transanalytics, LLC, *Analysis of Fatal Crash Data Rhode Island 2006-2010*.

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

	2006	2007	2008	2009	2010	Rhode Island 2006-2010 Percent	Region 2006- 2010 Percent	U.S. 2006-2010 Percent
Victims	(N=14)	(N=16)	(N=9)	(N=14)	(N=7)	(N=60)	(N=931)	(N=32,332)
Young Driver	5	6	5	6	4	43.3%	46.6%	41.6%
Passengers	5	7	0	5	3	33.3%	27.0%	25.8%
Other Road Users	4	3	4	3	0	23.3%	26.4%	32.6%

Source: Transanalytics, LLC, *Analysis of Fatal Crash Data Rhode Island 2006-2010*.

Goals

- To maintain the number of young drivers age 16 to 20 involved in fatal crashes at or below the three-year average (2008-2010) of nine.
- To decrease the number of young driver (age 16 to 20) fatalities (from seven in 2010).
- To decrease the number of young driver (age 16 to 20) involved fatalities by 3.2 percent annually, from nine in 2010 to eight in 2013.
- To decrease the number of young driver (age 16 to 20) involved serious injuries by 3.2 percent annually, from 140 in 2010 to 127 in 2013.
- To implement a minimum of four contacts with parents/care givers to provide information on alcohol and/or safety belt use for young drivers.

Performance Measures

- Number of young drivers (age 16 to 20) involved in fatal crashes.
- Number of young drivers (age 16 to 20) fatalities.
- Number of young drivers (age 16 to 20) involved fatalities.
- Number of young drivers (age 16 to 20) involved serious injuries.
- Number of contacts with parents/care givers to provide information on the role of alcohol and/or primary safety belt use for young drivers.

Strategic Partners

The Rhode Island Division of Motor Vehicles (RIDMV) is charged with licensing drivers. Currently, applicants between the ages of 16 and 18 are subject to Graduated Driver Licensing (GDL) requirements. These rules are a key avenue for addressing the needs of

young drivers, including training and restrictions on driving activities. Ensuring uniform and rigorous application of these laws, as well as evaluating their effectiveness and strengthening them where necessary, is pivotal. Driver training and high school outreach programs also play a critical role for the new driver. Forming partnerships to address training needs and training effectiveness also aid in strengthening the skills of new drivers. Other OHS partners include MADD, SADD, AAA, the Rhode Island Attorney General's Office, Rhode Island Traffic Tribunal Court, the minority community, and law enforcement throughout the State.

Strategies

1. Improve and expand educational outreach to middle and high schools (including School Resources Officers), colleges, and community partners:
 - Emphasize young drivers in impaired driving and “Click It or Ticket” media campaigns.
 - Create and distribute an alcohol-related informational brochure for high school and/or college students.
 - Evaluate and coordinate public/private efforts in the area of young driver safety efforts statewide.
 - Work with community and business partners to educate parents/care givers about the role of alcohol in crashes among 16- to 20-year old drivers. Also educate young drivers and their parents/care givers about primary safety belt enforcement.
 - Develop an informational/educational introduction packet for GDL license applicants and distribute to young drivers/parents as part of the process to obtain a driver license.
 - Expand the educational permit program with AAA Southern New England to be offered statewide to non-members to promote and encourage more parental and teen partnerships in the area of driver education on a state level.
 - Seek support for an amendment to the current driver's education law, to require an applicant's parents or guardian to participate in two hours of instruction on the content of the driver education curriculum.
 - Work with the CCRI driver education administrator to identify and implement potential improvements to the drivers' training program.
 - Develop culturally appropriate messages and expand minority outreach efforts.
 - Explore potential training to develop an Underage Drinking Rapid Response Team.
 - Work with private/public partners to implement a pilot program utilizing the “Teen Black Box” technology.
 - Implement young driver/GDL enforcement in and around high schools.

- Develop distracted driving awareness programs in high schools through SADD contacts.
 - Support large-scale awareness efforts such as “Stop the texts. Stop the Wrecks” and efforts by AT&T.
2. Collect and analyze age-related data on highway safety.
 3. Conduct program management and oversight for all activities within this priority area.

Programs and Projects

Project Title - Occupant Protection, Distracted Driving, and Underage Drinking Paid and Earned Media

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

Project Staff - Andy Koziol

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

Project Title - Seat Belt Series

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

Project Staff - Andy Koziol

Project Budget/Source - \$20,000 of Section 402OP

Project Title - ThinkFast Interactive High School Education Program

Project Description - Up to 15 high schools and middle schools will be offered the opportunity to experience the ThinkFast Interactive program. This game show style program blends critical highway safety messaging with engaging pop culture references to command the attention of a school assembly. Programming will be strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.).

Project Staff - Andy Koziol

Project Budget/Source - \$30,000 of Section 402AL; \$15,000 of Section 402OP

Project Title - Student Advisory Board

Project Description - The Rhode Island Student Advisory Board (SAB) is a statewide youth forum working in partnership with the OHS to further the organization's mission. The SAB benefits both the students who are chosen for membership and the OHS Young Driver programs. SAB representatives will serve as youth representatives of Rhode Island at conferences, on task forces, and on advisory committees; speak publicly about issues vital to young drivers; and provide statewide programming with youth insight and perspective on strategic planning, policy development, programming ideas, conference planning, and other aspects of the OHS Young Driver program.

Project Staff - Andy Koziol

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

Project Title - Pedal Cart Driving Simulators

Project Description - The OHS will purchase two pedal carts, which will be used simultaneously with impairment goggles to simulate the effects of drunk driving. The carts will be available at public and school-based events. Participants will navigate a course defined by cones once without goggles and a second time with goggles to demonstrate the difference in capabilities.

Project Staff - Andy Koziol

Project Budget/Source - \$10,000 of Section 164AL

Project Title - Zero Fatalities Project

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

Project Staff - Jim Barden, Andy Koziol, and the TSRP

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

Project Title - Youth in Action/Power of Parents

Project Description - MADD RI aims to engage two key demographics in the community through these two innovative programs. Youth in Action helps young people focus on law enforcement, educational, and policy-level changes, which affect underage drinking. Power of Parents is an interactive training session for parents who are looking for guidance when dealing with youth and destructive decisions.

Project Staff - Andy Koziol

Project Budget/Source - \$12,000 of Section 402AL; \$9,000 of Section 402OP

■ 3.5 Motorcycles

Problem Identification and Analysis

Motorcycle fatalities in the United States declined in 2009 and 2010, which followed 11 prior years of increases in motorcycle deaths. From 2006 through 2010, motorcyclist fatalities in Rhode Island fluctuated between a low of seven in 2008 to a high of 19 in 2009. In 2011, the motorcycle fatalities remained unchanged from 2010, however, unhelmeted fatalities declined from 11 to eight. After hitting a low of two in 2008, unhelmeted fatalities had shown an increasing trend reaching 12 in 2009 and 11 in 2010 as shown in Table 3.7.



First Annual Motorcycles Skills Revival Rally

From 2006 to 2010, motorcycle fatal crashes in Rhode Island most frequently occurred (42 percent) in June, July, and August; on Saturdays and Sundays; and between the hours of 3:00 p.m. and midnight. As shown in Figure 3.7, Rhode Island motorcycle-related fatalities as a percent of total fatalities, exceeded the national percentage in 2007 however were lower for the first time in 2008.

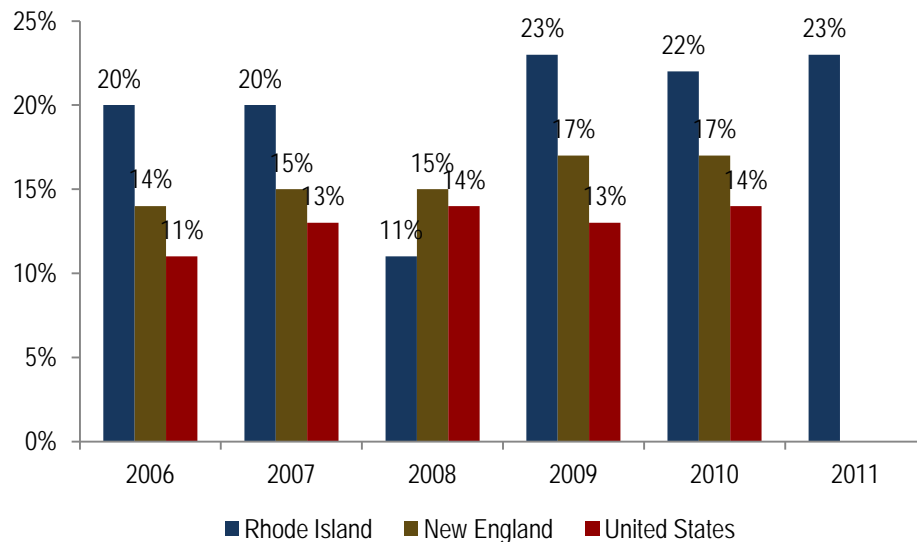
Table 3.7 Motorcycle Fatalities
2007 to 2011

Year	Fatalities	Unhelmeted	Percent Unhelmeted
2007	13	9	69%
2008	7	2	29%
2009	19	12	63%
2010	15	11	73%
2011	15	8	53%

Source: RIDOT/OHS and FARS, 2012.

Note: 2011 data are preliminary.

Figure 3.7 Motorcyclist Fatalities as Percent of Total Fatalities
Rhode Island, New England, and U.S.

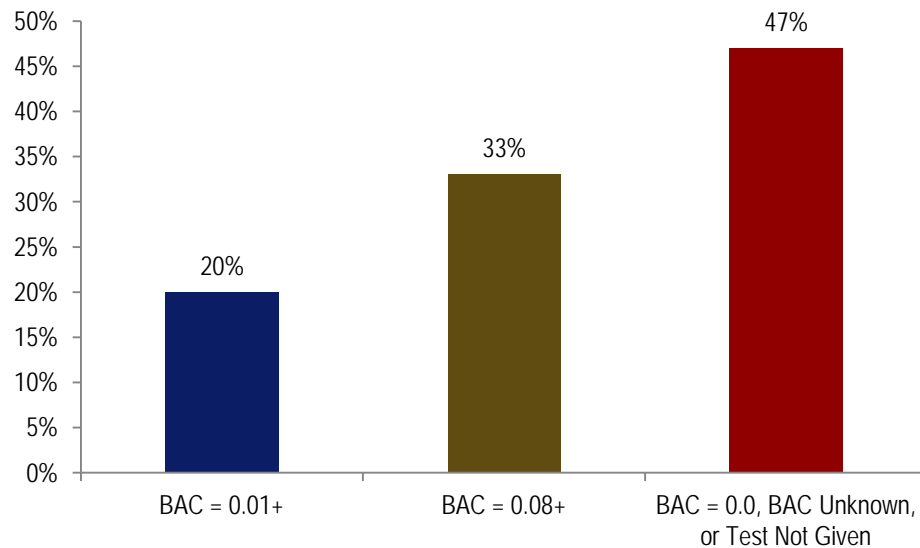


Source: Transanalytics, LLC, *Analysis of Fatal Crash Data Rhode Island 2006-2010* and FARS, 2012.

Table 3.8 Top Five Cities/Towns for Motorcycle Crashes
2005 to 2009

City/Town	2005	2006	2007	2008	2009	Total
Providence	17	18	66	48	54	203
Warwick	14	11	50	48	57	180
Pawtucket	3	5	30	30	31	99
Cranston	4	3	29	34	38	108
Coventry	4	5	20	15	22	66

Figure 3.8 BAC Involved in Motorcycle Fatalities
2010



Source: RIDOT/OHS and FARS, 2012.

Goals

- To maintain the number of motorcycle fatalities at the five-year average (2006-2010) of 14 in 2013.
- To decrease the number of unhelmeted motorcycle fatalities by 28 percent from a five-year average (2006-2010) of nine to seven in 2013.
- To decrease by two percentage points motorcycle operator crash fatalities with a known BAC of .01 or higher, from the five-year average (2006 to 2010) of 47 percent to 45 percent in 2013.
- To decrease by three percentage points motorcycle operator fatalities who were legally intoxicated, from the five-year NHTSA imputed average of 48 percent (2006 to 2010) to 45 percent in 2013.

Performance Measures

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

Strategic Partners

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



Strategies

1. Increase the emphasis on the importance of wearing all the appropriate gear all the time.
2. Work with CCRI to expand the number of rider training classes offered.
3. Increase awareness of helmet and safety gear use through the use of paid media.
4. Develop a campaign to entice older, experienced motorcycle operators back to the classroom to formalize their training and/or get licensed using The SMART Trainer™. This powerful training, outreach, and educational tool will improve and enhance our current motorcycle outreach efforts. A mobile training device, which can be transported offsite to various public events throughout the state, will allow us to interact with our target audience personally and effectively.
5. Purchase a customized vehicle to transport and house the SMART Trainer™ for use at major public motorcycle events, car shows, summer festivals, and concerts throughout the state to promote safe and sober riding practices. The unit will be available, similar to the “Roll-Over Simulator,” for groups and organizations to use at various motorcycle events throughout the state.
6. Develop an impaired riding program to educate motorcyclists on the consequences of riding under the influence.
7. Develop and disseminate printed safety materials to all students within the Motorcycle Rider Education program.
8. Continue the Motorcycle Skills Revival Rally developed in 2012 to encourage safe riding practices for experienced motorcyclists.
9. Develop and maintain a comprehensive database of students who have completed rider training courses in Rhode Island.

10. Expand and enhance the Motorcycle Awareness Campaign:

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



McCoy Stadium Motorcycle Safety Day Event

11. 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 who continue their education and take the intermediate and advanced rider training courses offered by CCRI.

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

Programs and Projects

Project Title – Motorcycle Paid and Earned Media

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

Project Staff – Despina Metakos Harris

Project Budget/Source – \$88,750 of Section 2010

Project Title – Mobile Motorcycle Outreach Training Unit

Project Description – OHS will purchase a customized vehicle to transport and house the SMART Trainer™ for use at major public motorcycle events, car shows, summer festivals, and concerts throughout the State to promote safe and sober riding practices and increased education for rider training. The unit will be available, similar to the “Roll-Over

Simulator,” for groups and organizations to use at various motorcycle events throughout the state.

Project Staff - Despina Metakos Harris

Project Budget/Source - \$150,000 of Section 2010

Project Title - Mobile Motorcycle Outreach Training Support (MMOTS)

Project Description - OHS will hire Certified Motorcycle Safety Instructors to promote and conduct SMART Trainer™ demonstrations at as many outreach events as possible. Two persons are required for each demonstration and the OHS Motorcycle Safety Program Manager will attend the event. If the OHS Motorcycle Safety Program Manager is not available, OHS will fund two Certified Motorcycle Safety Instructors for the event.

Project Staff - Despina Metakos Harris

Project Budget/Source - \$20,000 of Section 2010

Project Title - Motorcycle Resource and Outreach Center

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

Project Staff - Despina Metakos Harris

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

Project Title - Police Motorcycle Training

Project Description - OHS will provide assistance to the Rhode Island MOTOR Officer training school for Motorcycle Police Officer safety training classes.

Project Staff - Despina Metakos Harris

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

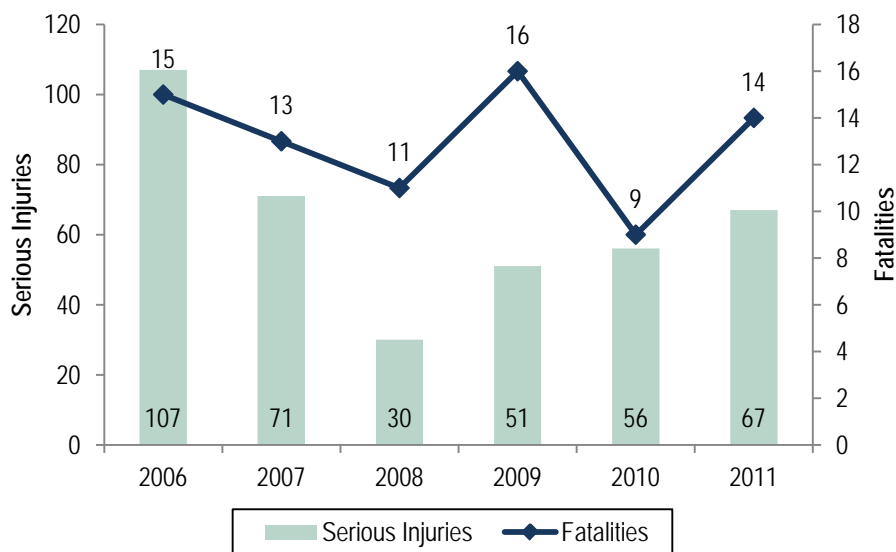
■ 3.6 Other Road Users

Although crashes in Rhode Island are dominated by personal automobiles, other modes of transportation require consideration. Other transportation modes consist of everything except personal automobiles and motorcycles and are generally classified as motorized (school buses) and nonmotorized (pedestrian and bicycle) modes. For example, from 2006 to 2011, pedestrian fatalities comprised 18 percent of all fatalities. However, bicyclist fatalities have been at one or zero in each of the last five years, except for 2010 when two bicycle fatalities occurred.

Problem Identification and Analysis – Pedestrians

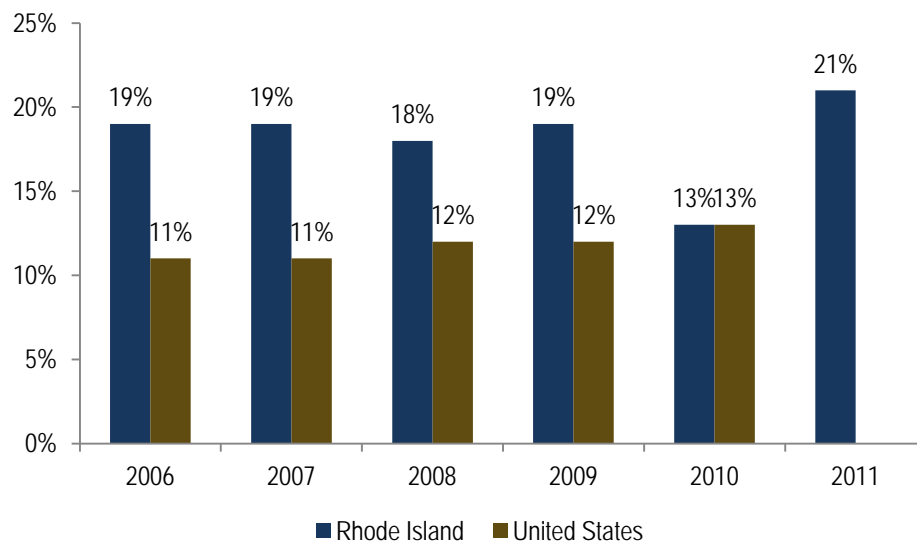
Seventy-eight pedestrians were killed in motor vehicle crashes in Rhode Island from 2006 through 2011. As illustrated in Figure 3.9, total fatalities involving pedestrians have fluctuated greatly during this time, yet there is an increasing trend in the number of serious injuries sustained by pedestrians in recent years. As shown in Figure 3.10, Rhode Island far exceeds the national percentage for pedestrian fatalities. From 2006 to 2010, the majority of pedestrian fatal crashes occurred on Fridays, and between the hours of 6:00 p.m. and 3:00 a.m. The top communities for pedestrian fatalities from 2006 to 2011 are shown in Table 3.9.

Figure 3.9 Total Fatalities and Serious Injuries Involving Pedestrians



Source: RIDOT/OHS.

Figure 3.10 Pedestrian Fatalities as a Percent of Total Fatalities
Rhode Island Compared to U.S.



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

Table 3.9 Top Five Cities/Towns by Pedestrian Fatalities
2006 to 2011

City/Town	2006	2007	2008	2009	2010	2011	Total	Percent of Total 2006 to 2011
Providence	4	5	4	1	5	1	20	4.6 %
Cranston	1	2	1	1	1	3	9	2.1 %
Warwick	1	1	2	1	0	3	8	1.9 %
Woonsocket	0	1	2	0	0	3	6	1.4 %
Westerly	0	0	0	3	1	1	5	1.2 %

Source: RIDOT/OHS

As shown in Table 3.10, during 2006 to 2010, 50 percent of pedestrians killed age 16 and above had a BAC at or above .08 percent. This percentage was higher than NHTSA Region 1 (18.75 percent), and the national average of 28.47 percent. In Rhode Island’s pedestrian fatalities, alcohol was most prevalent among those 25 to 34 years of age (80.0 percent). Data for 2009 indicate four of the 16 pedestrian fatalities (25 percent) in 2009 involved alcohol (BAC = 0.01+).

Table 3.10 Pedestrian Fatalities by Age Group with BAC Test of .08 or Greater
2006 to 2010

Age Group	Rhode Island	Region	U.S.
	0.08% or greater N=20 of 57 ^a	0.08% or greater N=113 of 473 ^a	0.08% or greater N=5,781 of 14,959 ^a
16-20	50.0%	18.75%	28.47%
21-24	50.0%	45.71%	54.48%
25-34	80.0%	44.68%	53.21%
35-44	71.43%	48.15%	52.14%
45-54	41.67%	35.23%	49.98%
55-64	28.57%	17.46%	33.44%
65+	5.88%	1.52%	8.96%
Total	35.09%	23.89%	38.65%

Source: TransAnalytics, LLC, *Analysis of Fatal Crash Data Rhode Island 2006-2010*.

^a Persons with known BACs.

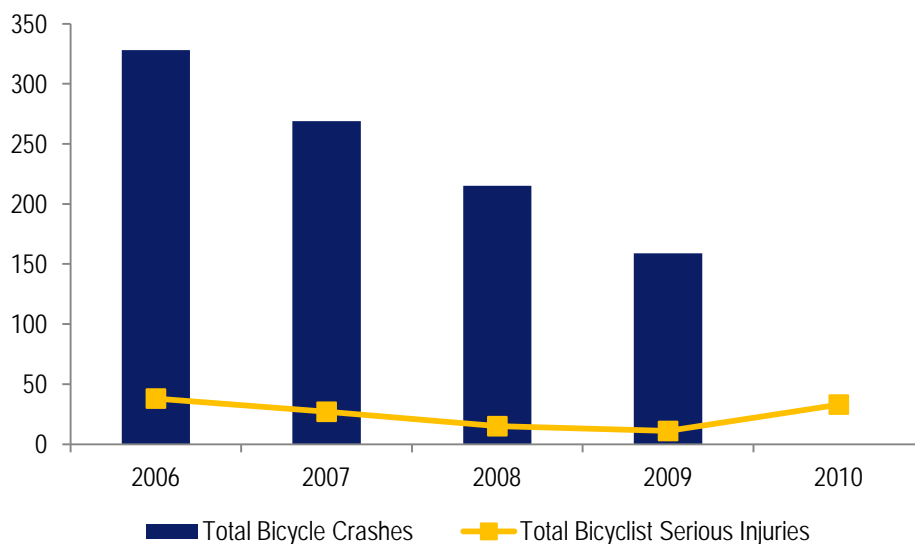
Problem Identification and Analysis – Bicyclists

The total number of crashes and number of serious injuries sustained involving bicyclists decreased between 2006 and 2010, as shown in Figure 3.11. However, between 2009 and 2010, the serious injuries increased from 11 to 33. In 2008, one bicyclist fatality was reported and data indicate zero bicyclist fatalities in 2009. In 2010, Rhode Island reported two bicycle fatalities and the number leveled back to zero in 2011. As shown in Figure 3.12, the State remains well below the national average for bicyclist fatalities.



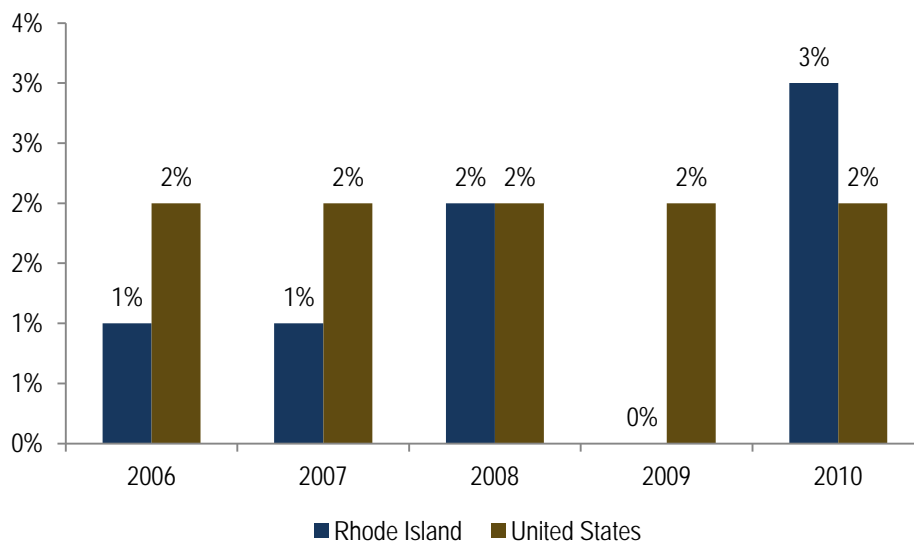
Bike Safety Day

Figure 3.11 Total Crashes and Serious Injuries Involving Bicyclists



Source: RIDOT/OHS.

Figure 3.12 Bicyclist Involved Fatalities as Percent of Total Fatalities
Rhode Island Compared to U.S.



Source: FARS, 2012.

Problem Identification and Analysis – School Buses

Table 3.11 shows school bus crashes are a very rare occurrence in Rhode Island and have decreased each year from 2006 to 2010. School bus crashes have never resulted in as much as one percent of all crash fatalities. No such fatalities were reported from 2005 through 2009. Current passenger safety programming areas will continue in an effort to maintain this strong record.

Table 3.11 Fatalities and Serious Injuries Involving School Buses

	2005	2006	2007	2008	2009
Fatalities	0	0	0	0	0
Percent of Total Fatalities	0.00	0.00	0.00	0.00	0.00
Total Number of Crashes Involving School Buses	272	260	195	110	

Source: RIDOT/OHS.

Goals

- To maintain the number of crash fatalities among pedestrians at or below the five-year average (2006-2010) of 13 in 2013.
- To maintain zero crash fatalities among school bus occupants in 2013.
- To maintain zero crash fatalities among bicyclists in 2013.
- To decrease by 10 percent the number of pedestrian fatalities with a BAC of .08 or greater, from the five-year NHTSA imputed average (2006-2010) of four to three in 2013.

Performance Measures

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

Strategic Partners

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

Strategies

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

Programs and Projects

Project Title - Safe Communities Partnership Cranston Child Opportunity Zone (COZ)

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

Project Staff - Despina Metakos Harris

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

Project Title - Statewide Bike/PED Safety Day

Project Description - OHS will host a statewide Safety Day as it did in 2009. We will work with local community action groups, the DEM and local law and State enforcement agencies to conduct training; fit and distribute bicycle helmets; and provide education/outreach on child restraint use, bicycle, and pedestrian safety.

Project Staff - Despina Metakos Harris

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

Project Title - National Nights Out Safety Events

Project Description - The OHS will work closely with municipal police departments to deliver an effective highway safety message to local residents. Each year, several Rhode Island police departments participate in “National Night Out,” a campaign that highlights safe behaviors while allowing residents to meet their local law enforcement. OHS efforts will encourage greater statewide participation and will help make a more robust event.

Project Staff - Despina Metakos

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

■ 3.7 Traffic Records

Problem Identification and Analysis

The traffic records system allows for collection and reporting of data elements necessary for problem identification, problem analysis, and countermeasure evaluation in all areas of traffic safety in the State. The Traffic Records Coordinating Committee (TRCC) has been working on the Rhode Island Traffic Records Coordinating Committee Five-Year Strategic Plan (FY2012-FY2016). OHS safety stakeholders continue to improve the exchange of information but need improvement in the areas of timely, accurate, complete, uniform, and integrated systems. OHS participated in a NHTSA Traffic Records Assessment in March 2010. As a result of recommendations received from the assessment team, a revised Data and Traffic Records System Improvement Plan is being developed.

Goals

- To increase the timeliness of entering Accident Report data to a driver's history file at the RIDMV from over 4.5 months to 14 days.
- To increase by 18 the number of law enforcement agencies backfilling data into electronic citations, from 20 in December 2011 to 38 in December 2012.

Program Performance Measures

- Number of days to enter Accident Report data to a driver's history file from date of report submission to RIDMV to date of data entry.
- 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, RI Division of Motor Vehicles, RI Traffic Tribunal, RI Department of Health, local/state police, and public/private organizations to improve Rhode Island's traffic records system.

Strategies

1. Conduct eight TRCC meetings in FY 2013.
2. Implement procedures to electronically transmit Traffic-Stop Data (race data) from local/police law enforcement agencies to a designated institution for collection and analysis.
3. Expand and improve highway safety databases.

4. Improve and refine data integration and coordination with highway safety stakeholders.
5. Complete implementation and deployment of hardware, software, and training to support the electronic collection and transmission of traffic safety information (E-Citation, Crash form, and race data collection).
6. Expand sharing of problem identification data among shareholders, partners, and traffic safety advocates.
7. Monitor NHTSA grant funded traffic records projects.
8. Increase the data linkage of traffic records with other data systems within the State and local highway and traffic safety programs.
9. Improve the maintenance, coordination, accuracy, and analysis of current transportation safety data:
 - Conduct regularly scheduled meetings of the TRCC;
 - Utilize NHTSA traffic records grant funding to partner with other state agencies in data coordination, management, and analysis; and
 - Utilize contractor services in regards to data coordination, management, and analysis.
10. Increase the availability of safety data and traffic records to highway safety stakeholders:
 - Use On-line System for Crash Analysis and Reporting (OSCAR) interface to generate community-wide data analysis. This analysis will be made available to highway safety stakeholders through improved web site access;
 - Provide law enforcement with community statistics one month prior to the national “Click It or Ticket” and “Drive Sober or Get Pulled Over” Campaigns;
 - Provide community-wide analysis to all Operation Blue RIPTIDE partners through web site connections;
 - Hold informational meetings with potential grantees;
 - Expand the total number of potential program partners; and
 - Continue working with the RIDOT to update the Rhode Island SHSP.
11. Provide information on highway safety problem identification, process, program planning, and evaluation to potential grantees.

12. Redesign the OHS web page to include a secure traffic records information section, which highway safety stakeholders can access. Create a public side to this page for public access to static information.
13. Identify, adjust, track, and document systemwide and project-level performance measures for inclusion in final report to NHTSA on Section 408.
14. Continue development of a comprehensive inventory of highway safety information sources in the RI TRCC Five-Year Strategic Plan.
15. Conduct program management and oversight for all activities within this priority area.

Programs and Projects

Project Title - Traffic Records Coordinating Committee Consultant Services

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

Project Staff - Andy Koziol

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

Project Title - Traffic Records Coordinator

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

Project Staff - Andy Koziol

Project Budget/Source - \$5,000 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 will continue to work in conjunction with the courts to ensure all patrol cars in the State are equipped with a computer and printer for electronic transmission of citation/passenger ethnicity data. All cities/towns have signed a Memorandum of Understanding (MOU), and agree to provide this data upon receipt of the equipment. Data will be provided to the courts and an educational institution to collect and analyze the ethnicity of driver/passenger information.

Project Staff - Andy Koziol

Project Budget/Source - \$37,350 of Section 408

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

Project Description - OHS has selected Northeastern University to collect and analyze the ethnicity data from the police departments, and produce results and recommendations to address pertinent issues. Information will be distributed through various web sites for public inspection and discussion.

Project Staff - Dan DiBiasio and Elvys Ruiz

Project Budget/Source - \$260,000 of Section 408

Project Title - New World Communities Brought Into Race Data Collection

Project Description - The Providence Police Department's RMS software, maintained by vendor New World Systems, will be modified to include the race data module initially developed for the IMC system. Providence does not use IMC RMS software, and therefore does not have the ability to electronically collect traffic stop data. This project will fund modifications to the New World system using the IMC race module as a basis for the back end.

Project Staff - Andy Koziol

Project Budget/Source - \$110,000 of Section 408

Project Title - Department of Health Data Integration - EMS (RIDOH EMS)

Project Description - The Department of Health - EMS is currently funding a project to replace their outdated patient care reporting system with the Electronic Patient Care Reporting system (ePCR). The new system will improve capabilities regarding data collection, analysis, and reporting. The RIDOT OHS is working closely with EMS to develop a means to access rescue data for use with FARS reporting. Designated 408 funds will be used to create the bridge between the EMS database and a desktop application accessible to the OHS FARS analyst.

Project Staff - Andy Koziol

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

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

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

Project Staff - Andy Koziol

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

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

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

Project Staff - Andy Koziol

Project Budget/Source - \$250,000 of Section 408

Project Title - Electronic Conversion of Dealer Plates on Demand (RIDMV)

Project Description - The DMV is implementing a web-based on-demand system for dealers for the issuance of temporary license plates. This project will integrate the application with the RIMS system so the State can maintain the DMV records and revenue collection in one place. The DMV needs to own and ultimately maintain the records for the issuance of temporary plates. Integrating with RIMS will also allow for central monitoring of the revenue generated and for reporting requirements. Integrating with RIMS will make it easier for law enforcement to receive complete information when making an inquiry on a plate or VIN status.

Project Staff - Andy Koziol

Project Budget/Source - \$65,000 of Section 408

Project Title - Scanning Backlogged Citations (RITT)

Project Description - The Traffic Tribunal currently has thousands of outstanding citations in paper form within a storage area. Although they are still active and pending payment, a lack of electronic access inhibits the ability to link the citations to existing driver files. Without electronic access, drivers may pass through the Tribunal without notification of their outstanding citation. Some citations awaiting payment go back over 10 years. This projects aims to use contractual services to scan and index the backlogged citations to a usable, electronic format.

Project Staff - Andy Koziol

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

Project Title - RI Traffic Tribunal Interface Project (RITT)

Project Description - The project will develop an automated process for the transfer of traffic citation data and crash data to the RI Judiciary and the DOT. The current process

requires departments to manually initiate the transfer of data. The revised process would guarantee timely transmission with minimal user intervention.

Project Staff - Andy Koziol

Project Budget/Source - \$49,557.84 of Section 408

Project Title - Police Department Document Imaging Integration Project (RITT)

Project Description - The project will involve the purchase of distributed document scanning equipment for police departments to scan citations and other associated documents for transmission to the Judiciary.

Project Staff - Andy Koziol

Project Budget/Source - \$73,034.16 of Section 408

Project Title - Rhode Island Traffic Tribunal Municipal Court Document Imaging Integration Program (RITT)

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

Project Staff - Andy Koziol

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

Project Title - Rhode Island Traffic Tribunal E-Citation Municipal Court Disposition Enhancement Program (RITT)

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

Project Staff - Andy Koziol

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

Project Title - Traffic Tribunal Modify E-Citation to Comply with Court Rules (RITT)

Project Description - This project will develop an automated process for the transfer of traffic citation data and crash data to the Rhode Island Judiciary and the Rhode Island Department of Transportation. The revised process would guarantee timely transmission with minimal user intervention.

Project Staff - Andy Koziol

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

Project Title - Traffic Tribunal CMS Adjudication Process Imaging Project (RITT)

Project Description - The Traffic Tribunal seeks to enhance the completeness and accuracy of E-Citation data processed through the courts. The process will have validation in place to ensure that the appropriate information is entered. Accuracy will be improved since the process will be reviewed to leverage automation of the adjudication process.

Project Staff - Andy Koziol

Project Budget/Source - \$170,000 of Section 408

Project Title - Race Data Collection Maintenance Agreement

Project Description - This annual cost provides maintenance and service for the Race Data Module, which has been integrated into the IMC Records Management Software. This RMS is used by 37 of 39 Rhode Island police departments. Maintenance of the software allows for consistent collection of traffic stop data. The collected data will be analyzed and reported on during the FFY 2013.

Project Staff - Andy Koziol

Project Budget/Source - \$5,000 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. Profiling creates mistrust of the majority of law enforcement personnel who are enforcing the law in an equitable manner.

The State of Rhode Island previously received Section 1906 racial profiling funding as an “Assurance State” under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy For Users (SAFETEA-LU) legislation. RIDOT OHS used these funds to develop a multifaceted program to assess the level and/or locations where racial profiling may exist and to implement programs to address and improve community/police relations. Although the 1906 funds were completely dispensed by the end of the 2012 Fiscal Year, the efforts will continue into the next year.

The OHS racial profiling program is multifaceted and includes:

Law Enforcement Equipment:

To understand what is happening on the roads of Rhode Island, it is necessary to collect data from state and local police officers. Using a combination of Section 1906 and 408 funds, OHS has almost outfitted the entire state with equipment and software capable of collected traffic stop data. IMC, the Records Management System (RMS) vendor used by 37 out of 39 police departments in the state, integrated the Traffic Stop Data Collection Module into their RMS. For the two departments which do not use IMC (Providence and New Shoreham), a stand-alone module has been created for traffic stop data collection. It is anticipated these departments will be operating the stand-alone module by the start of FFY 2013.

As an added benefit, agencies that have received equipment will also be capable of participating in the E-Citation program, where they will be able to transmit citations electronically to the Rhode Island Traffic Tribunal. At the start of Fiscal Year 2013, it is expected only two departments will not yet be ready to participate in E-Citation, although all departments will have the means to collect traffic stop data.

Data Transmission:

RIDOT is currently working with their data collection consultant and the State Police to develop a system to transmit data from each police agency to a central repository for analysis. The anticipated data path would involve transmitting the traffic stop data via the RILETS Network to a secure server maintained by RIDOT. The data would then be securely sent to the data collection consultant for analysis.

Data Analysis and Interpretation:

Through OHS' community outreach channels, a project Advisory Committee has been established to discuss the nuances of the data, and prepare a plan for the interpretation of the analysis. The Advisory Committee, which meets twice monthly, has representations from RIDOT, the RI Police Chiefs' Association, RI State Police, the RI Civil Rights Roundtable, and other community organizations concerned with the issue of racial profiling.

An effective mechanism to collect and analyze traffic-stop data on both drivers and passengers and to develop an aggressive program to address deficiencies, if they are found, is greatly needed. Existing programs, policies, and procedures which 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.

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

Goals

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

Program Performance Measures

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

Strategic Partners

It is imperative that 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. Two different ethnic groups, African American and Latino, are involved in the current process. As the program develops, OHS plans to expand its scope to include other ethnic groups within the State.

Strategies

1. Generate programs to enhance law enforcement and minority community involvement and communication to develop the appropriate “formula” for implementation of traffic-stop information to appropriately assess the information provided in the traffic-stop forms.
2. Finalize and distribute the “What should I do if I am stopped by an officer of the law?” and “What to do during an encounter with a police officer” brochures.
3. Develop and provide strategic recommendations/initiatives to eliminate/prevent racial profiling based on data analysis.
4. Develop tools, products, or activities, which will facilitate the implementation or advancement of best practices to prohibit racial profiling and to ensure project effectiveness.
5. 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.
6. Conduct program management and oversight for all activities within this priority area.

Program and Projects

Project Title - New World Communities Brought Into Race Data Collection

Project Description - The Providence Police Department’s RMS software, maintained by vendor New World Systems, will be modified to include the race data module initially developed for the IMC system. Providence does not use IMC RMS software, and therefore does not have the ability to electronically collect traffic stop data. This project will fund the modifications to the New World system using the IMC race module as a basis for the back end.

Project Staff - Andy Koziol

Project Budget/Source - \$110,000 of Section 408

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

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

Project Staff - Elvys Ruiz and Dan DiBiasio

Project Budget/Source - \$260,000 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 Performance Enhancement Plan (PEP) within specified timeframe.
- Conduct a Stakeholders' meeting to receive input for development of the FFY 2014 Highway Safety Performance Plan.
- Deliver the FFY 2012 Annual Report by December 31, 2012.
- Deliver the Federal Fiscal Year 2014 Highway Safety Performance Plan by July 1, 2013.

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 2013 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. Implement program management and oversight for all activities within this priority area.

Programs and Projects

Project Title - Audit Fees

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

Project Staff - Sharon Bazor

Project Budget/Source - \$6,542.55 of Sections 402, 405, 408, 410, 2010, 164

Project Title - Office Supplies

Project Description - Office supplies/equipment/dues necessary to support programming of all NHTSA projects, including phone, postage, and Governors Highway Safety Association dues.

Project Staff - Kathy Smith

Project Budget/Source - \$11,000 of Section 402

Project Title - Travel

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

Project Staff - Administrator and all program managers

Project Budget/Source - \$23,000 of Section 402

Project Title - Office Equipment

Project Description - The OHS office copier/fax machine lease agreement is essentially nonfunctional and the fax machine will need replacement.

Project Staff - Kathy Smith

Project Budget/Source - \$6,500 of Section 402

Project Title - Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report

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

Project Staff - Administrator and all program managers

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

Project Title - Salaries

Project Description - Fees 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 - \$690,350 of Sections 402, 410

Project Title - Hazard Elimination Program

Project Description - Funds transferred to RIDOT for Hazard Elimination Projects.

Project Staff - Sharon Bazor

Project Budget/Source - \$5,500,000 of Section 164

4.0 State Certifications and Assurances

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

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

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

■ 4.1 Certifications and Assurances

Section 402 Requirements (as amended by Pub. L. 112-141)

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

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

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

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

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

- National law enforcement mobilizations and high-visibility law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide 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,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources,
- Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).

(23 USC 402 (b)(1)(F));

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

Other Federal Requirements

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

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

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

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

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

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

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

Federal Funding Accountability and Transparency Act (FFATA)

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

- Name of the entity receiving the amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country,, and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if - of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;
 - (i) The entity in the preceding fiscal year received -
 - (I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities

Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

The State Highway Safety Agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq.; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving Federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-Free Workplace Act of 1988(41 U.S.C. 702);

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.

3. Any available drug counseling, rehabilitation, and employee assistance programs.
 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 10 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.

Buy America Act

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

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

Political Activity (HATCH Act)

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

Certification Regarding Federal Lobbying

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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.

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.

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

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public

(Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

Policy to Ban Text Messaging while Driving

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

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

ENVIRONMENTAL IMPACT

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



Governor's Representative for Highway Safety

RHODE ISLAND
State or Commonwealth

2013
For Fiscal Year

8/31/12
Date

5.0 Cost Summary

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

Table 5.1 Highway Safety Plan Cost Summary

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
<i>NHTSA</i>								
<i>NHTSA 402</i>								
<i>Planning and Administration</i>								
	PA-2013-00-00-00		\$0.00	\$181,951.00	\$0.00	\$90,000.00	\$90,000.00	\$0.00
	Planning and Administration Total		\$0.00	\$181,951.00	\$0.00	\$90,000.00	\$90,000.00	\$0.00
<i>Alcohol</i>								
	AL-2013-00-00-00		\$0.00	\$4,000,000.00	\$0.00	\$415,867.42	\$415,867.42	\$277,517.42
	Alcohol Total		\$0.00	\$4,000,000.00	\$0.00	\$415,867.42	\$415,867.42	\$277,517.42
<i>Emergency Medical Services</i>								
	EM-2013-00-00-00		\$0.00	\$0.00	\$0.00	\$41,297.00	\$41,297.00	\$41,197.00
	Emergency Medical Services Total		\$0.00	\$0.00	\$0.00	\$41,297.00	\$41,297.00	\$41,197.00
<i>Motorcycle Safety</i>								
	MC-2013-00-00-00		\$0.00	\$0.00	\$0.00	\$139,270.00	\$139,270.00	\$0.00
	Motorcycle Safety Total		\$0.00	\$0.00	\$0.00	\$139,270.00	\$139,270.00	\$0.00
<i>Occupant Protection</i>								
	OP-2013-00-00-00		\$0.00	\$3,000,000.00	\$0.00	\$782,892.00	\$782,892.00	\$436,000.00
	Occupant Protection Total		\$0.00	\$3,000,000.00	\$0.00	\$782,892.00	\$782,892.00	\$436,000.00

Table 5.1 Highway Safety Plan Cost Summary (continued)

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
<i>Pedestrian/Bicycle Safety</i>								
	PS-2013-00-00-00		\$0.00	\$0.00	\$0.00	\$119,010.00	\$119,010.00	\$85,000.00
	Pedestrian/Bicycle Safety Total		\$0.00	\$0.00	\$0.00	\$119,010.00	\$119,010.00	\$85,000.00
<i>Police Traffic Services</i>								
	PT-2013-00-00-00		\$0.00	\$7,307,866.00	\$0.00	\$507,143.00	\$507,143.00	\$255,383.00
	Police Traffic Services Total		\$0.00	\$7,307,866.00	\$0.00	\$507,143.00	\$507,143.00	\$255,383.00
<i>Traffic Records</i>								
	TR-2013-00-00-00		\$0.00	\$0.00	\$0.00	\$171,925.00	\$171,925.00	\$62,000.00
	Traffic Records Total		\$0.00	\$0.00	\$0.00	\$171,925.00	\$171,925.00	\$62,000.00
<i>Safe Communities</i>								
	SA-2013-00-00-00		\$0.00	\$0.00	\$0.00	\$50,015.00	\$50,015.00	\$50,000.00
	Safe Communities Total		\$0.00	\$0.00	\$0.00	\$50,015.00	\$50,015.00	\$50,000.00
<i>Traffic Courts</i>								
	TC-2013-00-00-00		\$0.00	\$0.00	\$0.00	\$11,742.55	\$11,742.55	\$11,730.00
	Traffic Courts Total		\$0.00	\$0.00	\$0.00	\$11,742.55	\$11,742.55	\$11,730.00
<i>Paid Advertising</i>								
	PM-2013-00-00-00		\$0.00	\$0.00	\$0.00	\$656,000.00	\$656,000.00	\$655,000.00
	Paid Advertising Total		\$0.00	\$0.00	\$0.00	\$656,000.00	\$656,000.00	\$655,000.00
	NHTSA 402 Total		\$0.00	\$14,489,817.00	\$0.00	\$2,985,161.97	\$2,985,161.97	\$1,873,827.42

Table 5.1 Highway Safety Plan Cost Summary (continued)

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
405 OP SAFETEA-LU								
	K2-2013-00-00-00		\$0.00	\$736,933.00	\$0.00	\$208,213.00	\$208,213.00	\$0.00
	405 Occupant Protection Total		\$0.00	\$736,933.00	\$0.00	\$208,213.00	\$208,213.00	\$0.00
405 OP SAFETEA-LU Total								
NHTSA 406								
	K4-2013-00-00-00		\$0.00	\$0.00	\$0.00	\$1,000,000.00	\$1,000,000.00	\$0.00
	406 Safety Belts Incentive Total		\$0.00	\$0.00	\$0.00	\$1,000,000.00	\$1,000,000.00	\$0.00
NHTSA 406 Total								
408 Data Program SAFETEA-LU								
	K9-2013-00-00-00		\$0.00	\$417,750.00	\$0.00	\$1,670,992.00	\$1,670,992.00	\$0.00
	408 Data Program Incentive Total		\$0.00	\$417,750.00	\$0.00	\$1,670,992.00	\$1,670,992.00	\$0.00
408 Data Program SAFETEA-LU Total								
410 Alcohol SAFETEA-LU								
	K8-2013-00-00-00		\$0.00	\$3,307,866.00	\$0.00	\$887,917.88	\$887,917.88	\$0.00
	410 Alcohol SAFETEA-LU Total		\$0.00	\$3,307,866.00	\$0.00	\$887,917.88	\$887,917.88	\$0.00

Table 5.1 Highway Safety Plan Cost Summary (continued)

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2013-00-00-00		\$0.00	\$0.00	\$0.00	\$315,150.00	\$315,150.00	\$0.00
	410 Alcohol SAFETEA-LU Paid Media Total		\$0.00	\$0.00	\$0.00	\$315,150.00	\$315,150.00	\$0.00
410 Alcohol SAFETEA-LU Total								
\$3,307,866.00								
\$1,203,067.88								
\$1,203,067.88								
2010 Motorcycle Safety								
	K6-2013-00-00-00		\$0.00	\$0.00	\$0.00	\$292,200.00	\$292,200.00	\$0.00
	2010 Motorcycle Safety Incentive Total		\$0.00	\$0.00	\$0.00	\$292,200.00	\$292,200.00	\$0.00
2010 Motorcycle Safety Total								
\$0.00								
\$292,200.00								
\$292,200.00								
2011 Child Seats								
	K3-2013-00-00-00		\$0.00	\$105,150.00	\$0.00	\$301,921.00	\$301,921.00	\$0.00
	2011 Child Seat Incentive Total		\$0.00	\$105,150.00	\$0.00	\$301,921.00	\$301,921.00	\$0.00
2011 Child Seats Total								
\$0.00								
\$105,150.00								
\$301,921.00								
\$301,921.00								

Table 5.1 Highway Safety Plan Cost Summary (continued)

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
164 Transfer Funds								
	164PA-2013-00-00-00		\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$0.00
	164 Planning and Administration Total		\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$0.00
164 Alcohol								
	164AL-2013-00-00-00		\$0.00	\$0.00	\$0.00	\$916,348.12	\$916,348.12	\$752,616.83
	164 Alcohol Total		\$0.00	\$0.00	\$0.00	\$916,348.12	\$916,348.12	\$752,616.83
164 Paid Media								
	164PM-2013-00-00-00		\$0.00	\$0.00	\$0.00	\$130,000.00	\$130,000.00	\$130,000.00
	164 Paid Media Total		\$0.00	\$0.00	\$0.00	\$130,000.00	\$130,000.00	\$130,000.00
164 Hazard Elimination								
	164HE-2013-00-00-00		\$0.00	\$0.00	\$0.00	\$5,500,000.00	\$5,500,000.00	\$0.00
	164 Hazard Elimination Total		\$0.00	\$0.00	\$0.00	\$5,500,000.00	\$5,500,000.00	\$0.00
	164 Transfer Funds Total		\$0.00	\$0.00	\$0.00	\$6,549,348.12	\$6,549,348.12	\$882,616.83
	NHTSA Total		\$0.00	\$19,057,516.00	\$0.00	\$14,210,903.97	\$14,210,903.97	\$2,756,444.25
	Total		\$0.00	\$19,057,516.00	\$0.00	\$14,210,903.97	\$14,210,903.97	\$2,756,444.25



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

Region 1
Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

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

October 1, 2012

The Honorable Lincoln D. Chafee
Governor of Rhode Island
222 State House
Providence, Rhode Island 02903

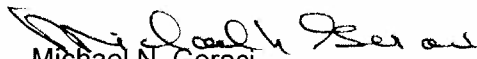
Dear Governor Chafee:

We are pleased to inform you that we have reviewed and accepted Rhode Island's fiscal year (FY) 2013 Highway Safety Plan for Federally funded highway safety activities under the streamlined Moving Ahead for Progress in the 21st Century Act (MAP-21). Reimbursement of the Federal share is subject to the availability of Federal funds and the execution of the Cost Summary HS Form 217. Specific comments relative to the approval action have been provided to Mr. Michael P. Lewis, Director, Rhode Island Department of Transportation and your representative for highway safety, for his consideration and action.

In FY2012 Rhode Island has had success by qualifying for Federal highway safety incentive grants to support programs for booster seats, occupant protection, motorcycle safety, impaired driving, and traffic records. To sustain gains and to advance the national mission of saving lives and preventing injury from motor vehicle crashes, a continued emphasis must be placed on reducing impaired driving, speed-related crashes and increasing seat belt use as well as a focused approach on those specific problem areas that have been identified by the Office on Highway Safety.

Your leadership on highway safety issues has been essential to the sustained progress needed to save lives on Rhode Island roadways. We look forward to working with the Rhode Island Department of Transportation and the network of public and private sector partners in making your highways as safe as possible in FY 2013.

Sincerely,


Michael N. Geraci
Regional Administrator

cc: Mr. Michael P. Lewis, Director Rhode Island Department of Transportation
Philip Kydd, Deputy Director, Rhode Island Department of Transportation
Kazem Farhoumand, Chief Engineer, Rhode Island Department of Transportation
Dan DiBiasio, Chief, Rhode Island Highway Safety Office
Maggie Gunnels, NHTSA, ROPD, NTI-200
Daniel J. Berman, Rhode Island Division Administrator (Acting), FHWA
Kevin Carter, Rhode Island Division Administrator, FMCSA



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October 1, 2012

Mr. Michael P. Lewis, Director
Rhode Island Department of Transportation
State Office Building, Smith Street
Providence, RI 02909

Dear Director Lewis:

We have conducted a review, and conditionally accepted your FY 2013 Highway Safety Plan (HSP). As you know, Moving Ahead for Progress in the 21st Century Act (MAP-21) changed the process for review and approval of the HSP that requires the Secretary, through the Regional Offices to “determine that (I) the plan and the performance targets contained in the plan are evidence-based and supported by data; and (II) the plan, once implemented, will allow the State to meet the State’s performance measures.” In order for the Regional Office to make the required determination whether the plan’s implementation would meet the performance measures, it is necessary for sufficient information regarding where and how activities are conducted to be included to determine the likelihood of success to meet the identified performance measures. As a result, as outlined below, we may need additional program information to allow us to make an informed decision regarding possible outcomes based on the new legislation.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 405 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year Highway Safety Program (carry forward funds) will be available for immediate use by the State on October 1. Reimbursement will be contingent upon the submission of an updated HS Form 217(or its electronic equivalent), consistent with the requirements of 23 CFR 1200.14 (d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

We have reviewed the FY 2013 Highway Safety Plan (HSP) with great interest and consideration, studied the problem identification document and noted that you have included all of the recommended performance measures and goal statements. These measures should continue to be tracked and progress should be reported in the Annual Evaluation Report. The attachment included in this letter, and incorporated herein, contains conditions, comments and recommendations that we offer for your consideration.



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We note the seat belt use rate declined from a rate of 80.4% in 2011 to a rate of 77.5% in 2012. NHTSA research shows that fully implemented high visibility enforcement campaigns are the best tools to increase seat belt use rate and save lives on Rhode Island roadways. We stand ready to assist you any way we can to remove the sunset provision of the current Primary Belt Law (PBL).

We commend you and the Rhode Island Department of Transportation's Office on Highway Safety staff on reductions made over the past year on total fatalities, speed-related fatalities, alcohol related fatalities, and for continued improvements made to your core data systems under Section 408. To sustain gains and to advance the national mission of saving lives and preventing injury from motor vehicle crashes, a continued emphasis must be placed on reducing impaired driving, speed-related crashes and increasing seat belt use as well as a focused approach on those specific problem areas that have been identified by the Office on Highway Safety.

We will once again look to the Office on Highway Safety for leadership in 2013 to bring further progress in saving lives, injuries, and reducing economic costs through addressing the Ocean State's traffic safety needs. Your actions in support of traffic safety issues are greatly appreciated and continue to make a significant progress in making Rhode Island's roadways safer for all to drive. We look forward to working with you and the Office on Highway Safety staff during FY 2013.

For additional information or discussion of these items, please contact NHTSA Regional Program Manager Paul J. Logozzo at 617 494-2597.

Sincerely yours,



Michael N. Geraci
Regional Administrator

Attachment

cc: Philip Kydd, Deputy Director, Rhode Island Department of Transportation
Kazem Farhoumand, Chief Engineer, Rhode Island Department of Transportation
Robert Rocchio, PE Managing Engineer, Traffic Management and Highway Safety
Dan DiBiasio, Chief, Rhode Island Highway Safety Office
Maggie Gunnels, NHTSA, ROPD, NTI-200
Daniel J. Berman, Rhode Island Division Administrator (Acting), FHWA
Kevin Carter, Division Administrator, FMCSA



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**Rhode Island FY 2013 Highway Safety Plan
NHTSA Region 1 Condition, Comments, and Recommendations**

Equipment Purchase:

Approval of any capital equipment acquisition, as defined in 23 CFR 1200.21 is conditioned upon submission of a letter to NHTSA Region 1 Administrator describing the equipment and identifying its intended use in support of the Rhode Island Highway Safety Program. This HSP identified the following projects as those that may include acquisition of equipment that will require approval as well in some cases, specific information of equipment to be purchased.

- AL- Intoxilyzers for State and Local Law Enforcement
 - AL- Gas Chromatograph Mass Spectrometer (GCMS) and Headspace GC
 - AL-Pedal Cart Driving Simulators
 - MC-Mobile Motorcycle Outreach Training Unit (to transport and house SMART Trainer)
 - TR- Local Law Enforcement Traffic Records Equipment
 - TR-New World Software
 - TR-Electronic Patient Care Reporting System/Software/Hardware (ePCR)
 - TR-GIS Map Interface for Rhode Island's Electronic Crash Reporting System/Software/Hardware
 - TR-Rhode Island Traffic Tribunal Municipal Courts Document Imaging Integration Project
 - PA- Office Equipment/Copier/Fax Machine
- *Please keep us informed if you intend to purchase any software, so we may offer any technical assistance regarding the use and deployment.

B. Paid Media

Please expand on your plans to assess and evaluate the Highway Safety Media Campaign activities described in the following tasks as they involve paid advertising for compliance with NHTSA Grant Funding policy Part II E and the 402 Advertising Space Guidance for FY 2013 within 45 days from date of this letter.

- Impaired Driving Paid and Earned Media (page. 45-46)
- Creative Media (page 47) (Page 57) (page 62)
- Occupant Protection, Distracted Driving, and Underage Drinking Paid and Earned Media (page 67)
- Occupant Protection Paid and Earned Media (page 56) (page 67)
- "Obey the Sign or Pay the Fine" Paid and Earned Media (page 62)
- Occupant Protection and Underage Drinking Paid and Earned Media (page 66)
- Motorcycle Paid and Earned Media (page 73)



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Suggestions for Consideration:

Implementation of countermeasures and utilization of resources that have been proven to be effective including, but not limited to Judicial Outreach Liaison (JOL), continued expansion of Advance Roadside Impaired Driving Enforcement (ARIDE) and deployment of Data Driven Approaches to Crime and Traffic Safety (DDACTS) in areas of the Ocean State with demonstrated needs.

A. Un-liquidated Funds

Any funds awarded in FFY 2009 or earlier that remain unexpended by the end of FFY 2013 are subject to recovery by the Department. At the first opportunity, we will meet with you to explain this consideration in full detail and consider options for spending any funds in this category.



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