



Highway Safety Plan

Federal Fiscal Year 2014

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, Room 126
Providence, RI 02903-1111**

*Lincoln D. Chafee, Governor
Michael P. Lewis, Director of Department of Transportation*



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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.
COZ	Cranston Child Opportunity Zone
CDMS	Crash Data Management System
CARE	Critical Analysis Reporting Environment
DSogPO	Drive Sober or Get Pulled Over
DUI	Driving Under the Influence
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
GHSA	Governor's Highway Safety Association
HVE	High-Visibility Enforcement
HS-1	Highway Safety Grant application
HSP	Highway Safety Plan
ILSR	Institute for Labor Studies and Research
LEHSTC	Law Enforcement Highway Safety Training Coordinator
LEL	Law Enforcement Liaison
MAP-21	Moving Ahead for Progress in the 21 st Century
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
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
RIL	Rhode Island Interscholastic League
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 Plan (HSP) for Federal Fiscal Year (FFY) 2014 serves as the State of Rhode Island's application to the National Highway Traffic Safety Administration (NHTSA) for Federal funds available under Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program of Moving Ahead for Progress in the 21st Century (MAP-21). The Rhode Island Department of Transportation (RIDOT) Office on Highway Safety (OHS) problem identification and performance target setting processes, performance targets and measures, and strategies related to the program areas are described in this plan.

To identify the issues to be addressed in the FFY 2014 highway safety program, OHS relied primarily on 2007 to 2011 trend data. Whenever possible, 2012 data points are included, however all 2012 data provided in this report are preliminary and subject to change due to the time restrictions to obtain FARS data. It is standard to determine FARS data until the end of the next calendar year. FARS 2012 will be complete by December 31, 2013 nationwide.

It is critical to understand how Rhode Island differs from the nation when assessing safety needs and potential programming. In Rhode Island, the population and annual number of fatalities are relatively low compared to the nation. As such, one fatality can significantly affect the percentage. Interpretation of increases and decreases in percentages, particularly from one year to the next, are carefully examined. Whenever possible, raw numbers, percentages, and rates for fatality and serious injury (defined for the purposes of this plan as "incapacitating injuries") data are presented. In 2007, Rhode Island changed the definition of serious injury to incapacitating injury. The change in definition resulted in the sharp difference in the number of reported injuries between 2006 and 2007. In light of the above information and analysis, the following problem areas will be addressed through the FFY 2014 HSP:

Impaired Driving - Alcohol impaired driving continues to comprise a large share of the State's crash fatalities and serious injuries. Alcohol-related fatalities as a percentage of total fatalities in Rhode Island have exceeded that of the nation for the past five years. In 2011, 36 percent of all fatalities in Rhode Island were alcohol-related, compared to 31 percent nationally. Rhode Island's percentage of

alcohol-related fatalities dropped nearly four percentage points from 2010 to 2011. Based on NHTSA imputed numbers, from 2007 through 2011, nearly 86 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 0.01 or above) involved a BAC greater than the legal limit of 0.08 percent. To address this serious traffic safety problem and to qualify for MAP-21 Section 405 (d) Impaired Driving Incentive Funds, the Rhode Island Traffic Safety Coalition, at the urging of OHS, in June 2013 chartered an Impaired Driving Task Force as a Subcommittee of the Coalition. The Task Force will submit a comprehensive report to NHTSA by September 1, 2013 that provides and in-depth analysis of the problem and priority action items to address it.

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. Despite the fact that Rhode Island's observed safety belt use decreased to 78 percent in 2012 from 80 percent in 2011, the number of unrestrained passenger vehicle occupant fatalities have been on the decline but still



account for nearly 30 percent (in 2012) of the deaths on Rhode Island's roadways. Enactment of the primary seat belt law made Rhode Island eligible for an additional \$3.7 Million in federal funding to be issued under SAFETEA-LU Program Grant Section 406 entitled "Incentive Grants to Support Increased Safety Belt Use Rates." The purpose of this program is to encourage the enactment and enforcement of primary seat belt use laws and encourage increased seat belt use. A state may use these grant funds for any behavioral highway safety purpose or for any project that corrects or improves a hazardous roadway location or proactively addresses highway safety problems. However, at least \$1 million of the amount received by each state must be obligated for behavioral highway safety activities.

Speed - Speed was a likely factor in 40.9 percent of all fatalities for the 5 year average between 2006 and 2010. Data indicates this percentage varies greatly from year to year with a high of 51.9 percent in 2006 to a low of 29 percent in 2007. In 2010, 42.4 percent of all fatalities were recorded as speed related and that was both higher than the values for the region and Rhode Island's 5 year average of 40.9 percent. However, enforcement efforts have improved annually and Rhode Island increased the number of citations issued by 3.3 percent from 2011 to 2012.

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

Motorcycles - From 2008 through 2012, 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.

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. Between 2005 and 2010, pedestrian fatalities were averaging around 13 per year. However between 2005 and 2012 pedestrian fatalities dropped to an average of 12 per year (14 in 2011, and 5 in 2012). In 2011, pedestrian fatalities comprised 21 percent of all fatalities. Pedestrian injuries have been on an increase since 2008. Between 2008 and 2011, pedestrian serious injuries 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 follow an increasing trend similar to pedestrian serious injuries. Between 2008 and 2011, these 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 completed the Rhode Island Traffic Records Coordinating Committee Five-Year Strategic Plan (FY 2012-FY 2016) and continues to update the living document as necessary. OHS safety stakeholders have continued to improve the exchange of information but need improvement in the areas of a timely, accurate, complete, uniform, and integrated system. OHS participated in a NHTSA Traffic Records Assessment in March 2010.

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

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

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:

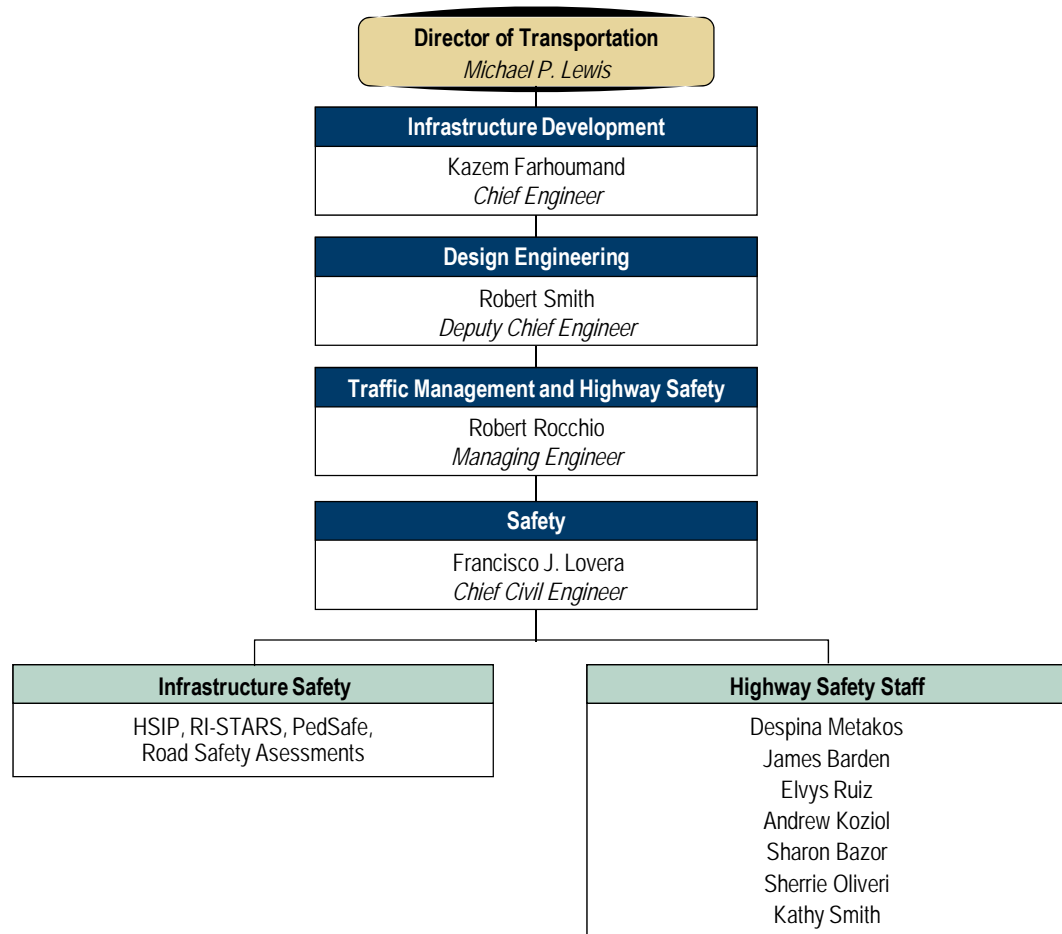
1. To reduce the number of fatalities and serious injuries on Rhode Island's roadways; and
2. To reduce the number of traffic crashes and the severity of their consequences.

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 SHSP, providing expertise related to driver behavioral issues, education, and enforcement-related countermeasures. The OHS works closely within the RIDOT to ensure coordination between the HSP and the SHSP, ideally resulting in one comprehensive and strategic highway safety program for the State.

The OHS establishes and implements a comprehensive program to accomplish its goals effectively. The *Highway Safety Plan for Federal Fiscal Year 2014* describes the process used to identify specific highway safety problem areas, including the development of countermeasures to correct those problems, and processes to monitor the performance of those countermeasures. Section 3.0 presents the priority focus areas, including proposed strategies and programming to meet the Office's safety goals.

1.3 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.

- **Sharon Bazor** - FARS Analyst.
- **James Barden** - Occupant Protection, Impaired Driving, and Media.
- **Andrew Koziol** - Traffic Records, and FARS.
- **Despina Metakos Harris** - Speed, Motorcycles, Pedestrians, Bicycles, Other Roadway Users, and Young Drivers.
- **Elvys Ruiz** - Minority Outreach

In addition to the Program Managers, OHS has the following administrative and accountant staff that support their office operations.

- **Sherie Olivieri** – Accountant.
- **Kathy Smith** – Executive Assistant.

In FFY 2013, 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 a Law Enforcement Highway Safety Training Coordinator (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.

1.4 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 grant application. Plan summer safety campaigns to include outreach to minority communities.
February-April	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/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.
May-June	A draft of the HSP is prepared for review and approval by OHS staff. A presubmission meeting is held with officials from NHTSA’s Regional Office, and updates are requested for any Federal, state, and local data. Staff conducts summer safety campaigns (June through August). Staff prepares Sections 405 grant applications. Staff develops the kickoff event and all activities to support the national “Drive Sober or Get Pulled Over” campaign.
July	The final HSP is submitted to NHTSA. Meetings are held with potential grantees.

August-September	Request for Proposals (RFP) and applications for Grant Funding (HS-1) are issued or received based on availability of Federal funding. FFY 2014 grants and contracts are finalized. Staff conducts the kickoff event and activities to support the “Drive Sober or Get Pulled Over” (DSOGPO) campaign (conducted in late August through Labor Day). Other summer safety campaigns conclude in August.
October	Begin work on the FFY 2013 Annual Report.
November-December	The FFY 2013 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 of Federal funding.

Strategic Partners and Stakeholders

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

- 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);
- Rhode Island Traffic Tribunal;
- 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;
- 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, 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.

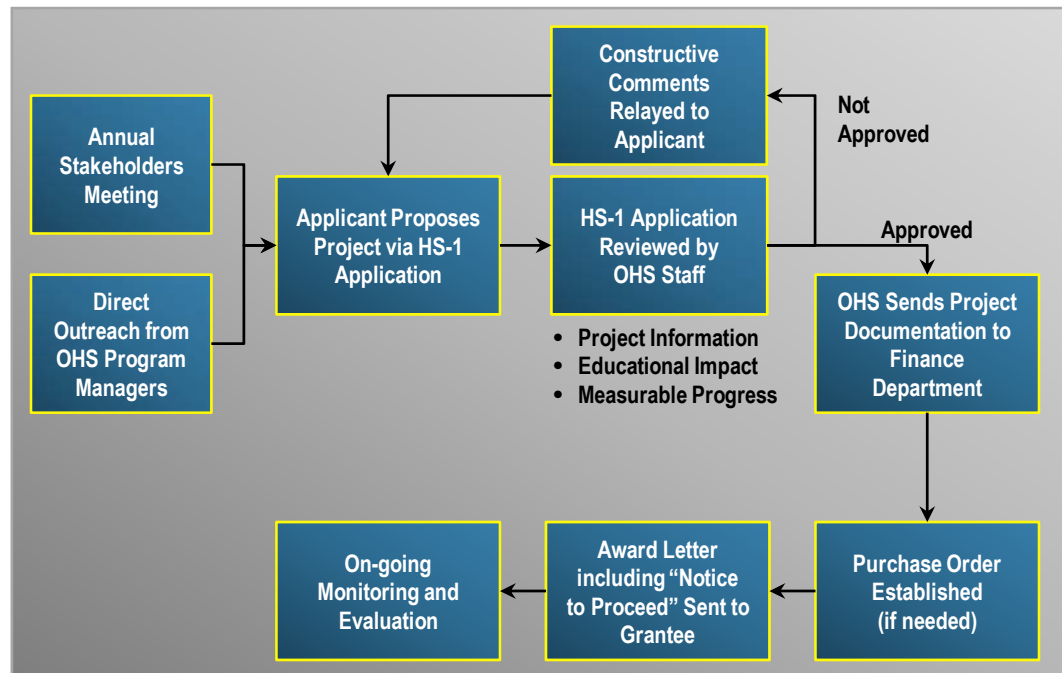
Applications are reviewed and approved or rejected by the OHS Administrator and appropriate Program Manager. OHS has managers for the following programs: Impaired Driving; Occupant Protection; Young Drivers; Motorcycles; Speed; Other Road Users; Traffic Records, and Minority Outreach.

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 are being followed.

OHS grant partners are an essential component of the success of any program as they implement the programs that address the highlighted issues of concern included within the Highway Safety Plan. The OHS grant application funding process for projects is shown in Figure 1.2.

Figure 1.2 OHS Application Process



1.5 COUNTERMEASURE AND STRATEGY SELECTION PROCESS

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

Table 1.2 identifies the program areas, with related core performance and behavioral measures, which will be emphasized in Rhode Island’s highway safety program in FFY 2014. These performance measures mirror the 11 outcome and one behavior performance measures developed by NHTSA in collaboration with Governor’s Highway Safety Association (GHSA). Due to the relatively small number of fatalities experienced by Rhode Island each year, additional performance measures have been added for a reduction in the number of traffic-related fatalities and serious injuries. Rhode Island also includes performance measures for bicycle and school bus occupant fatalities even though these fatalities have remained at zero for several years.

Table 1.2 Core Performance Measures for FFY 2014

Program Area	Core Performance Measures	Measured By
Overall OHS Program Areas	Reduce Fatalities	Number of traffic-related fatalities.
	Decrease Fatality Rate per 100 Million VMT	Fatalities per 100 million VMT.
	Decrease Serious Injuries (referred to as incapacitating injuries in Rhode Island)	Number of traffic-related serious injuries.
Impaired Driving	Decrease Fatalities at 0.08 or Above	Number of fatalities at 0.08 or Above BAC.
Occupant Protection	Decrease Unrestrained Fatalities	Number of unrestrained fatalities.
	Increase Observed Belt Use	Observed belt use.
Speed	Reduce Speeding-Related Fatalities	Number of speeding-related fatalities.
Motorcycles	Reduce Motorcyclist Fatalities	Number of motorcyclist fatalities.
	Maintain Unhelmeted Motorcyclist Fatalities	Number of unhelmeted motorcyclist fatalities.
Other Road Users	Reduce Pedestrian Fatalities	Number of pedestrian fatalities.
	Maintain Bicyclist Fatalities	Number of bicyclist fatalities.
	Maintain School Bus Occupant Fatalities	Number of school bus occupant

		fatalities.
Novice Drivers	Reduce Drivers 20 or Under Involved in Fatal Crashes	Drivers 20 or under involved in fatal crashes.

1.6 COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

The OHS has been an active partner in the SHSP process since the development of the plan in 2006. OHS staff are members of the SHSP Steering Committee, serve as team leader for the Occupant Protection emphasis area, and are active members of the Impaired Driving, Young Driving, and Speed emphasis areas. The SHSP was updated in 2012 with OHS actively participating in the process which involved adopting Toward Zero Deaths as a goal for the plan, selection of emphasis areas, a peer exchange with Maine and Georgia, a detailed review of the plan, and final approval of the SHSP at an event with Governor Lincoln Chafee. For the updated plan, the SHSP Steering Committee reaffirmed the emphasis areas in the 2007 plan:

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

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

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

- Incomplete toxicology reports for impaired driving-related crashes making serious injury numbers virtually useless;
- Lack of data on contributing factors in run-off-road fatalities which account for more than 50 percent of the total fatalities; and
- Low numbers for distracted driving.

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

The behavioral goals, strategies, and action steps in Rhode Island's SHSP reflect the activities and programs in the HSP. The goal for Rhode Island's SHSP is Toward Zero Deaths which equates to a 3.2 percent reduction per year in fatalities and serious injuries; which also is the percentage reduction for fatalities and serious injuries in each of the emphasis areas. This is consistent with the overall goal for the HSP and for the HSP behavioral areas that are part of the SHSP (Impaired Driving, Occupant Protection, Young Drivers, and Speed). In addition to fatality and serious injury goals, the SHSP also includes several additional performance measures for three of the four behavioral emphasis areas which match the HSP. These include the following:

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

As noted, a number of the strategies and action steps in the SHSP reflect OHS programs and activities. Following is a sampling of this coordination which shows the SHSP action step and the involvement of OHS in italics:

- Impaired Driving - Broaden public awareness of the dangers drinking and driving.
 - Continue and enhance high-visibility enforcement campaigns, i.e., Drive Sober or Get Pulled Over. Impaired driving patrols, with support from OHS, continue during the high visibility enforcement periods and many departments conduct patrols on a weekly basis.
 - Conduct additional outreach and education programs for the hospitality industry, e.g., over serving program (merchants association, insurance companies) OHS put together a Designated Driver program with clubs in downtown Providence which kicked off on March 17. The program

will be repeated on Memorial Day. Clubs joined the effort and will pay to implement the program with their own funding.

- Occupant Protection – Increase enforcement of occupant protection laws.
 - Conduct day and nighttime occupant enforcement programs, including Click It or Ticket or other high visibility programs. Five communities received safety belt grants from OHS. OHS has completed surveys which reported 85 percent compliance in rural communities.
 - Increase the number of citations collected on safety belt violations, use e-citation where possible, and make sure law enforcement officers notify drivers of the required court appearance for a third violation. *OHS will inform the court when extra enforcement and E-citation is being used, and will tabulate the data by calendar year; citations have been going up.*
- Young Drivers – Increase public outreach and education on the basics of roadway safety aimed at drivers age 16-24.
 - Develop a media campaign that reinforces safe driving among young drivers focusing on safety belts, impaired driving, speed, and distracted driving, and utilize media outlets used by the target population, e.g., social media. *A meeting was held in April to discuss the issue with OHS. It was suggested someone from enforcement be the advocate for Young Drivers and spearhead a media campaign.*
- Speed – Improve the collection of speed and aggressive driving-related data.
 - Develop a method to collect speed and aggressive driving-related data from crash reconstruction reports on fatal and serious injury crashes and forward data to RIDOT. *DOT/OHS is revising the uniform crash report and adding two elements of which speeding will be one. Revisions should be ready to go soon. The TRCC coordinator will brief the Steering Committee on progress.*

1.7 PERFORMANCE REPORT

Table 1.3 provides the results of Rhode Island’s progress in meeting the State’s core performance measures identified in the FFY 2013 HSP.

Table 1.3 Progress in Meeting FFY 2013 Performance Measures

Program Area	Performance Target	Performance Measures
Overall OHS Program Area Goals	To maintain the number of traffic fatalities and serious injuries below a five-year average of 927 (2005-2009).	The number of traffic-related fatalities and serious injuries is 637 in 2012.
	To maintain the number of serious injuries below 426 (observed in 2009) in 2013.	Number of traffic-related serious injuries has dropped to 573 in 2012, but remains above the performance target.
	To maintain the fatality per 100 million VMT below 1.00 in 2013.	Fatality per 100 million VMT decreased to 0.81 in 2012. This rate uses 2011 VMT as 2012 VMT is preliminary. This goal has been met.

Impaired Driving	To decrease alcohol-impaired driving fatalities (those involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or greater) by 3.2 percent annually, from 27 in 2010 (NHTSA imputed data) to 24 in 2013.	Alcohol-impaired driving fatalities (those involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or greater) decreased to 24 in 2011.
	To decrease alcohol-impaired driving serious injuries (those involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or greater) by 3.2 percent annually, from seven in 2010 to six in 2013.	Six serious injuries involving a driver or motorcycle operator with a BAC of 0.08 or greater.
	To collect and report data on the number of impaired driving arrests made during grant-funded enforcement activities in FFY 2013.	453 arrests were made during FFY 2013 grant-funded enforcement activities.
	Maintain the number of impaired driving fatalities involving a BAC of 0.01 or higher, below a three-year average of 32 (NHTSA imputed data 2008-2010).	Number of crash fatalities involving a known BAC of 0.01 or higher have decreased to 27 in 2011.
	To decrease by 16.6 percent the number of drivers involved in impaired driving fatal crashes with a known BAC of 0.01 or higher, from 18 in 2011 to 15 in 2013.	The number of drivers and motorcycle operators involved in fatal crashes with a known BAC of 0.01 or higher has decreased to 20 in 2012.
	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.	The percent of survey participants responding “Very Likely” or “Somewhat Likely” to the likelihood of being stopped after drinking to excess and driving has increased to 60.6 percent post media campaign in 2012.
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).	The percent of survey respondents that recognize the impaired driving enforcement slogan (Drive Sober or Get Pulled Over) has increased to 45.3 percent.	
Occupant Protection	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.	The statewide-observed safety belt use rate for front seat occupants in passenger vehicles has risen to 78 percent in 2012 (2013 rate not determined).
	To maintain the number of unrestrained passenger vehicle occupant fatalities, in all seat positions, below the 2011 level of 22.	The number of unrestrained passenger vehicle occupant fatalities, in all seating positions, has dropped to 19 in 2012.
	To maintain the number of unrestrained passenger vehicle occupant serious injuries, in all seat positions, below the 2010 level of 120	The number of unrestrained passenger vehicle occupant serious injuries (all seating positions) is 95.
	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.	The number of safety belt citations issued during grant-funded enforcement activities is 6,787 in 2012 (FFY 2013 CIOT National Mobilization data collection is not finalized).
	To increase safety belt use among pickup truck drivers, as measured by observations, from 63.9 percent in 2012.	The percent of pickup truck drivers observed using safety belts in 2012 is 63.9 percent. This is a new performance target.

	To increase awareness of the “Click It or Ticket” slogan, as measured by a telephone survey, from 90 percent in 2012.	The percent of telephone survey participants aware of the “Click It or Ticket” slogan is 88.3 percent.
	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.	Percent of telephone survey participants who believe a ticket is likely always or most of the time for failure to wear a safety belt.
	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).	The preliminary percent of passenger vehicle occupant fatalities not wearing a restraint in 2012 is 39.6 percent. (2012 FARS file closes 12/31/13).
Speed	To decrease by 3.2 percent annually, the number of speeding-related fatalities from 14 in 2011 to 13 in 2013.	The number of speeding-related fatalities in 2012 is 18.
	To maintain the number of speeding citations issued during grant-funded enforcement activities: 6,000 in 2012.	Number of speeding citations issued during grant-funded enforcement activities is 7,317 in 2012.
	To increase the number of speeding citations written and tracked monthly on all overtime speed patrols.	Number of monthly speeding citations written and tracked monthly on all overtime speed patrols was 7,317 in 2012.
Young Drivers	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.	The number of young drivers (age 16 to 20) involved in fatal crashes has dropped to four in 2012.
	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.	The number of young driver (age 16 to 20) involved fatalities in 2011 is four.
	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.	Number of young drivers (age 16 to 20) involved serious injuries is 29 in 2012.
	To implement a minimum of four contacts with parents/givers to provide information on alcohol and/safety belt use for young drivers.	At least four contacts with parents/givers to provide information on the role of alcohol and/primary safety belt use for young drivers were made in 2012.
Motorcycles	To maintain the number of motorcycle fatalities below the five-year average (2006-2010) of 14 in 2013.	The number of motorcycle fatalities in 2012 is eight.
	To decrease the number of unhelmeted motorcycle fatalities by 28 percent from a five-year average (2006-2010) of nine to seven in 2013.	The number of unhelmeted motorcycle fatalities is six.
	To decrease by two percentage points motorcycle operator crash fatalities with a known BAC of 0.01 or higher, from the five-year average (2006 to 2010) of 47 percent to 45 percent in 2013.	Percent of all motorcycle operator crash fatalities with a known BAC of 0.01 or higher in 2012 is 62.5 percent
	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	Percent of motorcycle operator fatalities who were legally intoxicated is 40 percent in 2012.

	2010) to 45 percent in 2013.	
Other Road Users	To maintain the number of crash fatalities among pedestrians at or below the five-year average (2006-2010) of 13 in 2013.	Number of pedestrian fatalities in 2012 is five.
	To maintain zero crash fatalities among school bus occupants in 2013.	Number of crash fatalities among school bus occupants in 2012 is zero.
	To maintain zero crash fatalities among bicyclists in 2013.	Number of bicyclist fatalities in 2012 is two.
	To decrease by 10 percent the number of pedestrian fatalities with a BAC of 0.08 or greater, from the five-year NHTSA imputed average (2006-2010) of four to three in 2013.	Number of pedestrian fatalities with a known BAC or 0.08 or greater is 28%.
Traffic Records	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.	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 is 9 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.	25 departments were backfilling E-Citations by 2011, and 29 are currently backfilling in 2013.
Planning and Administration	To administer a fiscally responsible, effective highway safety program that is data driven, includes stakeholders, and addresses the State's specific safety characteristics.	Integrate recommendations from NHTSA's Special Management Review Performance Enhancement Plan (PEP) within specified timeframe.
		Conducted a Stakeholders' meeting to receive input for development of the FFY 2013.
		Delivered the FFY 2012 Annual Report by December 31, 2012.
		Delivered the Federal Fiscal Year 2014 Highway Safety Performance Plan by July 1, 2013.

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 performance targets and measures, strategies, and performance measures are determined by:

- Using data, highway safety research, and prior experience to identify problem areas;
- Soliciting input and project proposals from local and regional organizations having expertise in areas relevant to highway safety; 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:
 - 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

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.

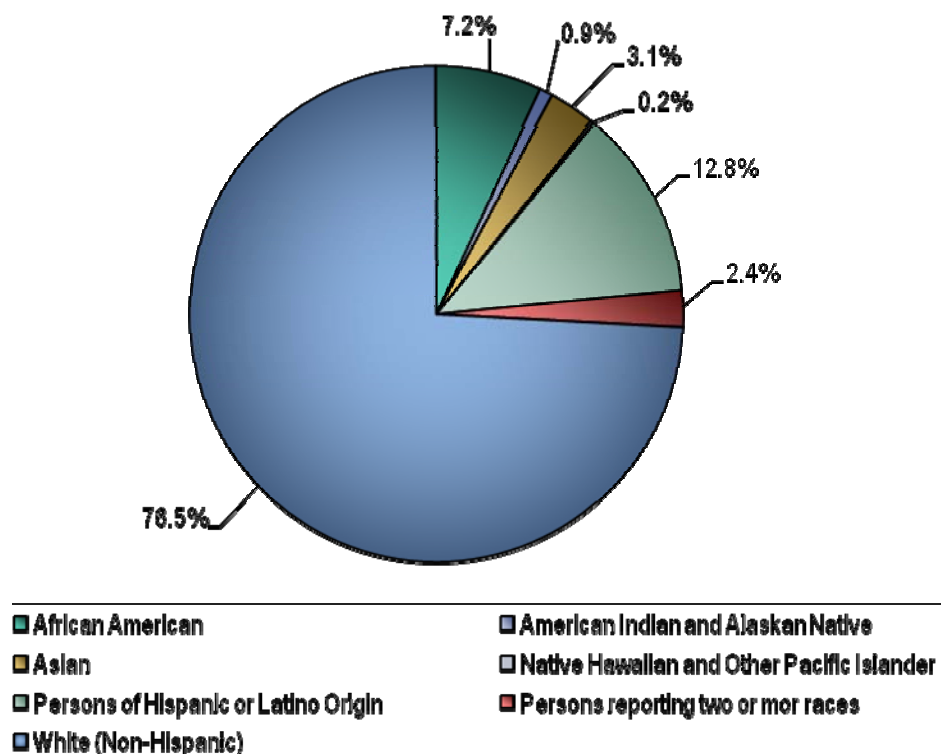
- Rhode Island Courts.

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 over 10 percent of the State's population.

Figure 2.1 Rhode Island Population Estimate
2011



Source: U.S. Census Bureau, 2013.

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 2011 population totals by county and town. As shown in Table 2.2 and Figure 2.2, in 2012, there were 1,118,688 registered motor vehicles (including 33,218 motorcycles and mopeds) and 748,327 licensed drivers (with 76,904 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
2011

County and Town	2011 Population Estimates
Bristol County	49,800
Barrington	16,284
Bristol	22,922
Warren	10,594
Kent County	165,535
Coventry	34,884
East Greenwich	13,098
Warwick	82,361
West Greenwich	6,112
West Warwick	29,080
Newport County	82,695
Jamestown	5,391
Little Compton	3,483
Middletown	16,111
Newport	24,619
Portsmouth	17,348
Tiverton	15,743

County and Town	2011 Population Estimates
Providence County	626,709
Burrillville	15,956
Central Falls	19,379
Cranston	80,392
Cumberland	33,507
East Providence	47,039
Foster	4,607
Gloucester	9,747
Johnston	28,771
Lincoln	21,108
North Providence	32,079
North Smithfield	11,968
Pawtucket	71,153
Providence	178,053
Scituate	10,330
Smithfield	21,432
Woonsocket	41,188
Washington County	126,563
Charlestown	7,800
Exeter	6,405
Hopkinton	8,159
Narragansett	15,814
New Shoreham	1,047
North Kingstown	26,396
Richmond	7,681
South Kingstown	30,553
Westerly	22,708
Total State Population	1,051,302

Source: U.S. Census Bureau, 2013.

Table 2.2 Rhode Island Drivers, Vehicles, and Population
2007 to 2012

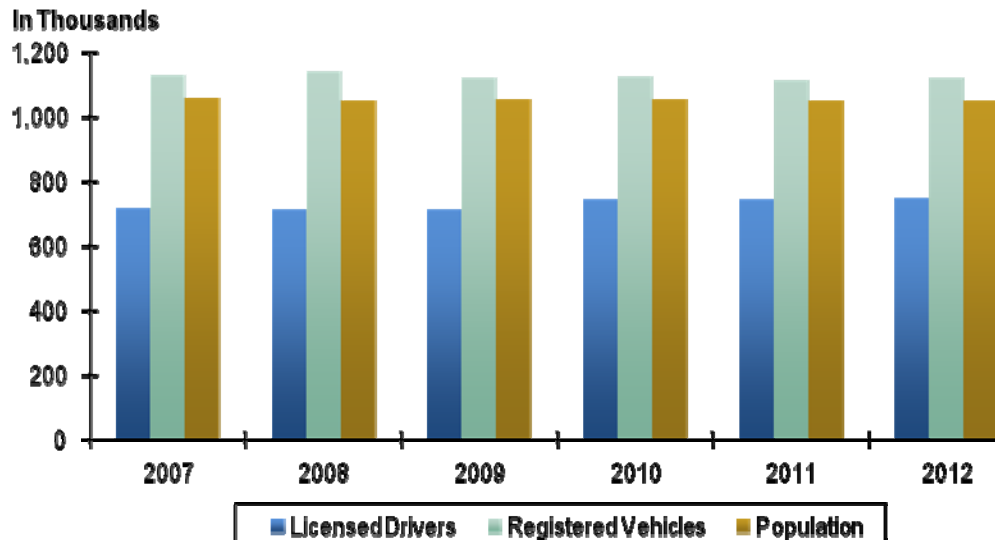
	2007	2008	2009	2010	2011	2012	Change (2007-2012)
Licensed Drivers	715,080	714,001	711,969	744,356 ^a	746,476	748,327	4.6%
Endorsed Motorcycle Operators	71,641	73,042	73,764	74,766	75,698	76,904	7.3%
Registered Vehicles	1,129,250	1,139,120	1,122,255	1,125,490	1,114,211	1,118,688	-0.9%
Registered Motorcycles (including Mopeds)	29,144	34,541	32,276	31,671	31,745	33,218	14.0%
Total Population of Rhode Island	1,057,832	1,050,788	1,053,209	1,052,886	1,051,302	1,050,292	-0.7%
VMT (in millions)	8,636	8,187	8,250	8,280	7,901	7,834^b	-5.8%

Source: RIDOT/OHS and FARS, 2013.

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

^b 2012 VMT is based on the latest estimate (6/19/13).

Figure 2.2 Rhode Island Drivers, Vehicles, and Population
2007 to 2012 (In Thousands)



Source: RIDOT/OHS and FARS, 2013.

Performance Trends and Goals

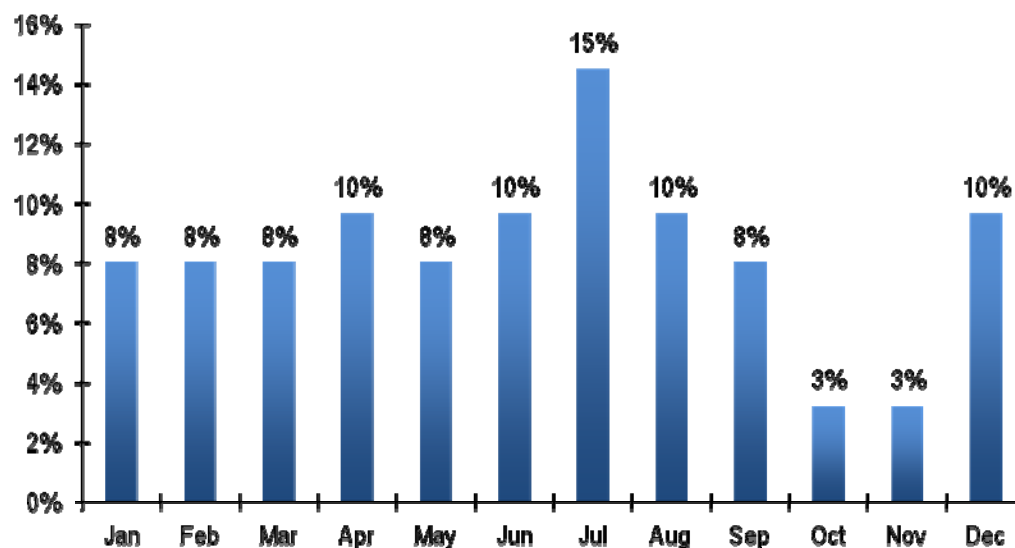
Rhode Island became the 33rd state in the country to enact primary seat belt law. The law went into effect on June 30, 2011 and is set to expire on June 30, 2013. Despite the fact that Rhode Island’s observed safety belt use decreased to 78 percent in 2012 from 80 percent in 2011, the number of unrestrained passenger vehicle occupant fatalities have been on the decline.

The total number of motor vehicle-related fatalities and serious injuries increased from 518 in 2011 to 637 in 2012. Serious injuries have shown an increasing trend since 2008; however, a downward trend in fatalities has been observed – from 83 in 2009 to 64 in 2012. In the previous 12 years (2001 to 2012), the average number of fatalities in Rhode Island was 78 annually.

Alcohol involvement in traffic fatalities is static. In 2011, 21 alcohol-related (BAC \geq 0.01) fatalities and 19 alcohol-impaired (BAC \geq 0.08) were reported. The percentage of alcohol-related fatalities was constant at 31 from 2010 to 2011.

As shown in Figures 2.3 and 2.4, in 2012 the greatest percentage of fatal crashes occurred in the month of July and on Fridays. In 2012, fatal crashes occurred most frequently between the hours of 10.00 p.m. and 12:59 a.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.

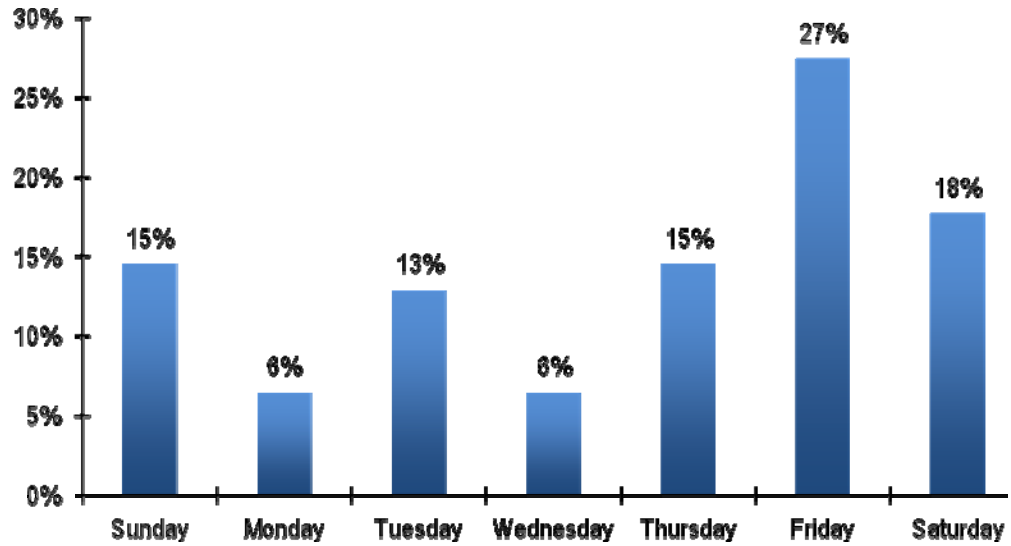
Figure 2.3 Percent of Rhode Island Fatal Crashes by Month-of-Year 2012



Source: RIDOT/OHS.

Note: 2012 data are preliminary.

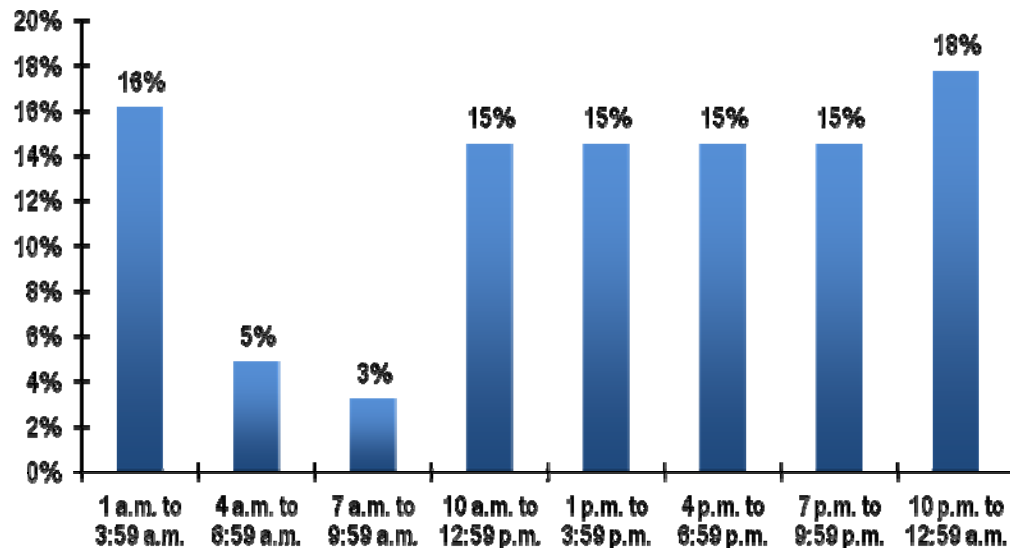
Figure 2.4 Percent of Rhode Island Fatal Crashes by Day of Week
2012



Source: RIDOT/OHS

Note: 2012 data are preliminary.

Figure 2.5 Percent of Rhode Island Fatal Crashes by Time of Day
2012



Source: RIDOT/OHS.

Note: 2012 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	2012^b
Fatalities (Actual)	81	84	104	83	87	81	69	65	83	67	66	64
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	0.84	0.81
Number of Serious Injuries	1,850	1,845	1,887	1,600	1,329	1,313	764	416	426	458	452	573
Number of Fatalities Involving Driver or Motorcycle Operator with $\geq .08$ BAC	35	35	50	38	34	30	22	23	34	25	24	U/A ^e
Number of Unrestrained Passenger Vehicle Occupant Fatalities	47	47	47	47	37	35	19	29	32	26	23	19
Number of Speeding-Related Fatalities	-	46	55	45	40	42	20	20	34	28	21	18
Number of Motorcycle Fatalities	6	9	13	10	14	16	14 ^d	7	19	15	15	8
Number of Unhelmeted Motorcyclist Fatalities	5	7	6	7	6	11	9	2	12	11	8	6
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	-	20	25	17	20	14	16	9	11	7	4	4
Number of Pedestrian Fatalities	10	9	14	7	14	15	13	12	16	9	14	5
Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	-	71%	74%	76%	75%	74%	79%	72%	75%	78%	80%	78%
Number of Safety belt Citations Issued During Grant-Funded Enforcement Activities	-	-	-	-	-	2,024	2,226	2,336	2,553	2,181	4,109	6,787
Number of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	-	-	-	-	2,227	2,519	U/A	U/A	253	305	297	453
Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	-	-	-	-	-	-	-	-	4,630	5,802	6,446	7,317

Source: RIDOT, June 2013; Rhode Island DMV, June 2013; FARS, June 2013; 2002 to 2012 Rhode Island Observed Restraint Use Surveys.

^a Some numbers reported in this FFY 2014 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 2012 data are preliminary at the time of reporting. 2011 VMT was used to calculate metrics since VMT for 2012 is preliminary. 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.
- ^e Data is not available at the time of the report.

Core Performance Measures

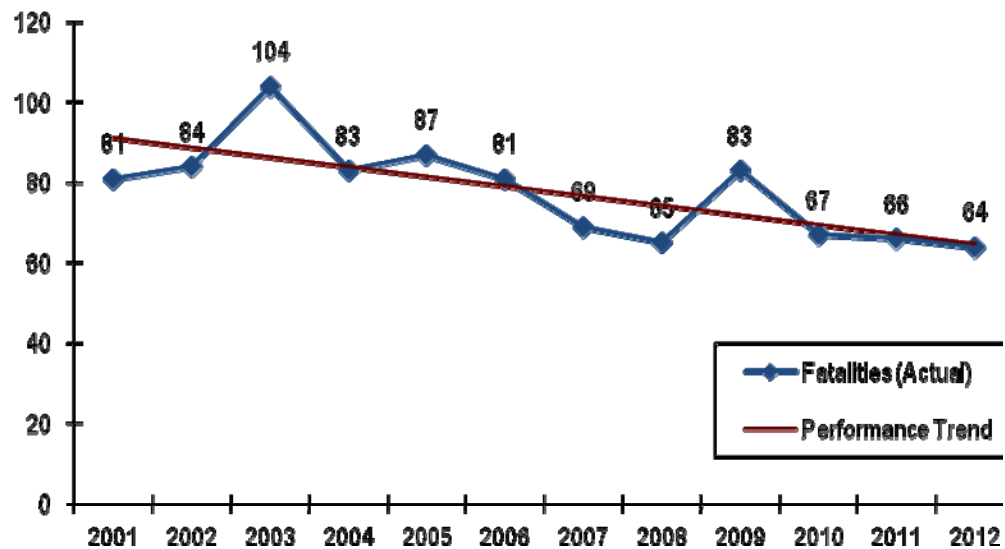
Figures 2.6 through 2.16 provide greater detail on the 10 national core and one behavioral performance measures and include data points and an associated trend line.

Figure 2.6 presents the number of motor vehicle fatalities in Rhode Island from 2001 to 2012. The number of fatalities has fluctuated over the years, but has flattened more recently. The performance trend line suggests a steady decline between 2010 and 2012. A modest target was set based on the fluctuations over time.

Overall Performance Target - Reduce fatalities 3.2 percent annually from the five year average (2006-2010) of 73 to 62 in 2014.

Performance Measure - Number of traffic-related fatalities.

Figure 2.6 Fatalities



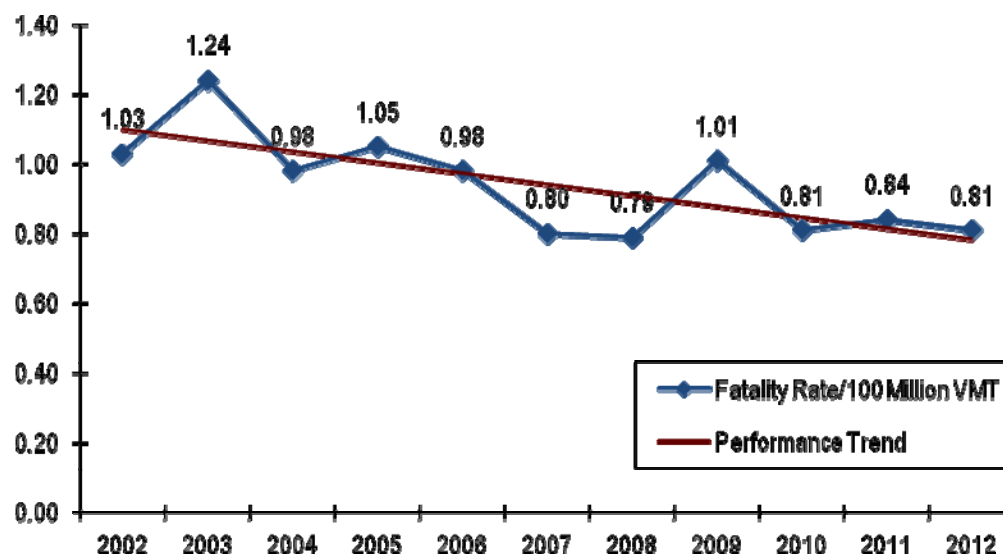
Note: 2012 data are preliminary.

Figure 2.7 presents the motor vehicle fatality rate in Rhode Island per 100 million VMT between 2002 and 2012. During this period the fatality rate per 100 million VMT has fluctuated but has been remained consistently under 0.85 since 2010. Because of this, Rhode Island believes it is possible to continue to maintain the rate below 1.00.

Overall Performance Target - Maintain the fatality per 100 million VMT below 1.00 in 2014.

Performance Measure - Fatalities per 100 million VMT.

Figure 2.7 Fatality Rate Per 100 Million VMT



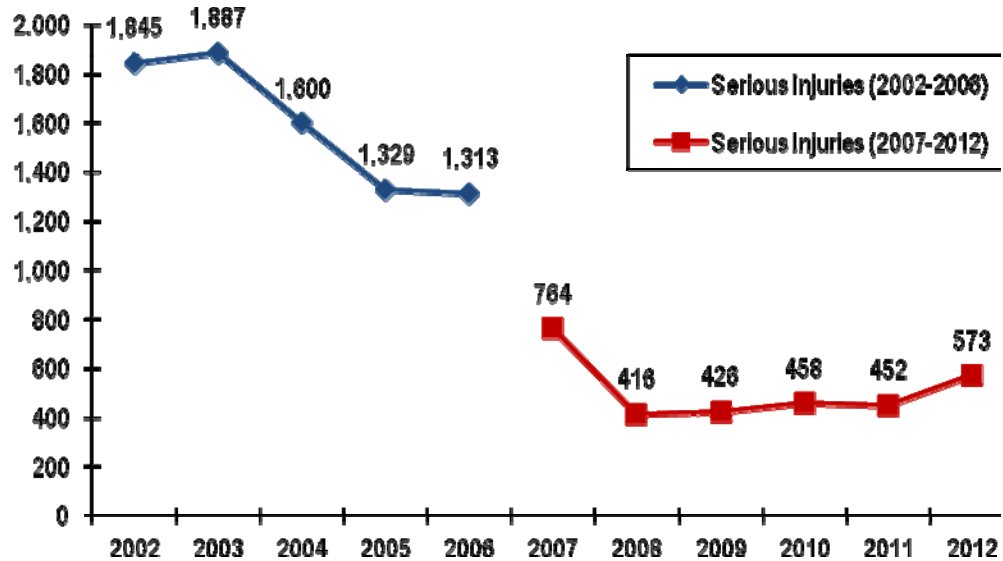
Note: 2012 data are preliminary. 2011 VMT was used to calculate the 2012 rate since VMT for 2012 is not available.

Figure 2.8 presents the number of serious injuries in Rhode Island between 2002 and 2012. This number has fluctuated between 2007-2012, with a large increase in 2012. A modest target was set to account for increases between 2010 and 2012.

Overall Performance Target - Reduce the number of serious injuries 3.2 percent annually from 426 in 2009 to 362 in 2014.

Performance Measure - Number of traffic-related serious injuries.

Figure 2.8 Serious Injuries
Actual



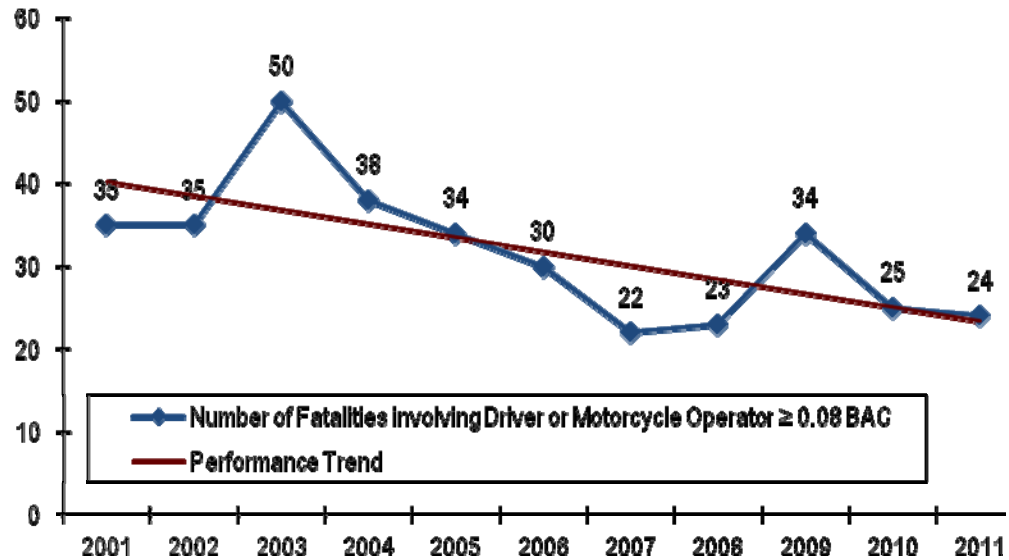
Note: 2007 was a transition year for crash data in Rhode Island. “Serious Injuries” were defined differently prior to 2007, which, in part, explains the discrepancy between serious injuries reported from 2006 to 2007/2008/2009/2010/2011/2012.

Figure 2.9 presents the number of alcohol-impaired fatalities in Rhode Island involving a driver with a BAC of 0.08 or greater between 2001 and 2011. Alcohol impaired driving continues to comprise a large share of the State’s crash fatalities. In 2011, 36 percent of all fatalities in Rhode Island were alcohol-related, compared to 31 percent nationally. Based on NHTSA imputed numbers, from 2007 through 2011, nearly 86 percent of Rhode Island’s alcohol-related fatalities involved a BAC greater than the legal limit of 0.08 percent. After a large decrease 2007-2008, this number has remained steady with no apparent trend making substantial reductions in one year unrealistic. Because of this trend, the target was set.

Overall Performance Target - Decrease alcohol-impaired driving fatalities involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or greater by 3.2 percent annually, from a five-year average (2007-2011) of 26 (NHTSA imputed data) to not more than 27 in 2010-2014.

Performance Measure - Number of alcohol-impaired driving fatalities involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or greater.

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



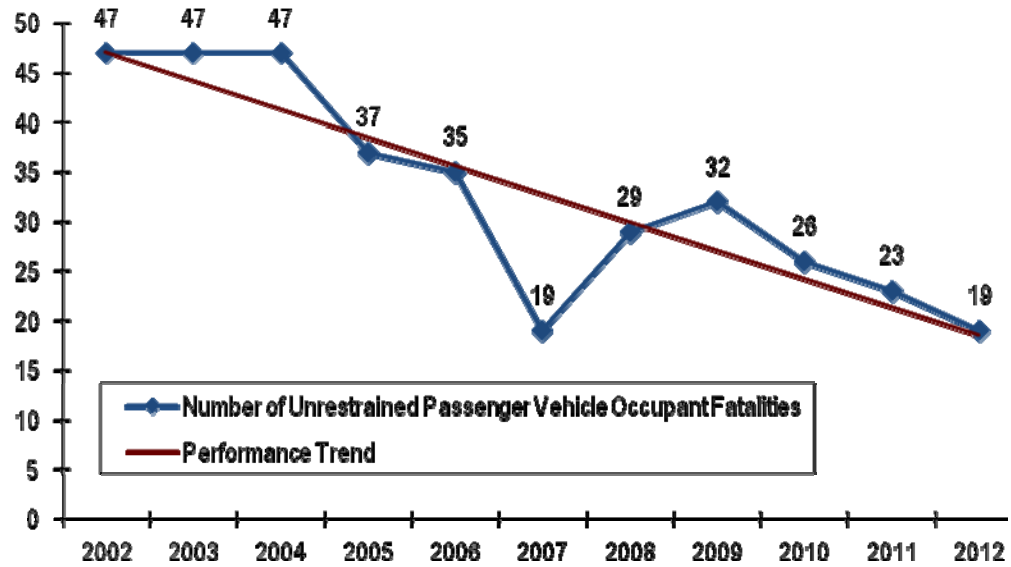
Note: 2012 data are unavailable.

Figure 2.10 presents the unrestrained passenger vehicle occupant fatalities in Rhode Island between 2002 and 2012. Despite the fact that Rhode Island's observed safety belt use decreased to 78 percent in 2012 from 80 percent in 2011, the number of unrestrained passenger vehicle occupant fatalities have been on the decline but still account for nearly 30 percent (in 2012) of the deaths on Rhode Island's roadways. The trend line and recent decreases in fatalities show that the current target is achievable.

Overall Performance Target - Decrease the number of unrestrained passenger vehicle occupant fatalities, in all seat positions, by 3.2 percent annually from the five-year average (2008-2012) of 27 to 26 in 2014.

Performance Measure - Number of unrestrained passenger vehicle occupant fatalities, in all seating positions.

Figure 2.10 Unrestrained Passenger Vehicle Occupant Fatalities



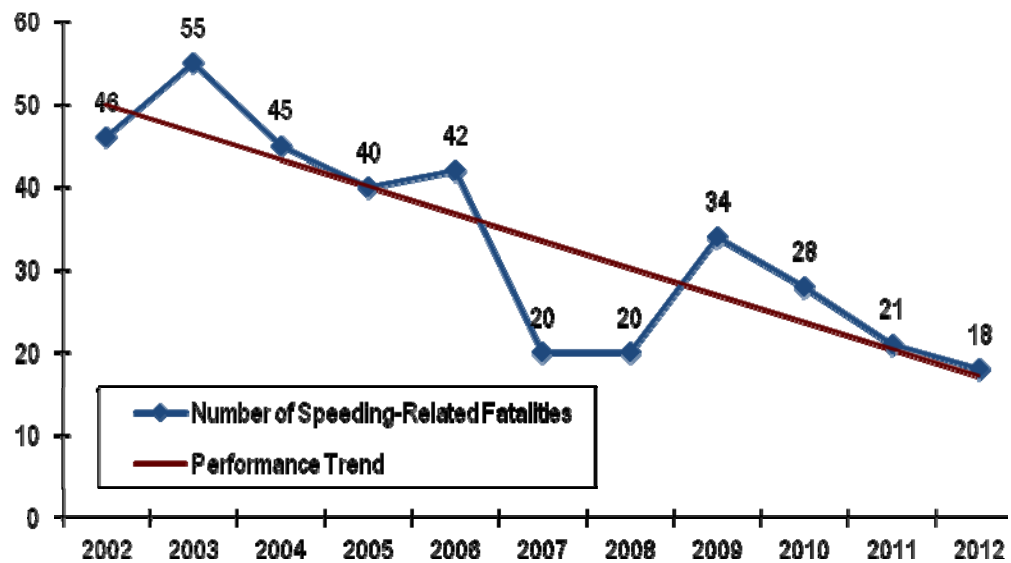
Note: 2012 data are preliminary.

Figure 2.11 presents the number of speed-related fatalities in Rhode Island between 2002 and 2012. Speed was a likely factor in 40.9 percent of all fatalities for the five year average between 2006 and 2010. Data indicates this percentage varies greatly from year to year with a high of 51.9 percent in 2006 to a low of 29 percent in 2007. Despite some fluctuation, the fatality numbers have trended downward since 2009. Based on this, a modest performance target is set for this category.

Overall Performance Target - Decrease by 3.2 percent annually, the number of speeding-related fatalities from a five-year average of 29 (2006-2010) to 24 in 2014.

Performance Measure - Number of speeding-related fatalities.

Figure 2.11 Speed-Related Fatalities



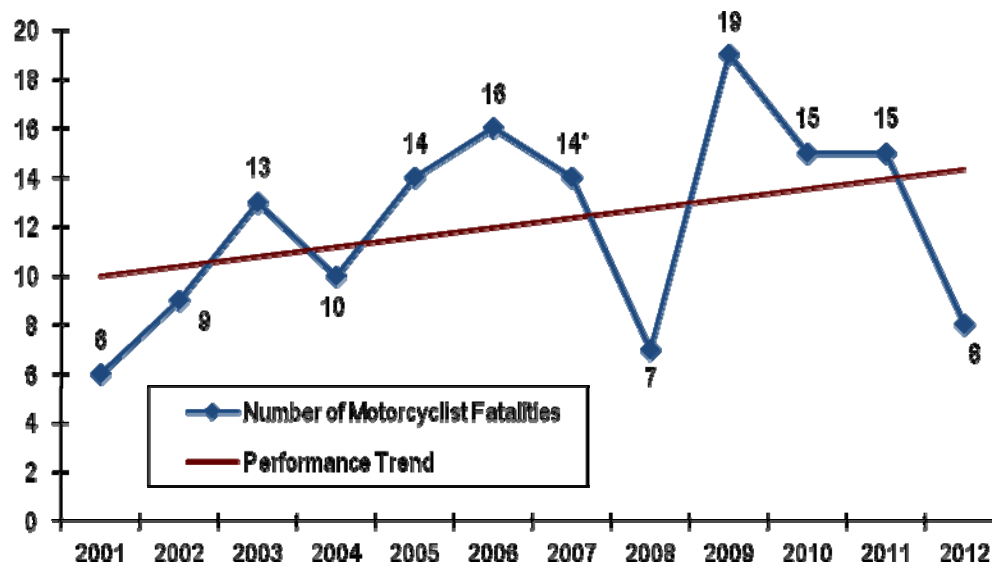
Note: 2012 data are preliminary.

Figure 2.12 presents the number of motorcyclist fatalities in Rhode Island between 2001 and 2012. This number has fluctuated greatly over the time period with a steep decline in 2008 and 2012. The average between 2009 and 2012 is 14 fatalities. The target was set based on recent trends.

Overall Performance Target - Decrease by 3.2 percent annually the number of motorcycle fatalities from the five-year average (2006-2010) of 14 to 12 in 2014.

Performance Measure - Number of motorcycle fatalities.

Figure 2.12 Number of Motorcyclist Fatalities



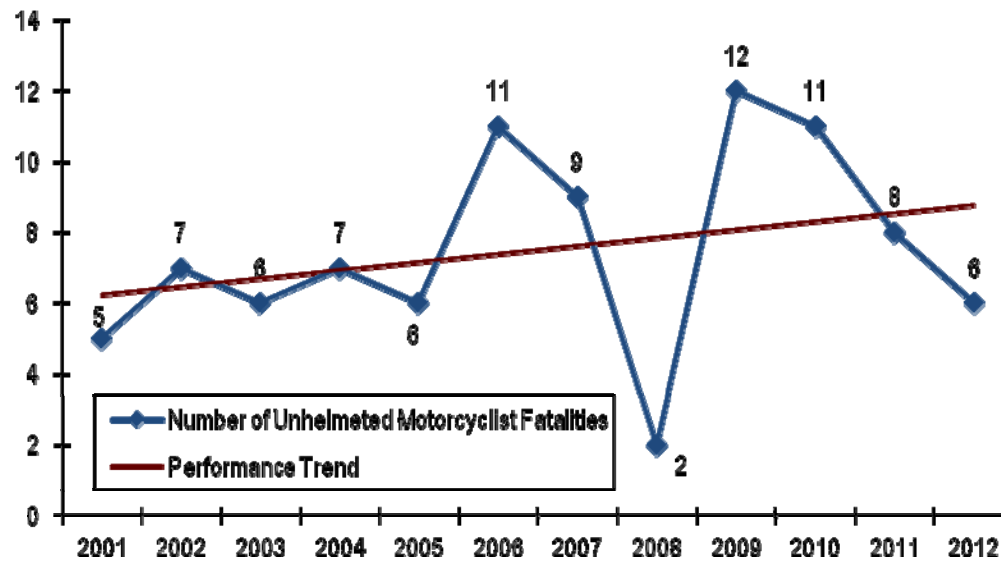
Note: 2007 data include one ATV fatality. 2012 data are preliminary.

Figure 2.13 presents the number of unhelmeted motorcycle fatalities in Rhode Island from 2001 to 2012. Unhelmeted motorcycle fatalities have been trending downward since 2009, but still remain higher than they were between 2001 to 2005. Based on the higher numbers in recent years, a modest target was set for unhelmeted motorcycle fatalities.

Overall Performance Target - Decrease by 3.2 percent annually the number of unhelmeted motorcycle fatalities by 28 percent from a five-year average (2006-2010) of nine to eight in 2014.

Performance Measure - Number of unhelmeted motorcycle fatalities.

Figure 2.13 Unhelmeted Motorcycle Fatalities



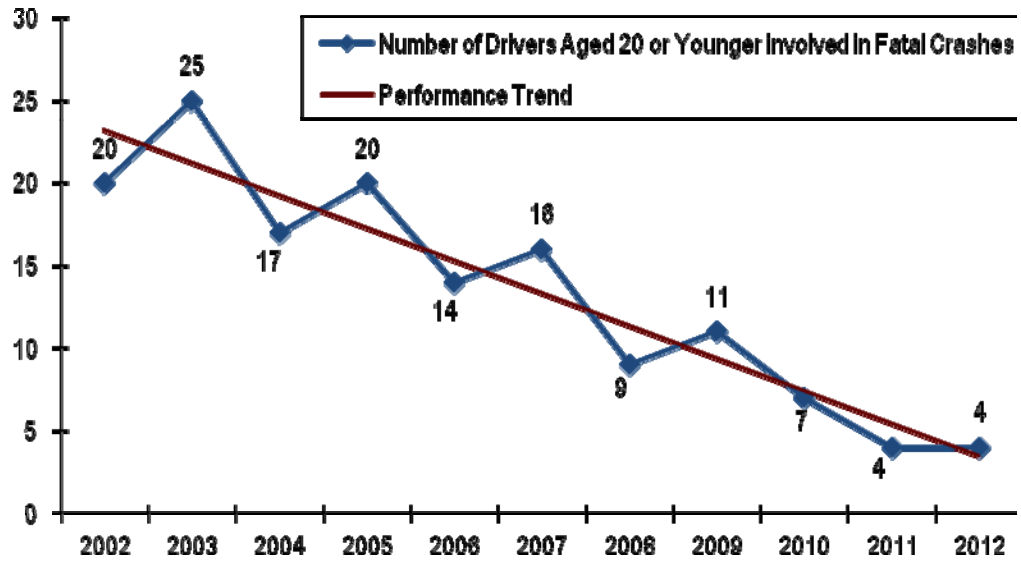
Note: 2012 data are preliminary.

Figure 2.14 presents the number of fatalities involving a younger driver (age 16-20) in Rhode Island between 2002 and 2012. This number has declined every year over the period and OHS has set a performance target based on the continuation of this trend.

Overall Performance Target - Decrease the number of young drivers (age 16 to 20) involved fatalities by 3.2 percent annually, from nine in 2010 to eight in 2014.

Performance Measure - The number of young driver (age 16 to 20) involved fatalities.

Figure 2.14 Drivers Age 20 or Younger Involved in Fatal Crashes



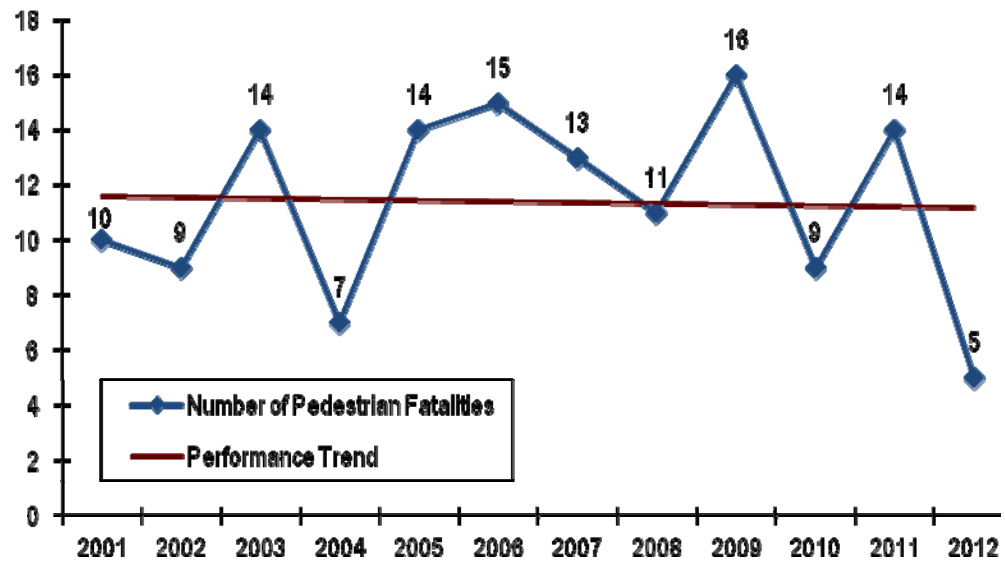
Note: 2012 data are preliminary.

Figure 2.15 presents the number of pedestrian fatalities in Rhode Island between 2001 and 2012. Although this number shows an overall decline, there have been large fluctuations from year to year. Because of this, a modest target was set for pedestrian fatalities.

Overall Performance Target - Decrease the number of crash fatalities among pedestrians by 3.2 percent annually from the five-year average (2006-2010) of 13 to 11 in 2014.

Performance Measure - Number of pedestrian fatalities.

Figure 2.15 Pedestrian Fatalities



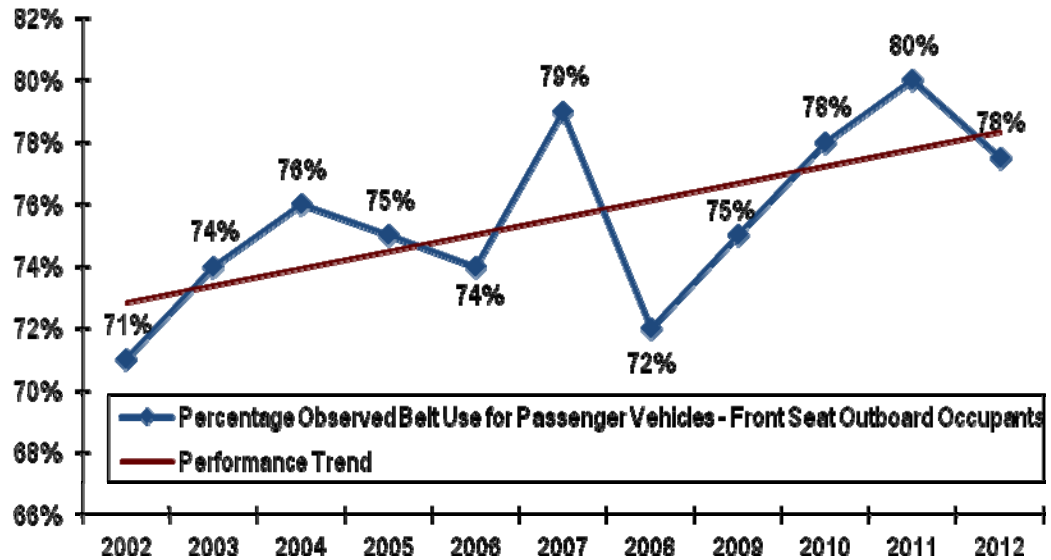
Note: 2012 data are preliminary.

Figure 2.16 presents the observed seat belt use rate in Rhode Island between 2002 and 2012. Rhode Island's observed safety belt use decreased to 78 percent in 2012 from 80 percent in 2011. The performance target is slightly more aggressive due to the sustained traffic enforcement program.

Overall Performance Target - Increase annually 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 82 percent in 2014.

Performance Measure - Statewide-observed safety belt use rate for front seat outboard occupants in passenger vehicles.

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



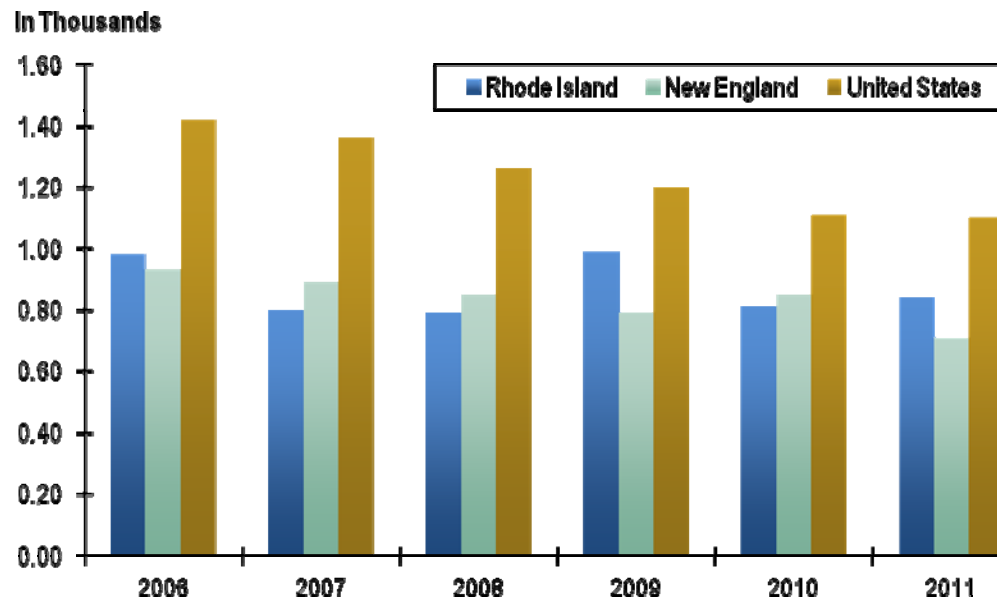
Note: 2012 data are preliminary.

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

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)*.

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 2007 to 2011 and FARS, 2013.

Table 2.4 Rhode Island and New England Crash Conditions as Percent of Total Fatalities 2011

	Unbelted Passenger Vehicle Occupant Fatalities	Alcohol-Impaired ^a	Speed-Related	Motorcycle
Rhode Island	35%	36%	32%	23%
New England	34%	33%	36%	14%

Source: Transanalytics, LLC, Analysis of Fatal Crash Data Rhode Island 2007 to 2011.

^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	2012 ^b
Fatalities – Actual	87	81	69	65	83	67	66	64
Fatal Crashes – Actual	80	72	64	63	76	65	63	62
Fatality Rate/ (100 Million VMT)	1.05	0.98	0.80	0.79	1.01	0.81	0.84	0.81
Fatality Rate/100,000 Population	8.08	7.59	6.52	6.19	7.88	6.36	6.28	6.09
Number of Serious Injuries ^c	1,329	1,313	764	416	426	458	452	573
Fatality and Serious Injury Rate/ 100 Million VMT	17.06	16.79	9.65	5.88	6.22	6.34	6.56	8.06
Fatal and Serious Injury Rate/100,000 Population	131.58	130.57	78.75	45.78	48.34	49.86	49.27	60.65
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.	10 p.m.- 12:59 a.m.
Alcohol-Impaired Fatalities (Involving Driver or Motorcycle Operator with \geq .08 BAC)	34	30	22	23	34	25	24	U/A
Number of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	2,227	2,519	U/A	U/A	253	305	297	453
Alcohol-Related Fatalities (BAC Greater Than or Equal to 0.01)	44	38	29	29	40	26	21	20
Proportion of Alcohol-Related Fatalities	0.51	0.47	0.42	0.45	0.25	0.39	0.32	0.31
Alcohol-Related Fatality Rate/100 Million VMT	0.53	0.46	0.34	0.35	0.26	0.31	0.27	0.25
Alcohol-Related Fatality Rate per 100,000 Population	4.09	3.56	2.74	2.76	1.99	2.47	2.00	1.90
Speed-Related Fatalities – Actual	40	42	20	20	34	28	21	18
Proportion of Speed-Related Fatalities	0.46	0.52	0.29	0.31	0.41	0.42	0.32	0.28
Speed Fatality Rate per 100 Million VMT	0.48	0.51	0.23	0.24	0.41	0.34	0.27	0.23
Speed Fatality Rate per 100,000 Population	3.72	3.93	1.89	1.90	3.23	2.66	2.00	1.71
Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	–	–	–	–	4,630	5,802	6,446	7,317

Crash Data/Trends ^a	Progress Report Data 2005 to 2012							
	2005	2006	2007	2008	2009	2010	2011	2012 ^b
Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	75%	74%	79%	72%	75%	78%	80%	78%
Number of Safety Belt Citations Issued During Grant-Funded Enforcement Activities	–	2,024	2,226	2,336	2,553	2,181	4,109	6,787
Unrestrained Passenger Vehicle Occupant Fatalities – Actual	37	35	19	29	32	26	23	19
Nonmotorist Fatalities – Actual	15	16	14	14	16	12	14	7
Nonmotorist Fatality Rate per 100 Million VMT	0.18	0.19	0.16	0.17	0.20	0.15	0.18	0.09
Nonmotorist Fatality Rate per 100,000 Population	1.39	1.50	1.32	1.33	1.52	1.14	1.33	0.67
Nonmotorist Serious Injuries – Actual	145	143	98	46	62	75	103	75
Nonmotorist Fatality and Serious Injury Rate per 100 Million VMT	1.93	1.92	1.30	0.73	0.95	1.05	1.48	1.04
Nonmotorist Fatal and Serious Injury Rate per 100,000 Population	14.87	14.89	10.59	5.71	7.41	8.27	11.13	7.81
Pedestrian Fatalities – Actual	14	15	13	12	16	9	14	5
Pedestrian Fatality Rate per 100 Million VMT	0.17	0.18	0.15	0.15	0.20	0.11	0.18	0.06
Pedestrian Fatality Rate per 100,000 Population	1.30	1.41	1.23	1.05	1.52	0.86	1.33	0.48
Pedestrian Serious Injuries – Actual	103	107	71	30	51	56	62	61
Pedestrian Fatality and Serious Injury Rate per 100 Million VMT	1.41	1.47	0.97	0.50	0.82	0.79	0.78	0.77
Pedestrian Fatal and Serious Injury Rate per 100,000 Population	10.87	11.43	7.94	3.90	6.36	6.18	5.90	5.80
Bicyclist Fatalities – Actual	1	1	1	1	0	2	0	2
Bicyclist Fatality Rate per 100 Million VMT	0.01	0.01	0.01	0.01	0.00	0.02	0.00	0.03
Bicyclist Fatality Rate per 100,000 Population	0.09	0.09	0.09	0.10	0.00	0.19	0.00	0.19
Bicyclist Serious Injuries – Actual	42	36	27	16	11	17	33	21
Bicyclist Fatality and Serious Injury Rate per 100 Million VMT	0.52	0.45	0.32	0.21	0.13	0.23	0.42	0.29
Bicyclist Fatal and Serious Injury Rate per 100,000 Population	4.00	3.47	2.65	1.62	1.04	1.81	3.14	2.19
Motorcycle Fatalities – Actual	14	16	14 ^d	7	19	15	15	8
Motorcycle Fatality Rate/100 Million VMT	0.17	0.19	0.16	0.09	0.23	0.18	0.19	0.10
Motorcycle Fatality Rate/100,000 Population	1.30	1.50	1.32	0.67	1.80	1.43	1.43	0.76
Motorcycle Serious Injuries – Actual	133	107	87	63	N/A	67	65	71
Motorcycle Fatality and Serious Injury Rate/100 Million VMT	1.77	1.48	1.17	0.86	N/A	0.99	1.01	1.00

Crash Data/Trends ^a	Progress Report Data 2005 to 2012							
	2005	2006	2007	2008	2009	2010	2011	2012 ^b
Motorcycle Fatal and Serious Injury Rate/100,000 Population	13.66	11.52	9.55	6.66	N/A	7.80	7.61	7.52
Unhelmeted Motorcyclist Fatalities – Actual	6	11	9	2	12	11	8	6
Young Drivers Involved in Fatal Crashes – Actual ^e	20	14	16	9	11	7	4	4
Young Drivers in Fatal Crashes/100 Million VMT	0.24	0.17	0.19	0.11	0.13	0.08	0.05	0.05
Young Drivers in Fatal Crashes/100,000 Population	1.86	1.31	1.51	0.86	1.04	0.67	0.38	0.38
Young Drivers in Serious Injury Crashes – Actual	320	300	186	37	42	44	33	29
Young Drivers in Serious Injury Crashes/100 Million VMT	3.86	3.61	2.15	0.45	0.51	0.53	0.42	0.37
Young Drivers in Fatal and Serious Injury Crashes/Million VMT	4.10	3.78	2.34	0.56	0.65	0.62	0.47	0.42
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	3.14
Older Drivers Involved in Fatal Crashes – Actual ^f	9	12	5	15	15	11	14	13
Older Drivers in Fatal Crashes/100 Million VMT	0.11	0.14	0.06	0.19	0.18	0.13	0.18	0.16
Older Drivers in Serious Injury Crashes – Actual	156	122	105	31	25	35	25	25
Older Drivers in Fatal and Serious Injury Crashes/Million VMT	1.99	1.61	1.27	0.53	0.49	0.56	0.49	0.48
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	3.62

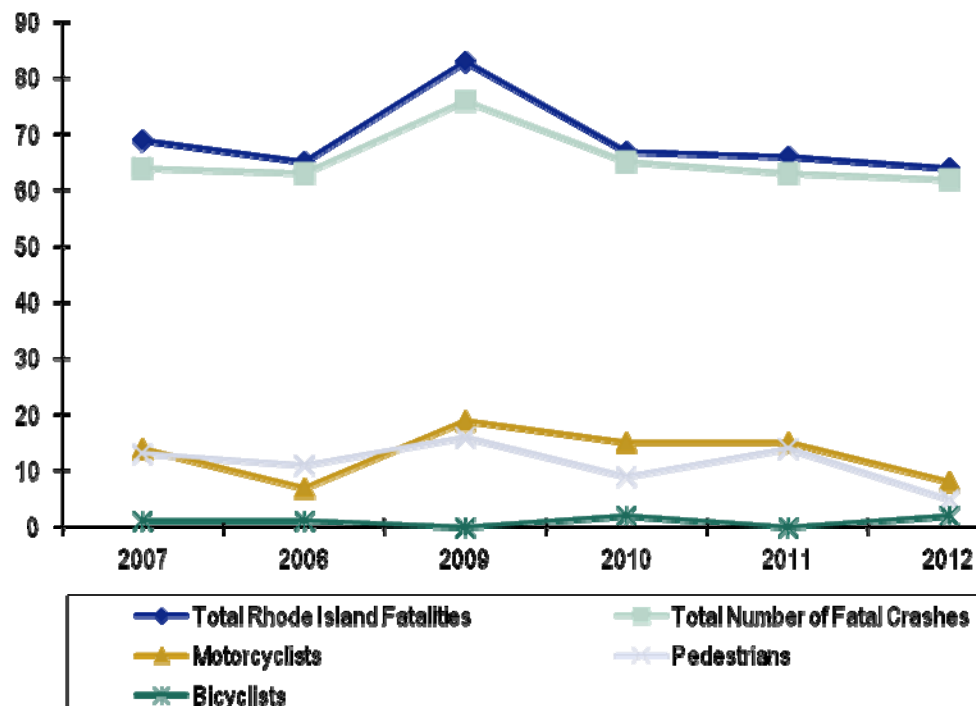
Source: RIDOT, June 2013; Rhode Island DMV, June 2013; FARS, June 2013; 2004 to 2012 Rhode Island Observed Restraint Use Surveys.

- ^a Some numbers reported in this FFY 2014 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 2012 data are preliminary at the time of reporting. 2011 VMT was used to calculate metrics since VMT for 2012 is preliminary. 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 2014 HSPP will focus on multiple highway safety problems, including *impaired driving, occupant protection, speed, motorcycles, young drivers, and other road users (including pedestrians)*. The OHS will continue to concentrate on improving the State’s *traffic records* through crash data collection and reporting as part of the Section 408/records grant process. The HSPP also addresses the agency’s *planning and administration* functions.

Figure 2.18 Rhode Island Traffic Deaths
2007 to 2012



Note: 2012 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 PERFORMANCE TARGETS FOR FFY 2014

Table 2.6 identifies the program areas, which will be emphasized in Rhode Island’s Highway Safety Program, with related performance targets and measures, in FFY 2014. These performance targets and measures align with the goals and performance measures in the SHSP. The goal for Rhode Island’s SHSP is Toward Zero Deaths which equates to a 3.2 percent reduction per year in

³ Absent renewal by the Rhode Island General Assembly and the Governor, the new law is scheduled to expire on June 30, 2013. The Rhode Island Senate’s Judiciary Committee has approved a bill to eliminate this “sunset provision” and reduce the fine for violation of the seat belt law to \$40.

fatalities and serious injuries; which also is the percentage reduction for fatalities and serious injuries in each of the emphasis areas. In addition to fatality and serious injury goals, the SHSP also includes performance measures for occupant protection, impaired driving, and speed which match the HSP. Preliminary 2012 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 2012 data are finalized. In cases where 2012 data varied greatly from previous years, an average of several years of data was used to establish a baseline. The traffic records performance targets and measures are derived from Rhode Island’s Traffic Record Strategic Plan.

Table 2.6 Performance Targets for FFY 2014

Program Area	Performance Targets	Performance Measures
Overall OHS Program Area Goals	Reduce fatalities 3.2 percent annually from the five year average (2006-2010) of 73 to 62 in 2014.	Number of traffic-related fatalities.
	Reduce the number of traffic fatalities and serious injuries by 3.2 percent annually from the five year average of 927 (2005-2009) to 788 in 2014.	Number of traffic-related fatalities and serious injuries.
	Reduce the number of serious injuries 3.2 percent annually from 426 in 2009 to 362 in 2014.	Number of traffic-related serious injuries.
	Maintain the fatality per 100 million VMT below 1.00 in 2014.	Fatalities per 100 million VMT.
Impaired Driving	Decrease alcohol-impaired driving fatalities involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or greater by 3.2 percent annually, from a five-year average (2007-2011) of 26 (NHTSA imputed data) to not more than 27 in 2010-2014.	Number of alcohol-impaired driving fatalities involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or greater.
	Decrease alcohol-impaired driving serious injuries involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or greater by 3.2 percent annually, from a five-year average (2008-2012) of 9 to not more than 9 in 2010-2014.	Number of alcohol-impaired driving serious injuries (those involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or greater).
	Increase 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
	Increase the percentage of survey participants responding “Very Likely” or “Somewhat Likely” to the likelihood of being stopped by law enforcement after drinking to excess and driving from 60.6 percent in 2012 to 62 percent in 2014.	Percent of survey participants responding “Very Likely” or “Somewhat Likely” to the likelihood of being stopped after drinking to excess and driving.
	Increase percent of survey respondents that recognize the DSoGPO impaired driving enforcement slogan from 45.3 percent recognition in 2012.	Percent of survey respondents that recognize the DSoGPO impaired driving enforcement slogan.
Occupant Protection	Increase annually by 2.5 percentage points the statewide-observed safety belt use rate for front seat occupants in passenger vehicles, from 80 percent in 2013 to 82 percent in 2014.	Statewide-observed safety belt use rate for front seat occupants in passenger vehicles.

Program Area	Performance Targets	Performance Measures
	Decrease the number of unrestrained passenger vehicle occupant fatalities, in all seat positions, by 3.2 percent annually from the five-year average (2008-2012) of 27 to 26 in 2014.	Number of unrestrained passenger vehicle occupant fatalities, in all seating positions.
	Decrease by 7.3 points the percent of unrestrained passenger vehicle occupant fatalities, in all seat positions, from 39.6 percent in 2012 to 32.3 percent in 2014.	Percent of unrestrained passenger vehicle occupant fatalities (in all seat positions).
	Decrease the number of unrestrained passenger vehicle occupant serious injuries, in all seat positions, by 3.2 percent annually from the five-year average (2008-2012) of 113 for to 112 in 2014.	Number of unrestrained passenger vehicle occupant serious injuries (all seating positions).
	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.	Number of safety belt citations issued during grant-funded enforcement activities.
	Increase safety belt use among pickup truck drivers, as measured by observations, from 63.9 percent in 2012.	The percent of pickup truck drivers observed using safety belts.
	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.	Percent of telephone survey participants who believe a ticket is likely always or most of the time for failure to wear a safety belt.
Speed	Decrease by 3.2 percent annually, the number of speeding-related fatalities from a five-year average of 29 (2006-2010) to 24 in 2014.	Number of speeding-related fatalities.
	Maintain the number of speeding citations issued during grant-funded enforcement activities at 6,000 in 2014.	Number of speeding citations issued during grant-funded enforcement activities.
	Increase the number of speeding citations written and tracked monthly on all overtime speed patrols.	Number of monthly speeding citations written and tracked monthly on all overtime speed patrols.
Young Drivers	Decrease the number of young driver (age 16 to 20) involved fatalities annually, by 3.2% from the five year average of 9 to eight in 2014.	The number of young driver (age 16 to 20) involved fatalities.
	Decrease the number of young driver (age 16 to 20) involved serious injuries annually, by 3.2% from the five year average of 68 to 65 in 2014.	Number of young drivers (age 16 to 20) involved serious injuries.
	Implement a minimum of four contacts with parents/ care givers to provide information on alcohol and/or safety belt use for young drivers.	Number of contacts with parents and care givers.
Motorcycles	Decrease by 3.2 percent annually the number of motorcycle fatalities from the five-year average (2006-2010) of 14 to 12 in 2014.	Number of motorcycle fatalities.
	Decrease by 3.2 percent annually the number of unhelmeted motorcycle fatalities by 28 percent from a five-year average (2006-2010) of nine to eight in 2014.	Number of unhelmeted motorcycle fatalities.

Program Area	Performance Targets	Performance Measures
	Decrease by two percentage points motorcycle operator crash fatalities with a known BAC of 0.01 or higher, from the five-year average (2006 to 2010) of 47 percent to 45 percent in 2014.	Percent of all motorcycle operator crash fatalities with a known BAC of 0.01 or higher.
	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 2014.	Percent of motorcycle operator fatalities who were legally intoxicated.
Other Road Users	Decrease the number of crash fatalities among pedestrians by 3.2 percent annually from the five-year average (2006-2010) of 13 to 11 in 2014.	Number of pedestrian fatalities.
	Maintain zero crash fatalities among school bus occupants in 2014.	Number of crash fatalities among school bus occupants.
	Maintain zero crash fatalities among bicyclists in 2014.	Number of bicyclist fatalities.
	Decrease by 10 percent the number of pedestrian fatalities with a BAC of 0.08 or greater, from the five-year NHTSA imputed average (2006-2010) of four to three in 2014.	Number of pedestrian fatalities with a known BAC or 0.08 or greater.
Traffic Records	Improve the timeliness, accuracy, and/or completeness of crash data entering the RIDOT database by September 30, 2014	Days needed for records to enter the database, error rate for inaccurate records attempting to enter the database, and number of fields with complete information.
	Improve the timeliness, accuracy, and/or completeness of traffic stop data entering the RIDOT database by December 31, 2013	Days needed for records to enter the database, error rate for inaccurate records attempting to enter the database, and number of fields with complete information.
	Improve the timeliness, accuracy, and/or completeness of citation data entering the RITT database by September 30, 2014	Days needed for records to enter the database, error rate for inaccurate records attempting to enter the database, and number of fields with complete information.
	Improve the integration of core data sets relevant to the state roadway network by September 30, 2014	Number of data sets integrated in a central Linear Referencing System (LRS).
	Improve the timeliness, accuracy, and completeness of the adjudication core data system by September 30, 2014	Days needed for records to enter the database, error rate for inaccurate records attempting to enter the database, and number of fields with complete information.
	Improve the accuracy and completeness of the roadway network core data system by September 30, 2014	Number of verified roadway elements and number of additional MIRE data points collected.
	Increase the accessibility of the crash data stored within the crash database by September 30, 2014	Number of users that satisfactorily obtain their desired crash data.

Program Area	Performance Targets	Performance Measures
Planning and Administration	To administer a fiscally responsible, effective highway safety program that is data driven, includes stakeholders, and addresses the State's specific safety characteristics.	<p>Integrate recommendations from NHTSA's Special Management Review Performance Enhancement Plan (PEP) within specified timeframe.</p> <p>Conduct stakeholders' meeting to receive input for development of the FFY 2015 HSP.</p> <p>Deliver FFY 2013 Annual Report by December 31, 2013.</p> <p>Deliver FFY 2014 Highway Safety Plan by July 1, 2015.</p>

3.0 Highway Safety Strategies and Projects for FFY 2014

Section 3.0 provides details on the program areas, performance targets and measures, task or project descriptions, and funding levels and sources. The program areas in Rhode Island's FY 2014 HSP include impaired driving, occupant protection, speeding, young drivers, motorcycles, other road users, traffic records, and planning and administration.

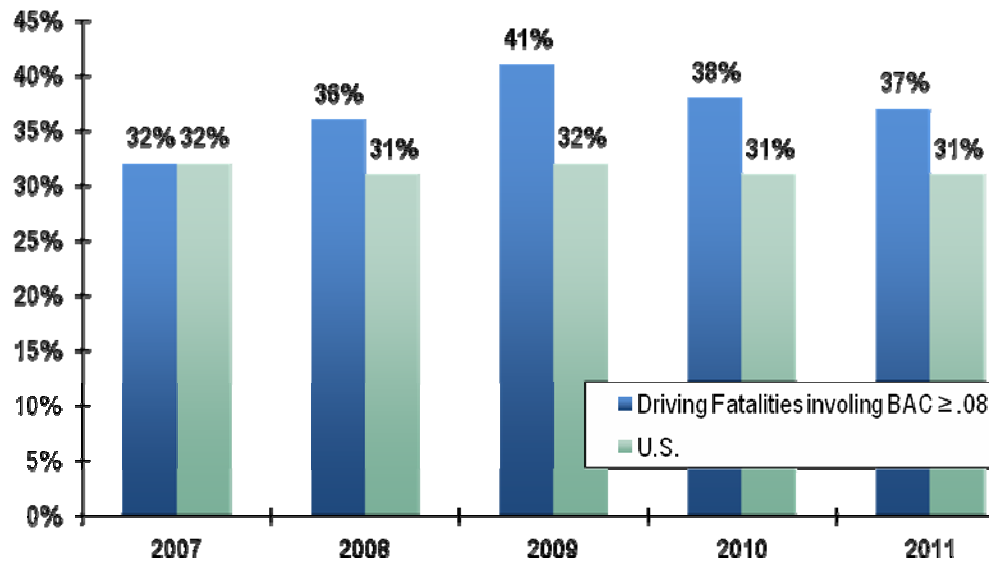
The project descriptions at the end of each program area include citations referencing the performance targets and evidence of effectiveness. The performance targets are numbered in each of the program area descriptions and the same numbering is followed in the program/project description. The OHS used the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013 as a reference to aid in the selection of effective, evidence-based countermeasure strategies for the FFY 2014 HSP program areas. Evidence of effectiveness citations which reference CTW, followed by the chapter and related countermeasure section (e.g., CTW, Chapter 2, Section 2.1), are identified in the program/project descriptions and denote the effectiveness of the related countermeasure strategy where appropriate. Note that CTW is not referenced for OHS administrative functions and activities. The 2013 edition of Countermeasures That Work can be viewed in its entirety on the NHTSA web site at: <http://www.nhtsa.gov/staticfiles/nti/pdf/811727.pdf>.

3.1 IMPAIRED DRIVING

Problem Identification and Analysis

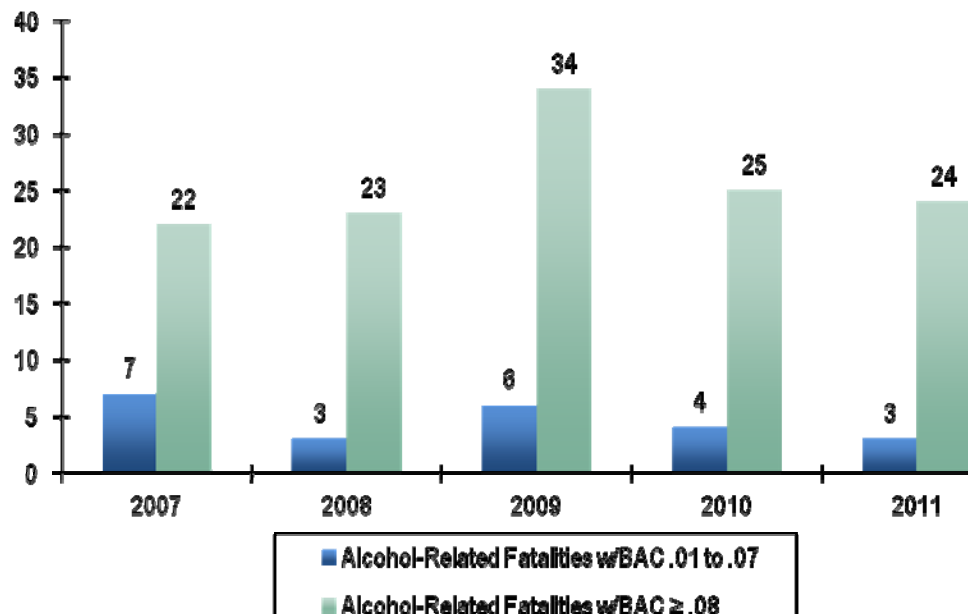
Alcohol impaired driving continues to be a significant contributing factor in Rhode Island's crash fatalities and serious injuries. As shown in Figure 3.1, alcohol impairment in fatal crashes in Rhode Island exceeds that of the nation in four out of five years. Based on NHTSA imputed data from 2007 through 2011, 84 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 0.08, as shown in Figure 3.2.

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



Note: Reflects NHTSA imputed data for 2007 to 2011.

Figure 3.2 Alcohol-Related Fatalities (BAC \geq .01)



Note: Reflects NHTSA imputed data for 2007 to 2011.

Based on NHTSA imputed data, from 2007 to 2011, the highest percentage of alcohol-impairment-related crashes in Rhode Island occurred in July, and March; with 64.5 percent occurring on Fridays, Saturdays, and Sundays; with 73.7 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 0.08 or above. For young drivers, a BAC level of 0.02 results in license suspension until the age of 21.



Driving using Fatal Vision Goggles

- The Rhode Island Supreme Court has ruled that sobriety checkpoints are unconstitutional.
- A police officer may or may not indicate suspicion of alcohol involvement in a crash report.
- BAC testing is often performed only on persons who are killed in a crash and not on surviving drivers.
- Prior to June 28, 2006, refusing a chemical test carried a lower penalty than a DUI, which resulted in a greater number of citations for chemical test refusals. The significant number of refusals severely limited the availability of BAC data and hindered proper problem identification. On June 28, 2006, Governor Carcieri signed legislation doubling the license suspension for a first offense refusal; criminalizing second and subsequent offenses; increasing fines, imprisonment, and license suspensions; and requiring community service. The intent of the law was to make the choice of chemical test refusal less attractive and increase BAC data.

Rhode Island's DUI law provides for higher sanctions at increasing BAC levels: .08 to <0.10, 0.10 to <0.15, and 0.15 and greater. Of the 88 drivers and motorcycle operators involved in fatal crashes in 2012, 58 were male; 21 were female; and nine 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
2012

	Male	Female	Unknown/Blank	Total
BAC Test None Given	27	12	9	48
BAC 0.00	13	7	0	20
BAC 0.01-0.07	3	1	0	4
BAC 0.08-0.09	0	0	0	0
BAC 0.10-0.14	3	0	0	3
BAC 0.15-0.19	7	1	0	8
BAC 0.20+	5	0	0	5
Total	58	21	9	88
Total BAC 0.01+	18	2	0	20
Total BAC 0.08+	15	1	0	16

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
2012

Detected Drug	Detection Frequency (Percentage of Total Cases) (N=178)
THC and/or metabolites (marijuana)	35
Benzodiazepines	25
Cocaine and/or metabolites	11
Morphine	4
Zolpidem	4
Methadone and/or metabolites	3
Oxycodone (Oxycontin, Percodan)	3
Amphetamine	3
Citalopram/Escitalopram	3
Butalbital	2
Trazodone	2
Other Drugs ^a	4

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

^a Include tramadol and metabolites, buprenorphine and metabolites, hydrocodone, mirtazipine and metabolites, fluoxetine and other metabolites, and hydroxyzine.

Performance Targets

1. Decrease alcohol-impaired driving fatalities involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or greater by 3.2 percent annually, from a five-year average (2007-2011) of 26 (NHTSA imputed data) to not more than an average of 25 during 2010-2014.
2. To decrease alcohol-impaired driving serious injuries involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or greater by 3.2 percent annually, from a five-year average (2008-2012) of 9 to not more than an average of 10 during 2010-2014.
3. Increase the number of impaired driving arrests made during grant-funded enforcement activities in FFY 2013.
4. 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 60.6 percent in 2012 to 62 percent in 2014.
5. Increase percent of survey respondents that recognize the DSoGPO impaired driving enforcement slogan from 45.3 percent recognition in 2012.

Performance Measures

- Number of alcohol-impaired driving fatalities involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or greater.
- Number of alcohol-impaired driving serious injuries (those involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or greater).
- Number of impaired driving arrests made during grant-funded enforcement activities.
- 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 DSoGPO 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 Noncheckpoint State meeting in Texas and endorsed by NHTSA). Launched in FFY 2009, local police departments and the Rhode Island State Police (RISP) use VMS, with appropriate messaging, for all OHS-funded patrols. Participating agencies also are encouraged to apply for the International Association of Chiefs of Police “Law Enforcement Challenge” Award Program as well as the Rhode Island Highway “Chiefs Challenge” Incentive Award Program.
 - Offer DRE and SFST refresher training courses via the LEHSTC, the latter in coordination with those offered by the Rhode Island Department of Health/Forensic Sciences, Breath Analysis Unit.
 - 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 Rhode Island 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

Note: The FFY 2014 HSP Project List which includes the project number and title, budget, and funding source is located in Table 4.2. Grant recipients for projects which fund multiple agencies are identified by project following Table 4.2.

Target - 1, 2, 3, 4, and 5

Project Number - 164AL-14-03

Project Title - "Drive Sober or Get Pulled Over" Impaired Driving Law Enforcement Patrols (Municipalities)

Project Description - Implementation of *Drive Sober or Get Pulled Over* (DSOGPO) overtime enforcement patrols by various municipalities. Each law enforcement agency is funded to participate in the two DSoGPO annual mobilizations scheduled for December 13, 2013 - January 1, 2014 and August 15 - September 1, 2014, as well as monthly sustained enforcement. Patrols are conducted on Thursday, Friday, and Saturday evenings. Participating officers must be fully trained in the use of SFST or DRE detection techniques.

Project Staff - Jim Barden

Project Budget/Source - \$200,000 of Section 164AL

Evidence of Effectiveness: CTW, Chapter 1: Section 2.1

Target - 1, 2, 3, 4, and 5

Project Number - K8-14-04

Project Title - "Drive Sober or Get Pulled Over" Impaired Driving Law Enforcement Patrols (Municipalities) Including DRE

Project Description - Implementation of *Drive Sober or Get Pulled Over* (DSoGPO) overtime enforcement patrols by various municipalities. Each law enforcement agency is funded to participate in the two DSoGPO annual mobilizations scheduled for December 13, 2013 - January 1, 2014 and August 15 - September 1, 2014, as well as monthly sustained enforcement. Patrols are conducted on Thursday, Friday, and Saturday evenings. Participating officers must be fully trained in the use of SFST or DRE detection techniques.

Project Staff - Jim Barden

Project Budget/Source - \$148,000 of Section 410

Evidence of Effectiveness: CTW, Chapter 1: Section 2.1

Target - 1, 2, 3, 4, and 5

Project Numbers - 402AL-14-01/164AL-14-01/M5BAC-14-02

Project Title - Rhode Island State Police (RISP) “*Drive Sober or Get Pulled Over*” Impaired Driving Patrols

Project Description - Implementation of *Drive Sober or Get Pulled Over* (DSoGPO) overtime enforcement patrols by the Rhode Island State Police. The Town is funded to participate in the two DSoGPO annual mobilizations scheduled for December 13, 2013 - January 1, 2014 and August 15 - September 1, 2014, as well as monthly sustained enforcement. Patrols are conducted on Thursday, Friday, and Saturday evenings. Participating officers must be fully trained in the use of SFST or DRE detection techniques. Includes Operation C.A.RE. enforcement periods. Includes six new Intoxilyzer 9000s (NHTSA Conforming Product) for each of the RISP’s six Barracks and 600 Portable Breath Testers.

Project Staff - Jim Barden

Project Budget/Source - \$2,375 of Section 402AL, 139,000 of Section 164AL and \$300,000 of Section 405D

Evidence of Effectiveness: CTW, Chapter 1: Section 2.1

Target - 1, 2, 3, 4, and 5

Project Number - K8-14-03/164AL-14-04

Project Title - University of Rhode Island “*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 the University of Rhode Island Police

Department. The University is funded to participate in the two DSoGPO annual mobilizations scheduled for December 13, 2013 - January 1, 2014 and August 15 - September 1, 2014, as well as monthly sustained enforcement. Patrols are conducted on Thursday, Friday, and Saturday evenings. Participating officers must be fully trained in the use of SFST or DRE detection techniques. Includes one new Intoxilyzer 9000s (NHTSA Conforming Product).

Project Staff - Jim Barden

Project Budget/Source - \$2,000 of Section 410 and 8,000 of Section 164AL

Evidence of Effectiveness: CTW, Chapter 1: Section 2.1

Target - 3

Project Number - M5BAC-14-01

Project Title - Intoxilyzer 9000 (Municipalities)

Project Description - To ensure local law enforcement agencies have appropriate equipment to support its DUI arrests, OHS will reimburse the purchase of new Intoxilyzer 9000 (NHTSA Conforming Product).

Project Staff - Jim Barden

Project Budget/Source - \$304,000 of Section 405D

Evidence of Effectiveness: CTW, Chapter 1, Section 2.3

Target - 2 and 3

Project Number - K8-14-05

Project Title -Drug Recognition Expert Callback (Municipalities)

Project Description - Funding for overtime for Drug Recognition Experts to perform evaluations of drivers suspected to be under the influence of drugs other than alcohol on as needed basis by various local police departments.

Project Staff - Jim Barden

Project Budget/Source - \$9,800 of Section 410

Evidence of Effectiveness: CTW, Chapter 1, Section 7.1

Target - 3

Project Number - K8-14-01

Project Title - SFST Checklist Clipboards

Project Description - OHS will purchase clipboards imprinted with the SFST checklist/process for conducting SFST that officers will keep in their cruisers to use as a reminder when conducting roadside SFST.

Project Staff - Jim Barden

Project Budget/Source - \$4,000 of Section 410

Evidence of Effectiveness: N/A

Target - 4 and 5

Project Number - K8PM-14-01/M5PEM-14-02

Project Title - Impaired Driving Paid 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 2013 and August/September 2014 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. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.

Project Staff - Jim Barden

Project Budget/Source - \$490,000 of Section 410PM and \$200,000 of 405D

Evidence of Effectiveness: CTW, Chapter 1, Section 5.2

Target - 4 and 5

Project Number - K8-14-02

Project Title - Impaired Driving Sports Marketing

Project Description - OHS will develop a Request for Proposals seeking a qualified organization to create a presence at sporting events across the State

(e.g., tabling opportunities and distribution of literature and motorist incentive items)

Project Staff - Jim Barden

Project Budget/Source - \$93,000 of Section 410PM

Evidence of Effectiveness: CTW, Chapter 1, Section 5.2

Target - 1 and 2

Project Number - 164AL-14-06

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, Despina Metakos Harris, and the TSRP

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

Evidence of Effectiveness: CTW, Chapter 1, Section 6.5

Target - 4 and 5

Project Number - 164AL-14-07

Project Title - Alcohol Survey

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

Project Staff - Jim Barden

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

Evidence of Effectiveness: CTW, Chapter 1, Section 5.2

Target - 1 and 2

Project Number - 164AL-14-08

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 - \$108,000 of Section 164AL

Evidence of Effectiveness: CTW, Chapter 1, Section 3.1

Target - 4 and 5

Project Number - 164AL-14-09

Project Title - Resource Center (AL)

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

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

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

Evidence of Effectiveness: CTW, Chapter 1, Section 5.2

Target - 1 and 2

Project Number - K8-14-06/164AL-14-02

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

Project Description - OHS will contract with a qualified consultant to serve as the LEHSTC. The LEHSTC will promote law enforcement participation in Operation Blue RIPTIDE, conduct outreach to police chiefs, and provide traffic safety training. OHS also will conduct Standardized Field Sobriety Testing (SFST) Refresher Training courses through the LEHSTC. OHS will continue to reinvigorate DRE training and program implementation through the Law Enforcement Highway Safety Training Coordinator.

Project Staff - Jim Barden

Project Budget/Source -\$137,000 of Section 410AL and \$42,000 of Section 164AL

Evidence of Effectiveness: CTW, Chapter 1, Section 7.1

Target - 4 and 5

Project Number - M5PEM-14-01

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 405D

Evidence of Effectiveness: CTW, Chapter 1, Section 5.2

Target - 1

Project Number - 402AL-14-02/164AL-14-11

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. Includes equipment with a per unit cost of less than \$5000 and travel/training.

Project Staff - Jim Barden

Project Budget/Source - \$136,000 of Section 402AL, \$5,000 of Section 164

Evidence of Effectiveness: N/A

Target - 1, 2, and 3

Project Number - 164-AL-14-10

Project Title - Preliminary Breath Testing Program

Project Description - OHS will reimburse the Department of Health for 78 Drager Preliminary Breath Testing Instruments (NHTSA Conforming Product) for use by law enforcement and for training. Includes and FTE in Health's Forensics Unit, Breath Analysis Section to calibrate Preliminary Breath Testers

under the RISP initiative (non-NHTSA funded) to expand use of these instruments.

Project Staff - Jim Barden

Project Budget/Source - \$104,000 of Section 164

Evidence of Effectiveness: CTW, Chapter 1, Section 2.3

Target - 1, 2, and 3

Project Number - 402AL-14-03

Project Title - Standardized Field Sobriety Testing 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

Evidence of Effectiveness: CTW, Chapter 1, Section 2.3

Target - 1 and 2

Project Number - 402AL-14-04

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 and Despina Metakos Harris

Project Budget/Source - \$3,400 of 402AL

Evidence of Effectiveness: N/A

Target - 1 and 2

Project Number - K8-14-07

Project Title - MADD Court Monitoring

Project Description - OHS will fund a Court Monitoring Program carried out by MADD to assess outcomes in the Rhode Island District and Superior Courts and the Rhode Island Traffic Tribunal.

Project Staff - Jim Barden

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

Evidence of Effectiveness: CTW, Chapter 1, Section 3.3

Target - 1 and 2

Project Number - M5OT-14-01

Project Title - MADD Designated Driver Program

Project Description - OHS will fund a Designated Driver program carried out by MADD to coordinate identification of designated drivers and a free nonalcoholic beverage incentive among clubs, bars, and restaurants via an interactive web site.

Project Staff - Jim Barden

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

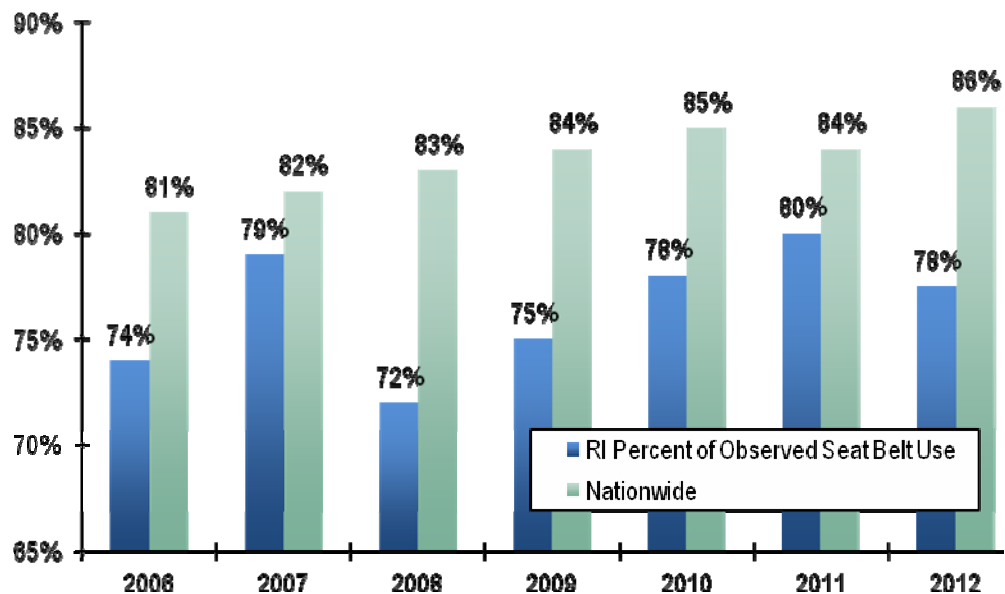
Evidence of Effectiveness: CTW, Chapter 1, Section 5.5

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 percent in 2011 to 78 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. Unrestrained fatalities decreased between 2009 to 2011, from 32 in 2009 to 23 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

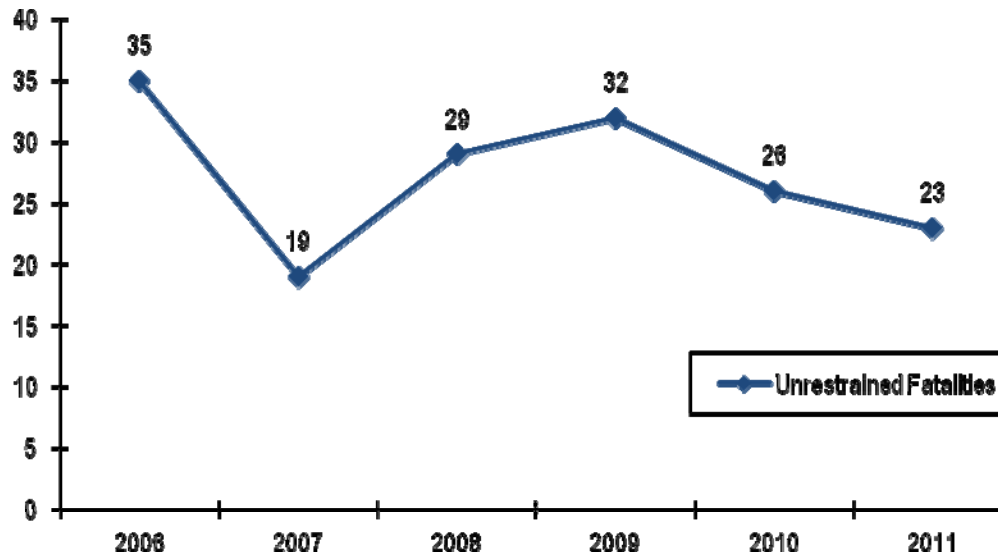


Source: RIDOT/OHS.

Note: 2012 data are preliminary.

⁴ The bills include a “sunset provision” allowing for primary enforcement only until June 30, 2013, absent enactment of additional legislation extending the law or making it permanent. On June, 25, 2013, the Rhode Island Senate approved legislation removing the sunset and lowering the fine for a seat belt violation to \$40.

Figure 3.4 Restraint Nonuse for Rhode Island Motor Vehicle Fatalities



Source: RIDOT/OHS.

Note: 2012 data are unavailable.

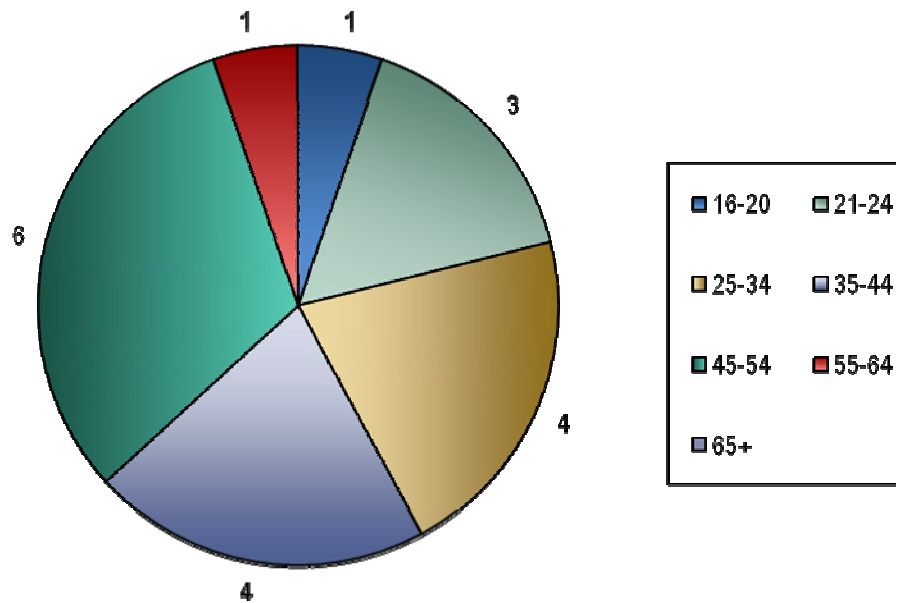
Table 3.3 Motor Vehicle Fatalities by Restraint System Use and Nonuse 2012

	Driver	Passenger	Total
None Used/Not Applicable	17	2	19
Shoulder and Lap Belt	19	5	24
Other	1	1	2
Unknown	1	2	3
Total	38	10	48

Source: FARS, 2013.

Figure 3.5 illustrates unrestrained fatalities by age group in 2011.

Figure 3.5 Number of Restraint Nonuse Fatalities by Age Group
2012



Source: RIDOT/OHS.

Note: 2012 data are preliminary.

Performance Targets

1. Increase annually by 2.5 percentage points the statewide-observed safety belt use rate for front seat occupants in passenger vehicles, from 77.5 percent in 2013 to 82.5 percent in 2014.
2. Decrease the number of unrestrained passenger vehicle occupant fatalities, in all seat positions, by 3.2 percent annually from the five-year average (2008-2012) of 22 to not more than an average of 24 during 2010-2014.
3. Decrease by 7.3 points the percent of unrestrained passenger vehicle occupant fatalities, in all seat positions, from 38.8 percent in 2012 to 31.5 percent in 2014.
4. Decrease the number of unrestrained passenger vehicle occupant serious injuries, in all seat positions, by 3.2 percent annually from the five-year average (2008-2012) of 113 to not more than an average of 112 during 2010-2014.
5. 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.

6. Increase safety belt use among pickup truck drivers, as measured by observations, from 63.9 percent in 2012.
7. Increase awareness of the “Click It or Ticket” slogan, as measured by a DMV intercept survey, from 90 percent (telephone survey) in 2012.
8. Increase the perception people will be ticketed for failure to wear safety belts “always” or “most of the time,” as measured by a DMV intercept survey, from 38.8 percent (telephone survey) in 2012.

Performance Measures

- Statewide-observed safety belt use rate for front seat occupants in passenger vehicles.
- Number of unrestrained passenger vehicle occupant fatalities, in 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 DMV intercept survey participants aware of the CIOT slogan.
- Percent of DMV intercept survey participants who believe a ticket is likely always or most of the time for failure to wear a safety belt.

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 2014, OHS will expand this network to include:

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



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 among Rhode Island drivers that a motorist who is not wearing a safety belt, or whose passengers are not wearing their seat belts, will be cited by police:
 - Conduct a “Click It or Ticket” (CIOT) media campaign;
 - Conduct a CIOT enforcement campaign (five weeks from 11/25/13 to 12/01/14; from 3/20/14 - 3/26/14; from 5/19/14 to 6/01/14; and from 9/22/13 to 9/28/14));
 - 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 12 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. Collect and analyze Rhode Island occupant protection data:
 - Conduct the annual observation surveys of occupant protection use; and
 - Conduct Department of Motor Vehicle offices intercept surveys.
6. Work with NHTSA on the Performance Enhancement Plan (PEP) to implement recommendations of the September 2011 Occupant Protection Special Management Review, and to implement recommendations of the July 2013 Occupant Protection Program Assessment.

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

Programs and Projects

Note: The FFY 2014 HSP Project List which includes the project number and title, budget, and funding source is located in Table 4.2. Grant recipients for projects which fund multiple agencies are identified by project following Table 4.2.

Target - 1, 2, 3, 4, 5, 6, and 7

Project Number - 402OP-14-06/M2HVE-14-02

Project Title - “Click It or Ticket” (CIOT) Law Enforcement Patrols (Municipalities)

Project Description - OHS will fund implementation of the CIOT overtime enforcement patrols by the Barrington Police Department. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 19-June 1, 2014 and three state mobilizations (Thanksgiving holiday travel, November 25-December 1, 2013; March 20-26, 2014; and September 22-28, 2014).

Project Staff - Jim Barden

Project Budget/Source -\$254,700 of Section 402OP and \$70,000 of 405B

Evidence of Effectiveness: CTW, Chapter 2, Section 2.2

Target - 1, 2, 3, 4, 5, 6, and 7

Project Number - 402OP-14-02

Project Title - Rhode Island State Police “Click It or Ticket” (CIOT) Law Enforcement Patrols

Project Description - OHS will fund implementation of the CIOT overtime enforcement patrols by the RISP. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 19-June 1, 2014 and three state mobilizations (Thanksgiving holiday travel, November 25-December 1, 2013; March 20-26, 2014; and September 22-28, 2014).

Project Staff - Jim Barden

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

Evidence of Effectiveness: CTW, Chapter 2, Section 2.2

Target - 1, 2, 3, 4, 5, 6, and 7

Project Number - M2HVE-14-03

Project Title - University of Rhode Island “Click It or Ticket” (CIOT) Law Enforcement Patrols

Project Description - OHS will fund implementation of the CIOT overtime enforcement patrols by the University of Rhode Island Police Department. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 19-June 1, 2014 and three state mobilizations (Thanksgiving holiday travel, November 25-December 1, 2013; March 20-26, 2014; and September 22-28, 2014).

Project Staff - Jim Barden

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

Evidence of Effectiveness: CTW, Chapter 2, Section 2.2

Target - 2 and 3

Project Number - 402OP-14-07

Project Title -Child Passenger Safety (Municipalities)

Project Description - This project provides funds for Barrington Police Department personnel to conduct CPS clinics. Funding is included to enable the agency to send at least one CPST to the Biregional NHTSA CPS Conference in Pennsylvania, in 2014.

Project Staff - Jim Barden

Project Budget/Source - \$231,000 of Section 402OP

Evidence of Effectiveness: CTW, Chapter 2, Section 7.3

Target - 2 and 3

Project Number - 402OP-14-03

Project Title - Rhode Island State Police Child Passenger Safety (CPS)

Project Description - This project provides funds for RISP personnel to conduct CPS clinics.

Project Staff - Jim Barden

Project Budget/Source - \$3,500 of Section 402OP

Evidence of Effectiveness: CTW, Chapter 2, Section 7.3

Target - 1, 2, 3, 4, 5, 6, and 7

Project Number - 402OP-14-01

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 - \$3,400 of 402OP

Evidence of Effectiveness: N/A

Target - 2 and 3

Project Number - K3-14-01

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

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

Project Staff - Jim Barden and Elvys Ruiz

Project Budget/Source - \$95,000 of Section 2011

Evidence of Effectiveness: CTW, Chapter 2, Section 7.2

Target - 1

Project Number -402OP-14-04

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 - \$50,000 of Section 402OP

Evidence of Effectiveness: N/A

Target - 6 and 7

Project Number - M2PE-14-01/402PM-14-01

Project Title - **Occupant Protection Paid Media**

Project Description - OHS will develop and implement a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2013, March 2014, May-June 2014, and September 2014. 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. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.

Project Staff - Jim Barden

Project Budget/Source -\$110,000 of 405B and \$300,000 of Section 402PM

Evidence of Effectiveness: CTW, Chapter 2, Section 3.2

Target - 6 and 7

Project Number - M2PE-14-02

Project Title - **Occupant Protection Sports Marketing**

Project Description - OHS will develop a Request for Proposals seeking a qualified organization to create a presence at sporting events across the State (e.g., tabling opportunities and distribution of literature and motorist incentive items)

Project Staff - Jim Barden

Project Budget/Source - \$93,000 of Section 405B

Evidence of Effectiveness: CTW, Chapter 2 Section 3.2

Target - 6 and 7

Project Number - M2PE-14-03

Project Title - CIOT DMV Intercept Survey

Project Description - “Pre” and “Post” DMV office intercept surveys will be conducted to assess the public awareness and effectiveness of the CIOT media and enforcement campaigns conducted with the national mobilization of 5/19/14-6/1/14 and the Rhode Island only state mobilizations in November 2013, March 2014, and September 2014.

Project Staff - Jim Barden

Project Budget/Source - \$30,000 of Section 405B

Evidence of Effectiveness: N/A

Target - 2 and 3

Project Number - 402SA-14-01

Project Title - Safe Communities Partnership - Woonsocket (WSCP)

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

Project Staff - Jim Barden

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

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

Target - 1, 2, and 3

Project Number - M2TR-14-01

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

Project Description - OHS will contract with a qualified consultant to serve as the LEHSTC. The LEHSTC will promote law enforcement participation in Operation Blue RIPTIDE, conduct outreach to police chiefs, and provide traffic safety training.

Project Staff - Chief Civil Engineer and Jim Barden

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

Evidence of Effectiveness: N/A

Target - 1, 2, and 3

Project Number - M2PE-14-04

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. This project includes equipment with a per unit cost of greater than \$5,000 in the form of a Ford F-250 Heavy-Duty Pick-Up Truck to tow the Simulator. (This project was approved by NHTSA in FFY 2013, but the purchasing process will not be completed by 9/30/13.)

Project Staff - All program managers

Project Budget/Source - \$42,000 of Section 405B

Evidence of Effectiveness: N/A

Target - 1, 2, and 3

Project Number - 402OP-14-05

Project Title - Resource Center (OP)

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

Project Staff - Administrator and all program managers

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

Evidence of Effectiveness: CTW, Chapter 2, Section 3.1

Target - 6 and 7

Project Number - 402PM-14-02

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

Evidence of Effectiveness: CTW, Chapter 2, Section 3.1

Target - 1 and 4

Project Number - K2-14-01

Project Title - Click It or Ticket Ticket Holder Sleeve

Project Description - OHS will develop a CIOT Ticket Holder Sleeve. Seat belt violators will receive tickets in sleeves that will be printed in English/Spanish and distributed to every police department in the state and we hope to receive 100 percent participation from each department.

Project Staff - Jim Barden

Project Budget/Source - \$15,100 of Section 405B

Evidence of Effectiveness: CTW, Chapter 2, Section 3.2

Target - 3 and 7

Project Number - M2HVE-14-01

Project Title - Click It or Ticket Seat Belt Task Force Retroreflective Vests for Law Enforcement

Project Description - OHS will develop a CIOT Seat Belt Task Force Retroreflective Vest for Law Enforcement for use during CIOT patrols to enhance the high visibility of enforcement.

Project Staff - Jim Barden

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

Evidence of Effectiveness: CTW, Chapter 2, Sections 2.1 and 2.2

Target - 2 and 3

Project Number -402AI-147-01

Project Title - RISP Collision Reconstruction Unit Airbag Control Module Data Downloads

Project Description - OHS will reimburse RISP for the most comprehensive set of downloads available to assist in the accuracy of crash investigations.

Project Staff - Jim Barden

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

Evidence of Effectiveness: N/A

Target - 2 and 3

Project Number - K3-14-01

Project Title - Media Paid (CPS)

Project Description - OHS inform the public via paid media of all the steps of child restraints, including infant seats, convertible seats, forward facing seats, booster seats, and safety belts.

Project Staff - Jim Barden

Project Budget/Source - \$75,000 of Section 2011

Evidence of Effectiveness: 6.1 and 6.2

Target - 2 and 3

Project Number - K4OP-14-01

Project Title - Seat Belt Education and Statewide Public Outreach Initiative

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

Project Staff - Elvys Ruiz

Project Budget/Source - \$800,000 2012 SAFETEA-LU (406)

Evidence of Effectiveness: CTW, Chapter 2, Section 3.2

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 40.9 percent of all fatalities for the 5-year average between 2006 and 2010. Data indicates this percentage varies greatly from year to year with a high of 51.9 percent in 2006 to a low of 29 percent in 2007; however in 2010, 41.8 percent of all fatalities were recorded as speed-related, and that was both higher than the values for the region and Rhode Island's 5-year average of 40.9 percent. From 2006 to 2010 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. with the highest percentage of speed-related crashes occurring between Midnight 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 less than 50 mph. This percentage was higher than in NHTSA Region 1 (77.4 percent) and the U.S. as a whole (50 percent).

Enforcement efforts have improved annually and Rhode Island increased the number of citations issued by 3.3 percent from 2011 to 2012, exceeding 6,000 speeding citations issued on overtime patrols paid for with Highway Safety funds. RIDOT OHS seeks to maintain the 6,000+ citation level in FY 2014.

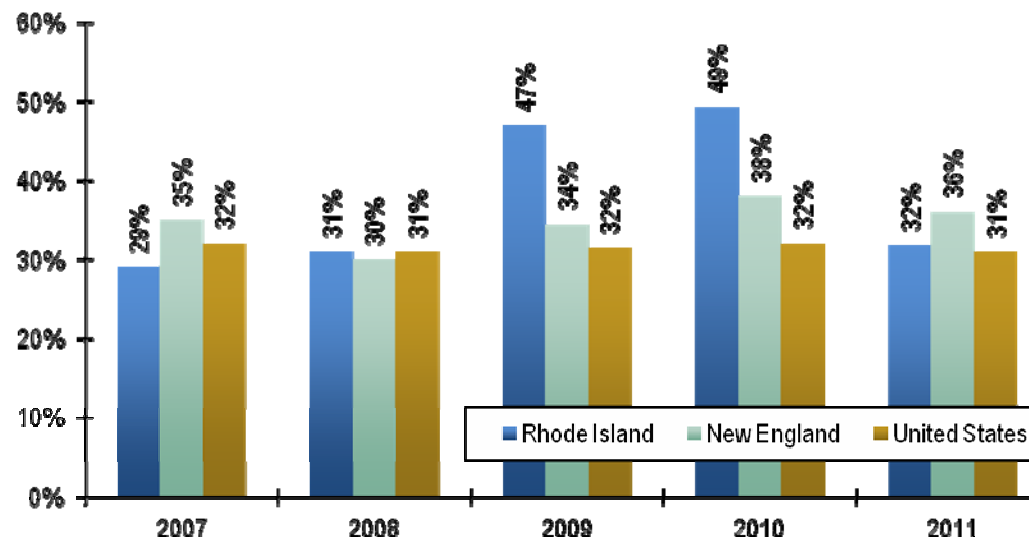
Part of the multifaceted approach to this issue is paid media. We also have increased our level of paid media buys during August, one of the highest months for speed-related fatalities, to support the annual speed enforcement campaign in Rhode Island during that period. We will continue to monitor the fatal crashes and adjust our campaigns accordingly.

Table 3.4 Speed-Related Fatalities by Posted Speed Limit

Posted Speed	Rhode Island				Total 2007-2011			
	2007 (N=20)	2008 (N=20)	2009 (N=39)	2010 (N=33)	2011 (N=19)	Rhode Island (N=131)	Region (N=1,821)	U.S. (N=56,023)
30 or less	10	12	16	9	10	43.5%	30.5%	12.1%
35	4	3	10	6	4	20.6%	16.3%	12.3%
40	3	1	1	5	3	9.9%	10.0%	7.0%
45	1	2	0	2	0	3.8%	11.5%	14.6%
50	0	1	2	6	1	7.6%	9.0%	4.3%
55	0	0	6	3	0	6.9%	8.6%	27.4%
60	0	0	0	0	0	0.0%	0.5%	3.7%
65+	2	0	2	1	0	3.8%	10.3%	15.8%
No limit	0	0	0	0	0	0.0%	1.1%	0.3%
Unknown	0	1	2	1	1	3.8%	2.2%	2.5%
Total	20	20	39	33	19	100.0%	100.0%	100.0%

Source: Transanalytics, LLC, *Analysis of Fatal Crash Data Rhode Island 2007 to 2011*. 2011 speed-related fatalities as reported by FARS are 21.

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 2007 to 2010 and FARS, 2013*.

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

Performance Targets

1. Decrease by 3.2 percent annually, the number of speeding-related fatalities from a five-year average of 29 (2006-2010) to 24 in 2014.
2. Maintain the number of speeding citations issued during grant-funded enforcement activities at or above 6,000 in 2014.
3. To increase the number of speeding citations written and tracked monthly on all overtime speed patrols.

Performance Measures

- The number of speeding-related fatalities.
- Number of speeding citations issued during grant-funded enforcement.
- 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

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

8. Purchase radar units and software to analyze speed data in enforcement areas and compare to crash locations for all Police Departments

Programs and Projects

Note: The FFY 2014 HSP Project List which includes the project number and title, budget, and funding source is located in Table 4.2. Grant recipients for projects which fund multiple agencies are identified by project following Table 4.2.

Target - 1 and 2

Project Number - 402PT-14-02

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 - \$226,500 of Section 402PT

Evidence of Effectiveness: CTW, Chapter 3, Section 2.2

Target - 1 and 2

Project Number - 402PT-14-03

Project Title - “Obey the Sign or Pay the Fine” Rhode Island State Police Law Enforcement Patrols

Project Description - OHS will fund implementation of the “Obey the Sign or Pay the Fine” overtime speed enforcement patrols by the Rhode Island State Police. Patrols are conducted 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 - \$115, 000 of Section 402PT

Evidence of Effectiveness: CTW, Chapter 3, Section 2.2

Target - 1 and 2

Project Number - 402PT-14-04

Project Title - “Obey the Sign or Pay the Fine” University of Rhode Island Police Law Enforcement Patrols

Project Description - OHS will fund implementation of the “Obey the Sign or Pay the Fine” overtime speed enforcement patrols by the University of Rhode Island Police. Patrols are conducted during 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 - \$2,000 of Section 402PT

Evidence of Effectiveness: CTW, Chapter 3, Section 2.2

Target - 1 and 2

Project Number - 402PT-14-05

Project Title - “Obey the Sign or Pay the Fine” Rhode Island Department of Motor Vehicles Speed Enforcement Campaign

Project Description - OHS will pay for printing “OBEY THE SIGN OR PAY THE FINE!” on 300,000 envelopes used by the DMV when sending out motor vehicle registration renewals in July in advance the August Speed Enforcement Campaign. We will also pay to have banners printed and hung at the 4 DMV locations with this same message for the August Speed Enforcement Campaign.

Project Staff - Despina Metakos Harris

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

Evidence of Effectiveness: CTW, Chapter 3, Section 4.1

Target - 1

Project Number - 402PM-14-03

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. This task will meet the requirements within the

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

Project Staff - Despina Metakos Harris

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

Evidence of Effectiveness: CTW, Chapter 3, Section 4.1

Target - 1

Project Number - 402-PM-14-04

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

Project Staff -Despina Metakos Harris

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

Evidence of Effectiveness: CTW, Chapter 3, Section 4.1

Target - 1

Project Number - 402PT-14-06

Project Title - Resource Center (PT)

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

Project Staff - Administrator and all program managers

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

Evidence of Effectiveness: CTW, Chapter 3, Section 4.1

Target - 1, 2, and 3

Project Number - 402PT-14-10

Project Title - Radar Units Speed Enforcement (Municipalities)

Project Description - OHS will purchase hand held radar units for the 37 police departments that conduct overtime Speed Enforcement “Obey the Sign or Pay the Fine” patrols. The new radar units are smaller, programmable and have the ability to download the data to a program which can be emailed and analyzed by OHS and the Police Departments to determine the effectiveness of the speed campaign when compared to the crashes and fatalities in the areas being patrolled.

Project Staff - Despina Metakos Harris

Project Budget/Source - \$155,800 of Section 402PT

Evidence of Effectiveness: CTW, Chapter 3, Section 2.1

Target - 1, 2, and 3

Project Number - 402PT-08

Project Title - RI State Police (RISP) Radar Units Speed Enforcement

Project Description - OHS will purchase hand held radar units for the Rhode Island State Police to conduct overtime Speed Enforcement “Obey the Sign or Pay the Fine” patrols. The new radar units are smaller, programmable and have the ability to download the data to a program which can be emailed and analyzed by OHS and the Police Departments to determine the effectiveness of the speed campaign when compared to the crashes and fatalities in the areas being patrolled.

Project Staff - Despina Metakos Harris

Project Budget/Source - \$164,000 of Section 402PT

Evidence of Effectiveness: CTW, Chapter 3, Section 2.1

Target - 1, 2, and 3

Project Number - 402PT-14-07

Project Title - State Agencies RI Municipal Police Academy Radar Units Speed Enforcement

Project Description - OHS will purchase hand held radar units for the Municipal Police Academy to train new cadets on the use of speed radar detectors. The new radar units are smaller, programmable and have the ability to download the data to a program which can be emailed and analyzed by OHS and the Police Departments to determine the effectiveness of the speed campaign when compared to the crashes and fatalities in the areas being patrolled.

Project Staff - Despina Metakos Harris

Project Budget/Source - \$28,700 of Section 402PT

Evidence of Effectiveness: CTW, Chapter 3, Section 2.1

Target - 1, 2, and 3

Project Number - 402PT-14-01

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

Project Description - OHS will contract with a qualified consultant to serve as the LEHSTC. The LEHSTC will promote law enforcement participation in Operation Blue RIPTIDE, conduct outreach to police chiefs, and provide traffic safety training.

Project Staff - Chief Civil Engineer and Despina Metakos Harris

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

Evidence of Effectiveness: N/A

Target - 1, 2, and 3

Project Number - 402PT-14-09

Project Title - State Agencies- URI Radar Units Speed Enforcement

Project Description - OHS will purchase hand held radar units for the Municipal Police Academy to train new cadets on the use of speed radar detectors. The new radar units are smaller, programmable and have the ability to download the data to a program which can be emailed and analyzed by OHS and the Police Departments to determine the effectiveness of the speed campaign when compared to the crashes and fatalities in the areas being patrolled.

Project Staff - Despina Metakos Harris

Project Budget/Source - \$4,100 of Section 402PT

Evidence of Effectiveness: CTW, Chapter 3, Section 2.1

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 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.

RIDOT has made substantial inroads combating this problem. As part of the multifaceted approach to resolve this issue, OHS has developed a pilot project to reach young drivers through fun educational activities like THINKFAST and the Save a Life tour with the hope that students will more readily retain important Highway Safety messaging if they are engaged in a fun activity as opposed to a classroom environment. We currently are waiting for the consultants to submit the final analysis of these programs and will report our findings to NHTSA in our annual evaluation report.

RIDOT also became involved with the AT&T "It Can Wait" campaign along with the Attorney General and has visited more than 25 High Schools with this compelling message. More than 5000 students have signed a pledge to DRIVE NOW TEXT LATER.

Legislation also was passed in this session to mandate "Distracted Driving information be taught and tested as part the State's Drivers Licensing program." The enactment of this legislation now qualifies Rhode Island for the larger distracted driving grant available through NHTSA.

Table 3.5 Fatal Crashes and Fatalities Involving Young Drivers (Age 16 to 20) in Rhode Island, New England, and U.S. 2007-2011

	2007	2008	2009	2010	2011
Rhode Island					
Fatal Crashes	14	9	11	6	4
Young Drivers Killed	6	5	6	4	2

New England					
Fatal Crashes	199	154	140	134	108
Young Drivers Killed	92	85	71	68	65
The United States					
Fatal Crashes	6,593	5,527	4,871	4,348	4,161
Young Drivers Killed	3,124	2,687	2,302	1,917	1,964

Source: Transanalytics, LLC, *Analysis of Fatal Crash Data Rhode Island 2007-2011*.

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

	2007	2008	2009	2010	2011	Rhode Island 2007-2011 Percent	Region 2007-2011 Percent	U.S. 2007-2011 Percent
Victims	(N=16)	(N=9)	(N=14)	(N=7)	(N = 7)	(N= 52)	(N= 821)	(N= 29,054)
Young Driver	6	5	6	4	2	44.2%	46.0%	41.3%
Passengers	7	0	5	3	1	30.8%	26.1%	25.6%
Other Road Users	3	4	3	0	3	25.0%	27.9%	33.1%

Source: Transanalytics, LLC, *Analysis of Fatal Crash Data Rhode Island 2007-2011*.

Performance Targets

1. Decrease the number of young drivers (age 16 to 20) involved fatalities annually, by 3.2 percent from the five year average of nine in 2010 to eight in 2014.
2. Decrease the number of young drivers (age 16 to 20) involved serious injuries annually, by 3.2 percent the five year average of 68 in 2010 to 65 in 2014.
3. 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 driver (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 nonmembers 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.
 - Continue to 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.
 - 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

Target - 1 and 2

Project Number - 402PM14-05

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

Project Staff - Despina Metakos Harris

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

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

Target - 1 and 2

Project Number - 402OP-14-08

Project Title - Seat Belt Series - Statewide Seat belt Challenge

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

Project Staff - Despina Metakos Harris

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

Evidence of Effectiveness: CTW, Chapter 2, Section 7.1

Target - 1 and 2

Project Number - 402AL-14-05/402OP-14-09/ M8PE-14-01

Project Title - ThinkFast Interactive High School Education Program

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

Project Staff - Despina Metakos Harris

Project Budget/Source - \$50,000 of Section 402AL; \$50,000 of Section 402OP and \$33,000 of Section 405E

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

Target - 1 and 2

Project Number - 164-AL-14-05

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, Despina Metakos Harris, and the TSRP

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

Evidence of Effectiveness: N/A

Target - 1, 2, and 3

Project Number - 402AL-14-06/402OP-14-10/ M8PE-14-02

Project Title - Youth Educator and Influencer Program

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

Project Staff - Despina Metakos Harris

Project Budget/Source - \$41,667 of Section 402AL, \$41,667 of Section 402OP and \$41,667 of Section 405E

Evidence of Effectiveness: N/A

Target - 1 and 2

Project Number - M8PM-14-01

Project Title - Distracted Driving

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

Project Staff - Despina Metakos Harris

Project Budget/Source - \$100,000 of 405E

Evidence of Effectiveness: CTW, Chapter 4, Section 2.2

Target - 1 and 2

Project Number - M8PE-14-03

Project Title - Resource Center (DD)

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; Distracted Driving issues such as Drive Now Text Later

Project Staff - Administrator and all program managers

Project Budget/Source - \$26,000 of Section 405E

Evidence of Effectiveness: CTW, Chapter 4, Section 2.2

Target - 1 and 2

Project Number - M8*PM-14-01

Project Title - Media Paid (DD)

Project Description --RIDOT OHS will develop and implement a distracted driving outreach and education initiative to support the Distracted Driving program area and in particular emphasize NHTSA's National Teen Driver Safety Week in October 2014. The program will consist of enforcement, education, outreach and paid media to support "Drive Now Text Later" throughout the school year as well as during the weeks leading up to the National campaign. We will work with local law enforcement agencies, AAA of Southern New England and the Driver's Education program to reach young drivers and emphasize the dangers of texting and driving. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.

Project Staff - Despina Metakos Harris

Project Budget/Source - \$99,000 of Section 405E

Evidence of Effectiveness: CTW, Chapter 5, Section 2.2

3.5 MOTORCYCLES

Problem Identification and Analysis

Motorcycle fatalities in the United States declined in 2010, 2011, and 2012, which followed 11 prior years of increases in motorcycle deaths. From 2008 through 2012, motorcyclist fatalities in Rhode Island fluctuated between a low of 7 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 8. After hitting a low of 2 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

While 2012 saw a substantial decrease in the number of fatalities, it also saw the highest rate of unhelmeted fatalities since we began recording this data; 87.5 percent of all motorcyclists involved in a fatal crash were not wearing a helmet.

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.

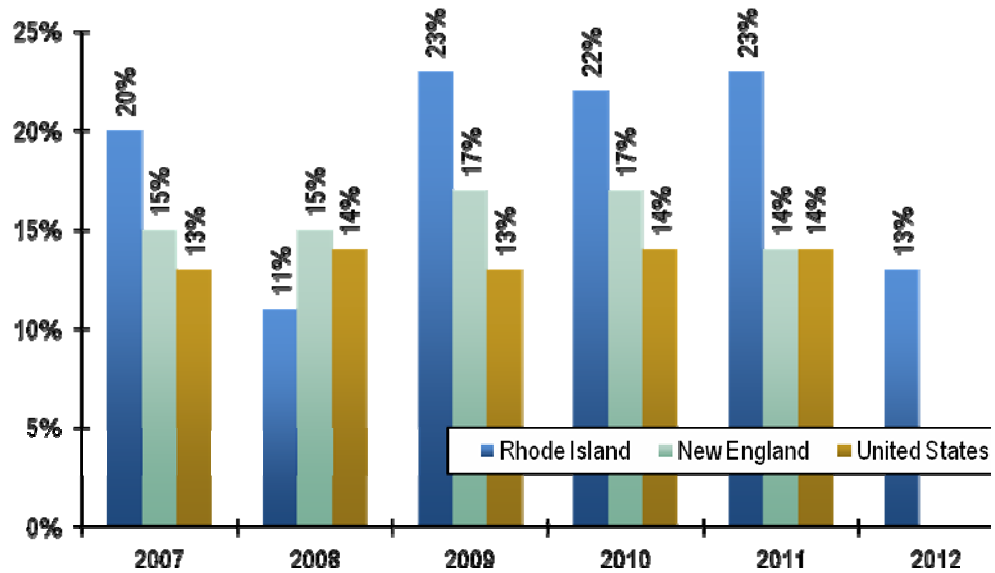
Table 3.7 Motorcycle Fatalities
2008 to 2012

Year	Fatalities	Unhelmeted	Percent Unhelmeted
2008	7	2	29%
2009	19	12	63%
2010	15	11	73%
2011	15	8	53%
2012	8	6	75%

Source: RIDOT/OHS and FARS, 2013.

Note: 2012 data are preliminary.

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

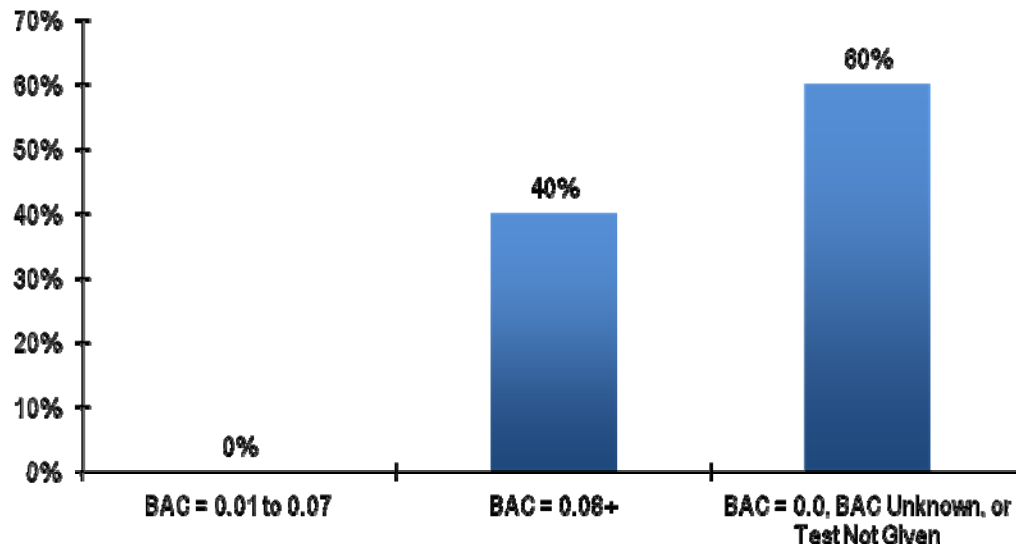


Source: Transanalytics, LLC, *Analysis of Fatal Crash Data Rhode Island 2007-2011* and FARS, 2013.

Table 3.8 Top Five Cities/Towns for Motorcycle Crashes
2008 to 2012

City/Town	2008	2009	2010	2011	2012	Total
Providence	48	54	79	71	97	349
Warwick	48	57	41	38	37	221
Cranston	34	38	28	29	29	158
Pawtucket	30	31	26	36	34	157
Coventry	15	22	16	13	20	86

**Figure 3.8 BAC Involved in Motorcycle Fatalities
2012**



Source: RIDOT/OHS and FARS, 2013.

Performance Targets

1. Decrease the number of motorcycle fatalities from the five-year average (2006-2010) of 14 to 12 in 2014.
2. Decrease the number of unhelmeted motorcycle fatalities by 28 percent from a five-year average (2006-2010) of nine to eight in 2014.
3. Decrease by two percent motorcycle operator crash fatalities with a known BAC of 0.01 or higher, from the five-year average (2006-2010) of 47 percent to 45 percent in 2014.
4. Decrease by three percent motorcycle operator fatalities who were legally intoxicated, from the five-year NHTSA imputed average of 48 percent (2006-2010) to 45 percent in 2014.

Performance Measures

- Number of motorcycle fatalities.
- Number of unhelmeted motorcycle fatalities.
- Percent of all motorcycle operator crash fatalities with a known BAC of 0.01 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

Note: The FFY 2014 HSP Project List which includes the project number and title, budget, and funding source is located in Table 4.2. Grant recipients for projects which fund multiple agencies are identified by project following Table 4.2.

Target - 1, 2, 3, and 4

Project Number - K6-14-01

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. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements

include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.

Project Staff - Despina Metakos Harris

Project Budget/Source - \$100,000 of Section 2010

Evidence of Effectiveness: CTW, Chapter 5, Section 4.2

Target - 1, 2, 3, and 4

Project Number - M9MA-14-01

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 405F

Evidence of Effectiveness: CTW, Chapter 5, Section 4.2

Target - 1, 2, 3, and 4

Project Number - 402MC-14-01

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 - \$100,000 of Section 402MC

Evidence of Effectiveness: CTW, Chapter 5, Section 4.2

Target - 1, 2, 3, and 4

Project Number - 402MC-14-02

Project Title - Motorcycle Resource and Outreach Center

Project Description - OHS will maintain appropriate resource, including a web site, 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 - \$75,000 of Section 402MC

Evidence of Effectiveness: CTW, Chapter 5, Section 4.2

Target - 1 and 2

Project Number -402MC-14-03

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 402MC

Evidence of Effectiveness: CTW, Chapter 5, Section 3.2

Target - 1, 2, 3, and 4

Project Number - 402MC-14-04

Project Title - Motorcycle Awareness - Outreach

Project Description - OHS will pay for printing be “BE AWARE! DRIVE AND RIDE WITH CARE! MOTORCYCLES ARE EVERYWHERE!” on 300,000 envelopes used by the DMV when sending out motor vehicle registration renewals in April in advance of MAY, motorcycle safety and awareness month. We also will pay to have banners printed and hung at the 4 DMV locations with this same message for May’s Motorcycle Awareness Campaign.

Project Staff - Despina Metakos Harris

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

Evidence of Effectiveness: CTW, Chapter 5, Section 4.2

Target – 1, 2, 3, and 4

Project Number – K6-14-02/M9MA-14-02

Project Title – **Motorcycle Paid and Earned Media – Impaired Riding**

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

Project Staff – Despina Metakos Harris

Project Budget/Source – \$100,000 of Section 2010 and 50,000 of Section 405F

Evidence of Effectiveness: CTW, Chapter 5, Section 2.2

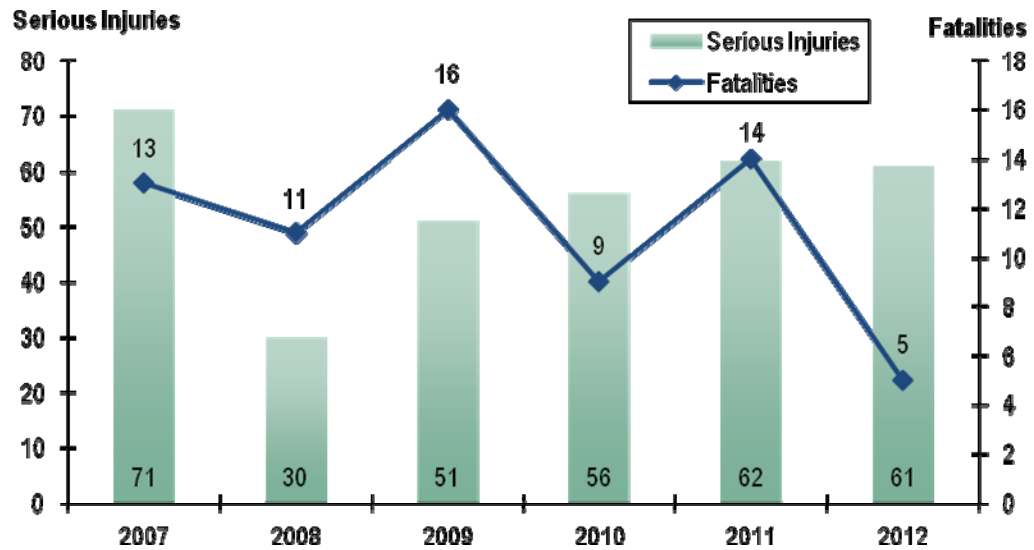
3.6 OTHER ROAD USERS

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

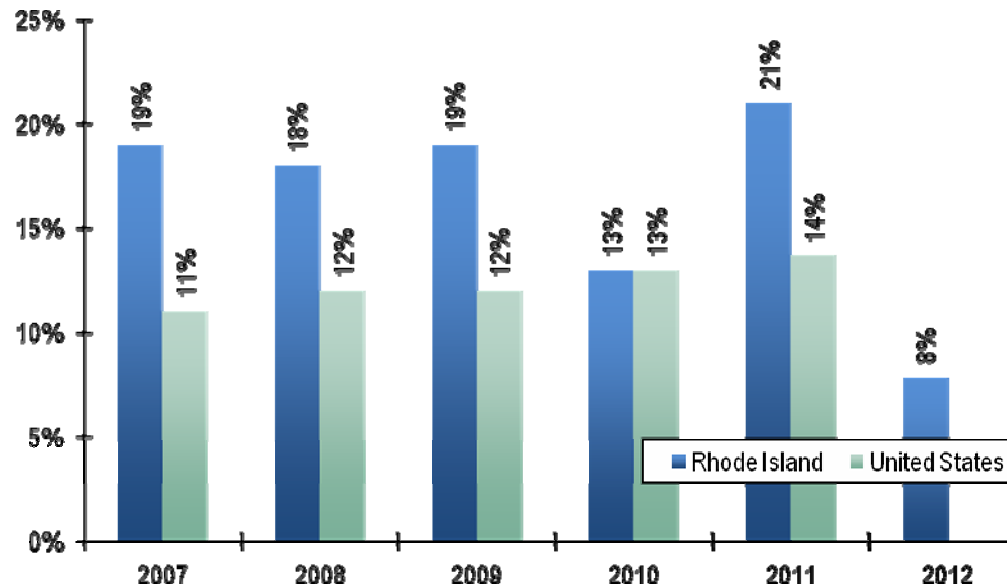
Sixty-eight pedestrians were killed in motor vehicle crashes in Rhode Island from 2007 through 2012. As illustrated in Figure 3.9, total fatalities involving pedestrians have fluctuated greatly during this time. As shown in Figure 3.10, Rhode Island far exceeds the national percentage for pedestrian fatalities. The top communities for pedestrian fatalities from 2006 to 2011 are shown in Table 3.9. However, in 2012, three of the top 5 cities did not have any pedestrian fatalities.

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
2007 to 2012

City/Town	2007	2008	2009	2010	2011	2012	Total
Providence	5	4	1	5	1	2	18
Cranston	2	1	1	1	3	0	8
Warwick	1	2	1	0	3	1	8
Woonsocket	1	2	0	0	3	0	6
Westerly	0	0	3	1	1	0	5

Source: RIDOT/OHS

As shown in Table 3.10, during 2007 to 2011, 50 percent of pedestrians killed age 16 and above had a BAC at or above 0.08 percent. This percentage was higher than NHTSA Region 1 (21.6 percent), and the national average of 20.0 percent. In Rhode Island's pedestrian fatalities, alcohol was most prevalent among those 25 to 34 years of age (75.0 percent).

Table 3.10 Pedestrian Fatalities by Age Group with BAC Test of 0.08 or Greater
2007 to 2011

Age Group	Rhode Island	Region	U.S.
	.08 Percent or Greater N=18 of 53 ^a	.08 Percent or Greater N=115 of 483 ^a	.08 Percent or Greater N=5,868 of 15,185 ^a
16-20	50.0%	21.6%	29.0%
21-24	57.1%	44.7%	53.5%
25-34	75.0%	36.2%	53.0%
35-44	57.1%	46.4%	51.5%
45-54	45.5%	34.8%	50.0%
55-64	50.0%	23.3%	36.0%
65+	0.0%	1.5%	9.3%
Total	34.0%	23.8%	38.6%

Source: Transanalytics, LLC, Analysis of Fatal Crash Data Rhode Island 2007-2011.

^a Persons with known BACs.

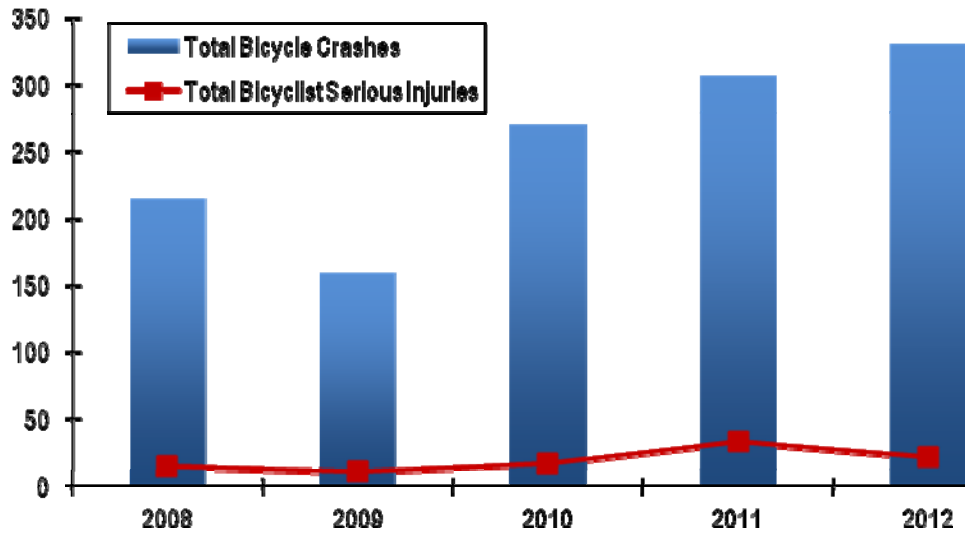
Problem Identification and Analysis – Bicyclists

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, 1 bicyclist fatality was reported and data indicate 0 bicyclist fatalities in 2009. In 2010, Rhode Island reported 2 bicycle fatalities and the number leveled back to 0 in 2011. As shown in Figure 3.12, the State remains well below the national average for bicyclist fatalities.



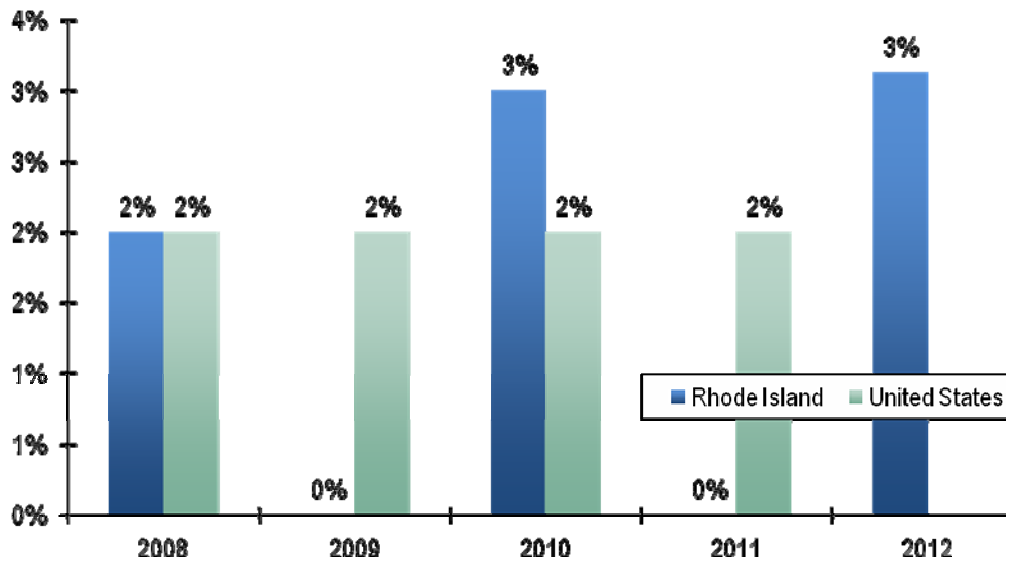
Bike Safety Day

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, 2013.

Problem Identification and Analysis – School Buses

Table 3.11 shows school bus crashes are a very rare occurrence in Rhode Island. School bus crashes have never resulted in as much as one percent of all crash fatalities. Only one fatality was reported between 2008 through 2012. 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

	2008	2009	2010	2011	2012
Fatalities	0	1	0	0	0
Serious Injuries	0	0	0	0	5
Percent of Total Fatalities	0.00	1.20	0.00	0.00	0.00
Total Number of Crashes Involving School Buses	166	203	219	266	189

Source: RIDOT/OHS.

Performance Targets

1. Decrease the number of crash fatalities among pedestrians by 3.2 percent annually from the five-year average (2006-2010) of 13 to 11 in 2014.2.
2. Maintain zero crash fatalities among school bus occupants in 2014.
3. Maintain zero crash fatalities among bicyclists in 2014.
4. Decrease by 10 percent the number of pedestrian fatalities with a BAC of 0.08 or greater, from the five-year NHTSA imputed average (2006-2010) of four to three in 2014.

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 0.08 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.
6. Foster a positive relationship between law enforcement and the drivers and pedestrians that are stopped through education and the opportunity for feedback.

Programs and Projects

Note: The FFY 2014 HSP Project List which includes the project number and title, budget, and funding source is located in Table 4.2. Grant recipients for projects which fund multiple agencies are identified by project following Table 4.2.

Target - 1 and 3

Project Number - 402PS-14-02

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

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

Project Staff - Despina Metakos Harris

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

Evidence of Effectiveness: CTW, Chapter 9, Section 1.3

Target - 1 and 3

Project Number - 402PS-14-03

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

Evidence of Effectiveness: CTW, Chapter 9, Section 1.3

Target - 1, 3, and 4

Project Number - 402PT-14-11

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 Harris

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

Evidence of Effectiveness: N/A

Target - 3

Project Number - 402-PS-14-04

Project Title - Aquidneck Island Bike Safety Initiative

Project Description - OHS will partner with BIKENEWPORT to broaden the reach of the “share the road” and “be safe be seen” message to residents and tourists on Aquidneck Island by increasing outreach through their existing programs, bike safety classes, school assemblies, distribution of information at

Bike Rental facilities, Night Bright, Open Garage nights, Police Bike Patrol trainings, as well as print and on-line information regarding bike safety.

Project Staff - Despina Metakos Harris

Project Budget/Source - \$13,000 of Section 402PS

Evidence of Effectiveness: CTW, Chapter 9, Section 4.2

Target - N/A (correlates with Strategy 6)

Project Title - Traffic Stop Complaint/Commendation Brochures for Drivers/Pedestrians

Project Number - 402PT-14-13

Project Description - RIDOT will fund the printing of an estimated 150,000 complaint/commendation forms to be disseminated statewide by police departments, community groups, and state agencies. The forms will allow individuals stopped by the police to formally evaluate the manner in which they were treated, and the submitted documentation will give law enforcement officials the tools they need to monitor their department's perception in the community. Supplying these forms will increase officer accountability which will in turn foster trust between law enforcement and the community, particularly the communities with a high minority/non-English speaking population.

Project Staff - Andy Koziol

Project Budget/Source: \$12,000 of Section 402PT

Evidence of Effectiveness: N/A

Target - 1, 2, 3 and 4

Project Number - 402PS-14-01

Project Title - Resource Center (PS)

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; Distracted Driving issues such as Drive Now Text Later

Project Staff - Administrator and all program managers

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

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 completed the Rhode Island Traffic Records Coordinating Committee Five-Year Strategic Plan (FY 2012-FY 2016) and continues to update the living document as necessary. OHS safety stakeholders continue to improve the exchange of information but need improvement in the areas of timely, accurate, complete, uniform, and integrated systems. OHS participated in a NHTSA Traffic Records Assessment in March 2010.

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

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

Race data collection is another effort that has gone electronic. In 2004, Rhode Island police departments collected traffic stop data by using paper punch cards. Currently, a purely electronic system has been initiated through the use of NHTSA funds administered by the TRCC. The first electronic race data record was transmitted to the RIDOT database on December 4, 2012. Rhode Island will continue this effort in FY 2014 with the end goal of producing a report based on analysis of the records.

In addition to moving data collection processes to electronic means, Rhode Island also has plans to begin linking datasets important to highway safety planning. The Linear Referencing System (LRS) project will provide a framework to begin linking several databases. Some datasets included will be crash records from the crash core system and traffic counts, roadway characteristics, and pavement conditions - all from the road network core

system. The Model Minimum Roadway Elements (MIRE) project will help create a more robust dataset that will be linked within the LRS.

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

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

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

The Rhode Island TRCC has the goal of improving the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the core data and data systems relevant to highway safety.

Performance Target

1. Improve the timeliness, accuracy, and/or completeness of crash data entering the RIDOT database by September 30, 2014.
2. Improve the timeliness, accuracy, and/or completeness of traffic stop data entering the RIDOT database by December 31, 2013.
3. Improve the integration of core data sets relevant to the state roadway network by September 30, 2014.
4. Improve the timeliness, accuracy, and completeness of the adjudication core data system by September 30, 2014.
5. Improve the accuracy and completeness of the roadway network core data system by September 30, 2014.
6. Increase the accessibility of the crash data stored within the crash database by September 30, 2014.

Performance Measures

- Days needed for records to enter the database, error rate for inaccurate records attempting to enter the database, and number of fields with complete information.
- Number of data sets integrated in a central Linear Referencing System (LRS).
- Number of verified roadway elements and number of additional MIRE data points collected.
- Number of users that satisfactorily obtain their desired crash data.

Strategic Partners

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

Strategies

1. Conduct six TRCC meetings in FY 2014.
2. Implement procedures to electronically transmit Traffic Stop Data (race data) from local/police law enforcement agencies to a designated institution for collection and analysis.
3. Expand and improve highway safety databases.
4. Improve and refine data integration and coordination with highway safety stakeholders.
5. Complete implementation and deployment of hardware, software, and training to support the electronic collection and transmission of traffic safety information (E-Citation, Crash form, and race data collection). Expand the effort beyond the municipal departments.
6. Expand sharing of problem identification data among shareholders, partners, and traffic safety advocates.
7. Monitor NHTSA section 408/405C grant-funded projects.
8. Increase the data linkage of traffic records with other data systems within the state and local highway and traffic safety programs.
9. Improve the maintenance, coordination, accuracy, and analysis of current transportation safety data:
 - Conduct regularly scheduled meetings of the TRCC;
 - Utilize NHTSA 408/405C 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;
 - 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 408/405c.
 14. Continue development of a comprehensive inventory of highway safety information sources in the Rhode Island Traffic Records Coordinating Committee Five-Year Strategic Plan.
 15. Conduct program management and oversight for all activities within this priority area.

Programs and Projects

Note: The FFY 2014 HSP Project List which includes the project number and title, budget, and funding source is located in Table 4.2. Grant recipients for projects which fund multiple agencies are identified by project following Table 4.2.

Target - N/A

Project Number - M3DA-14-01

Project Title - Traffic Records Coordinating Committee Consultant Services

Project Description - The RI TRCC will retain the services of Deep River, LLC for a third consecutive year. Deep River provides assistance with required TRCC documents (annual grant application, Interim Progress Report, etc.) and advises

on many operational aspects of the TRCC. The consultant also will provide meeting minutes following each TRCC meeting.

Project Staff - Andy Koziol

Project Budget/Source - \$37,000 of Section 405C

Evidence of Effectiveness: N/A

Target - N/A

Project Number - K9-14-01, M3DA-14-02

Project Title - Traffic Records Coordinator

Project Description - The TRCC Coordinator is partially funded through Section 408/405c Funds for required travel and other NHTSA sponsored trainings and conferences. The Coordinator will convene a minimum of three (3) meetings in FY 2014.

Project Staff - Andy Koziol

Project Budget/Source - \$5,000 of Section 408 and \$10,000 of Section 405C

Evidence of Effectiveness: N/A

Target - 1

Project Number - K9-14-02

Project Title - Local Law Enforcement Traffic Records Equipment

Project Description - To fully implement the E-Citation program OHS will continue to work in conjunction with the courts to ensure all patrol cars in the State are equipped with a computer and printer for electronic transmission of citation/passenger ethnicity data. All cities/towns have signed a Memorandum of Understanding (MOU), and agree to provide this data upon receipt of the equipment. 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 - \$76,500 of Section 408

Evidence of Effectiveness: N/A

Target - 1

Project Number - K9-14-03

Project Title - Providence Brought Into E-Citation

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

Project Staff - Andy Koziol

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

Evidence of Effectiveness: N/A

Target - 2

Project Number - K9-14-04

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

Project Description - OHS has selected Northeastern University to collect and analyze the ethnicity data from the police departments, and produce the results and recommendations to address pertinent issues. In addition to the data analysis, NU staff continuously audit the incoming data to uphold a high standard of accuracy and completeness. Information will be distributed through various web sites for public inspection and discussion. This multiyear project will conclude during the first half of FY 2014.

Project Staff - Andy Koziol

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

Evidence of Effectiveness: N/A

Target - 3

Project Number - K9-14-05

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

Project Description - The Enterprise LRS and Road Inventory Implementation project will provide the foundation for the integration and analysis of roadway and safety data. Because much of the data required for analysis of safety data exists in many different systems without any relationships other than location, it

is critical to develop a common and consistent method for referencing location. This project will develop a common method that can be used amongst all the system with location-based information. This will lead to consolidation of redundant data, simplified integration, consumption of data by different systems, and expanded spatial capabilities across the enterprise.

Project Staff - Andy Koziol

Project Budget/Source - \$423,850 of Section 408

Evidence of Effectiveness: N/A

Target - 4

Project Number - K9-14-06

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

Evidence of Effectiveness: N/A

Target - 4

Project Number - K9-14-07

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 - \$73,100 of Section 408

Evidence of Effectiveness:

Target - 4

Project Number - K9-14-08

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

Evidence of Effectiveness: N/A

Target - 4

Project Number - K9-14-09

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

Evidence of Effectiveness: N/A

Target - 1

Project Number - K9-14-10

Project Title - Crash Report Revision 2013

Project Description - The Rhode Island Uniform Crash Report will be revised to include new fields. By adding “insurance policy effective dates” and “address of involved pedestrian” (if applicable), the RIDMV can eliminate their State

Accident Report in favor of the Uniform Crash Report. Eliminating this report will reduce the current backlog of files that prevents timely updates to a driver's history file. Additional fields for consideration are mile marker identification (to improve crash location accuracy) and a "lane departure" checkbox. Funds will be used to modify the State's RMS systems for data input and the RIDOT import service for crash records.

Project Staff - Andy Koziol

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

Evidence of Effectiveness: N/A

Target - 5

Project Number - M3DA-14-03

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

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

Project Staff - Andy Koziol

Project Budget/Source - \$800,000 of Section 405C

Evidence of Effectiveness: N/A

Target - 1

Project Number - M3DA-14-04

Project Title - Crash Coordinates via RMS

Project Description - RIDOT will purchase a statewide license, valid for 10 years, which will give added functionality to crash reporting software used by about 40 Rhode Island police departments. The new capability will allow users to

accurately locate crashes, backfilling longitude and latitude coordinates on each crash report form submitted to RIDOT. A mapping component will be integrated into the existing crash module used by the majority of departments.

Project Staff - Andy Koziol

Project Budget/Source - \$300,000 of Section 405C

Evidence of Effectiveness: N/A

Target - 6

Project Number - M3DA-14-05

Project Title - Web-Based Crash Data Querying Tool

Project Description - The Crash Database Management System, which collects and stores all crash reports sent to RIDOT from RI police departments, has a web-based querying tool used internally by RIDOT and RISP staff (OSCAR). The system grants access to confidential information that should not be available to the general public. Alternatively, this project seeks to offer a limited querying tool for public consumption available on the RIDOT web site. The project will be considered a pilot, with static data available 2008 through 2012. The project will hire an outside consultant to develop the querying tool. (New Project Form attached).

Project Staff - Andy Koziol

Project Budget/Source - \$100,000 of Section 405C

Evidence of Effectiveness: N/A

3.8 PLANNING AND ADMINISTRATION

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

Performance Target

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

Performance Measures

- Conduct a Stakeholders' meeting to receive input for development of the FFY 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 the State 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 2014 HSP;
 - Develop projects to support the current programs goals;
 - Provide sound fiscal management on all the traffic safety programs;
 - Coordinate state plans with other Federal, state, and local agencies;
 - Assess program and projects outcomes; and
 - Share this vital information and relevant data with the public.
2. Provide data required for Federal and state reports.
3. Provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs.
4. Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.
5. Identify and prioritize highway safety problems for future OHS attention, programming, and activities.
6. Implement program management, oversight, and monitoring for activities within this priority area.

Programs and Projects

Note: The FFY 2014 HSP Project List which includes the project number and title, budget, and funding source is located in Table 4.2. Grant recipients for projects which fund multiple agencies are identified by project following Table 4.2.

Project Title - Office Supplies

Project Number - 402PA-14-01

Project Description - Office supplies/equipment/dues necessary to support programming of all NHTSA projects, including phone, postage, computer equipment and miscellaneous.

Project Staff - Kathy Smith/Francisco Lovera

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

Project Title - GHSA Membership

Project Number - 402PA-14-02

Project Description - Payment of the Governor's Highway Safety Association Membership for RIDOT - OHS

Project Staff - Kathy Smith/Francisco Lovera

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

Project Title - Travel and Training

Project Number - 402PA-14-03/K9-14-11

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

Project Staff - Supervisor, program managers, and financial personnel

Project Budget/Source: \$23,000, Section 402PA and \$5,000 Section 408

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

Project Number - 402PA-14-04

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, Section 402PA

Project Title - Salaries

Project Number - 402AL-14-07/402MC-14-05/402OP-14-11/402PS-14-05/402PT-14-12/402TR-14-01/K9-14-12/K8PA-14-01

Project Description - Fees charged to NHTSA accounts for Sharon Bazor, Andy Koziol, Despina Metakos Harris, Elvys Ruiz, Kathy Smith, and 50 percent of Jim Barden's salaries.

Project Staff - Sherrie Olivieri

Project Budget/Source: \$78,100, Section 402AL; \$109,200, Section 402MC; \$256,900, Section 402OP; \$9,000, Section 402PS; \$77,500, Section 402PT; \$113,800, Section 402TR; \$2,500, Section 408; and \$83,000 Section 410PA

Project Title - Hazard Elimination Program

Project Number - 164HE-14-01

Project Description - Funds transferred to RIDOT's Traffic Engineering Design for Hazard Elimination Projects.

Project Staff - Sherrie Olivieri

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

Project Title - Audit Fees

Project Number - 402PA-14-05/K2-14-02/K4PA-14-01/K9-14-13/K8PA-14-02/K6-14-03/K3-14-02/164PA-14-01/M2HVE-14-04/M3DA-14-06/M5PEM-14-03/M8*PA-14-01/M9MA-14-03

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

Project Staff - Sherrie Olivieri

Project Budget/Source: \$2,700, Section 402; \$100, Section 405; \$400, Section 406; \$700, Section 408; \$500, Section 410PA; \$300, Section 2010; \$150 Section 2011; \$30,000, Section 164HE; \$400, Section 405B; \$600, Section 405C; \$600, Section 405D; \$0, Section 405E; and \$100, Section 405F

Project Title - Office Equipment

Project Number - 402PA-14-06

Project Description - The OHS office copier/fax machine lease and maintenance.

Project Staff - Kathy Smith

Project Budget/Source - \$8,000 of Section 402OP

3.9 NHTSA EQUIPMENT APPROVAL

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

3.10 PAID ADVERTISING

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

To support alcohol-impaired driving and occupant protection high visibility enforcement efforts in the diverse communities of Rhode Island, OHS will place culturally relevant and linguistically appropriate advertising in a variety of multicultural/multiethnic media outlets, including sports venues. OHS will use paid, earned, and owned media, including social media, to address the program areas in the HSP. Outdoor advertising (e.g., billboards, outdoor message boards) also will be included in the plan, if appropriate. OHS incorporates NHTSA's Communications Calendar into its media plan activities; the 2014 media plan will be finalized once NHTSA releases the 2014 calendar.

Figure 3.13 on the following page identifies the schedule of Variable Message System (VMS) messages displayed on Rhode Island highways. The calendar details RIDOT's messaging plan through calendar year 2013. The schedule will be updated once NHTSA releases the CY 2014 Communications Calendar.

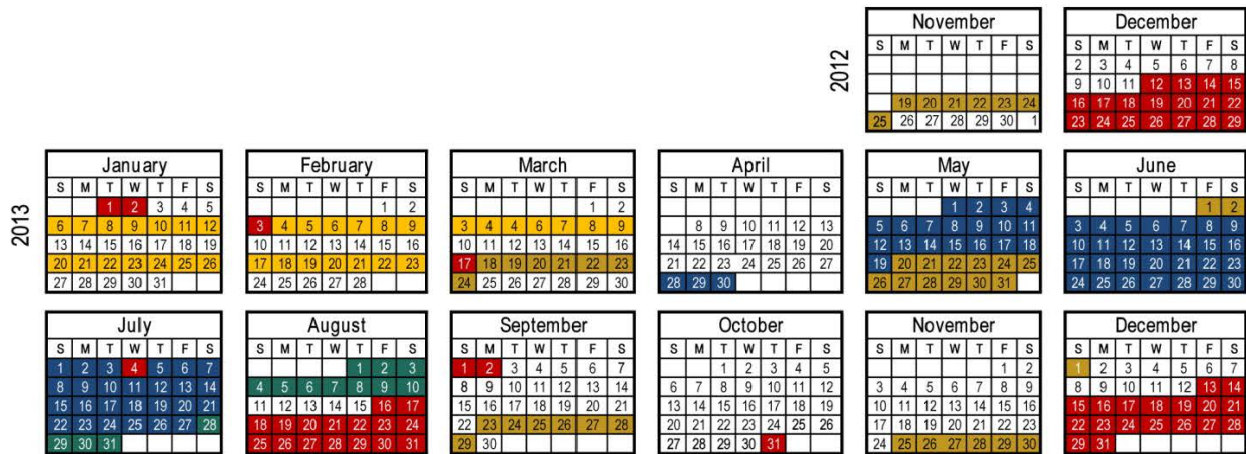
OHS's paid media buys will cover all media and statewide campaigns, including television, radio, and billboards. The creative and media buys will be targeted to reach key demographic groups (e.g., males between 21 and 34 years of age) with critical safety messages (e.g., Click It or Ticket, Drive/Ride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

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

- Paid media tactics employed, along with channel, duration and impressions generated;

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

Figure 3.13 RIDOT OHS CY 2013-2014 Master DMS Calendar



November 19-25, 2012
 "Click It or Ticket"
 Messages: Click It or Ticket
 \$85 Fine
 45 Vehicle Deaths in RI This Year
 64% Unbuckled
 Seat belts Save Lives
 Peak Days: All
 Peak Times: 9 a.m. to 3 p.m./6 p.m. to 6 a.m.

December 12, 2012 - January 2, 2013
 Holiday
 Drunk Driving
National Enforcement Crackdown
 Messages: Drive Sober or Get Pulled Over
 .08 Is the Law. Strictly Enforced
 Peak Days: Wed.-Sun.
 Peak Times: 9 p.m. to 3 a.m.

January 6-12, 2013
 Seat Belt Safety Awareness
 Messages:
 XX Vehicle Deaths in RI This Year
 XX% Unbuckled
 Seat belts Save Lives
 Peak Days: All
 Peak Times: 9 a.m. to 3 p.m./6 p.m. to 6 a.m.

January 20-26, 2013
 Seat Belt Safety Awareness
 Messages:
 XX Vehicle Deaths in RI This Year
 XX% Unbuckled
 Seat belts Save Lives
 Peak Days: All
 Peak Times: 9 a.m. to 3 p.m./6 p.m. to 6 a.m.

February 3, 2013
 Super Bowl Sunday
 Drunk Driving
 Messages: Drive Sober or Get Pulled Over
 .08 Is the Law. Strictly Enforced
 Peak Times: 9 p.m. to 3 a.m.

February 4-9, 2013
 Seat Belt Safety Awareness
 Messages:
 XX Vehicle Deaths in RI This Year
 XX% Unbuckled
 Seat belts Save Lives
 Peak Days: All
 Peak Times: 9 a.m. to 3 p.m./6 p.m. to 6 a.m.

February 17-23, 2013
 Seat Belt Safety Awareness
 Messages:
 XX Vehicle Deaths in RI This Year
 XX% Unbuckled
 Seat belts Save Lives
 Peak Days: All
 Peak Times: 9 a.m. to 3 p.m./6 p.m. to 6 a.m.

March 3-9, 2013
 Seat Belt Safety Awareness
 Messages:
 XX Vehicle Deaths in RI This Year
 XX% Unbuckled
 Seat belts Save Lives
 Peak Days: All
 Peak Times: 9a-3p/6p-6a

March 17, 2013
 St. Patrick's Day
 Drunk Driving
 Messages: Drive Sober or Get Pulled Over
 .08 Is the Law. Strictly Enforced
 Peak Times: 9 p.m. to 3 a.m.

March 18-24, 2013
 "Click It or Ticket"
 Messages: Click It or Ticket
 \$85 Fine
 XX Vehicle Deaths in RI This Year
 XX% Unbuckled
 Seat belts Save Lives
 Peak Days: All
 Peak Times: 9 a.m. to 3 p.m./6 p.m. to 6 a.m.

April 28 - May 19, 2013
 Motorcycle Safety Awareness
 Messages: Share the Road
 For Bikers' Safety
 Peak Days: All
 Peak Times: 6 p.m. to Midnight

May 20 - June 2, 2013
 "Click It or Ticket"
National Enforcement Mobilization
 Messages: Click It or Ticket
 \$85 Fine
 XX Vehicle Deaths in RI This Year
 XX% Unbuckled
 Seat belts Save Lives
 Peak Days: All
 Peak Times: 9 a.m. to 3 p.m./6 p.m. to 6 a.m.

June 3 - July 3, 2013
 Motorcycle Safety Awareness
 Messages: Share the Road
 For Bikers' Safety
 Peak Days: All
 Peak Times: 6 p.m. to Midnight

July 4, 2013
 Fourth of July
 Drunk Driving
 Messages: Drive Sober or Get Pulled Over
 .08 Is the Law. Strictly Enforced
 Peak Times: 9 p.m. to 3 a.m.

July 5 - July 27, 2013
 Motorcycle Safety Awareness
 Messages: Share the Road
 For Bikers' Safety
 Peak Days: All
 Peak Times: 6 p.m. to Midnight

July 28 - August 10, 2013
 Speed Enforcement
 Message: Obey the Sign or Pay the Fine
 Peak Days: All
 Peak Times: 6 a.m. to 6 p.m.

August 16 - September 2, 2013
 Holiday
 Drunk Driving
National Enforcement Crackdown
 Messages: Drive Sober or Get Pulled Over
 .08 Is the Law. Strictly Enforced
 Peak Days: Wed.-Sun.
 Peak Times: 9 p.m. to 3 a.m.

September 23 - 29, 2013
 "Click It or Ticket"
 Messages: Click It or Ticket
 \$85 Fine
 XX Vehicle Deaths in RI This Year
 XX% Unbuckled
 Seat belts Save Lives
 Peak Days: All
 Peak Times: 9 a.m. to 3 p.m./6 p.m. to 6 a.m.

October 31, 2013
 Halloween
 Drunk Driving
 Messages: Drive Sober or Get Pulled Over
 .08 Is the Law. Strictly Enforced
 Peak Times: 9 p.m. to 3 a.m.

November 25- December 1, 2013
 "Click It or Ticket"
 Messages: Click It or Ticket
 \$85 Fine
 XX Vehicle Deaths in RI This Year
 XX% Unbuckled
 Seat Belts Save Lives
 Peak Days: All
 Peak Times: 9 a.m. to 3 p.m./6 p.m. to 6 a.m.

December 13, 2013 - January 1, 2014
 Holiday
 Drunk Driving
National Enforcement Crackdown
 Messages: Drive Sober or Get Pulled Over
 .08 Is the Law. Strictly Enforced
 Peak Days: Wed.-Sun.
 Peak Times: 9 p.m. to 3 a.m.

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

In FFY 2014, the OHS will conduct a Driver Attitude Survey using intercept surveys administered at DMV offices throughout the State. As part of the survey, participants can respond to their awareness/knowledge of various Highway Safety campaigns.

4.0 Cost Summary

The OHS Highway Safety Plan Cost Summary is provided in the following pages in Table 4.1

The summary of all the projects is shown in Table 4.2.

.

Table 4.1 Highway Safety Plan Cost Summary

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2014-14-01-00	Office Supplies	\$0.00	\$0.00	\$0.00	\$14,000.00	\$14,000.00	\$0.00
	PA-2014-14-02-00	GHSA Membership	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00
	PA-2014-14-03-00	Travel and Training	\$0.00	\$0.00	\$0.00	\$23,000.00	\$23,000.00	\$0.00
	PA-2014-14-04-00	HSP and AER Preparation - Cambridge	\$0.00	\$150,000.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00
	PA-2014-14-05-00	Audit Fees	\$0.00	\$0.00	\$0.00	\$2,700.00	\$2,700.00	\$0.00
	PA-2014-14-06-00	Office Equipment	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$0.00
Planning and Administration Total			\$0.00	\$150,000.00	\$0.00	\$112,700.00	\$112,700.00	\$0.00
Alcohol								
	AL-2014-14-01-00	RI State Police (RISP) "Drive Sober or G	\$0.00	\$4,633,333.00	\$0.00	\$2,375.00	\$2,375.00	\$2,375.00
	AL-2014-14-02-00	State Agencies (HEALTH) - Traffic Safety	\$0.00	\$0.00	\$0.00	\$136,000.00	\$136,000.00	\$0.00
	AL-2014-14-03-00	Standardized Field Sobriety Testing Asse	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$0.00
	AL-2014-14-04-00	Incentive Rewards Program ("Chief's Chal	\$0.00	\$0.00	\$0.00	\$3,400.00	\$3,400.00	\$3,400.00
	AL-2014-14-05-00	ThinkFast Interactive High School Educat	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00
	AL-2014-14-06-00	MADD Youth Educator and Influencer Progr	\$0.00	\$0.00	\$0.00	\$41,667.00	\$41,667.00	\$0.00
	AL-2014-14-07-00	Salaries	\$0.00	\$0.00	\$0.00	\$78,100.00	\$78,100.00	\$0.00
Alcohol Total			\$0.00	\$4,633,333.00	\$0.00	\$326,542.00	\$326,542.00	\$55,775.00
Motorcycle Safety								
	MC-2014-14-01-00	Mobile Motorcycle Outreach Training Supp	\$0.00	\$4,633,333.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	MC-2014-14-02-00	Resource Center (MC)	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	MC-2014-14-03-00	Police Motorcycle Training	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
	MC-2014-14-04-00	Motorcycle Awareness - Outreach	\$0.00	\$0.00	\$0.00	\$35,000.00	\$35,000.00	\$0.00
	MC-2014-14-05-00	Salaries	\$0.00	\$0.00	\$0.00	\$109,200.00	\$109,200.00	\$0.00
Motorcycle Safety Total			\$0.00	\$4,633,333.00	\$0.00	\$344,200.00	\$344,200.00	\$0.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
Occupant Protection								
	OP-2014-14-01-00	Incentive Rewards Program ("Chief's Chal	\$0.00	\$0.00	\$0.00	\$3,400.00	\$3,400.00	\$3,400.00
	OP-2014-14-02-00	Rhode Island State Police (RISP) "Click	\$0.00	\$4,633,333.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	OP-2014-14-03-00	Rhode Island State Police (RISP) Child P	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	OP-2014-14-04-00	CIOT Observational Surveys	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
	OP-2014-14-05-00	Resource Center (OP)	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
	OP-2014-14-06-00	Municipalities "Click It or Ticket" Law	\$0.00	\$0.00	\$0.00	\$254,700.00	\$254,700.00	\$254,700.00
	OP-2014-14-07-00	Municipalities Child Passenger Safety (C	\$0.00	\$0.00	\$0.00	\$231,000.00	\$231,000.00	\$231,000.00
	OP-2014-14-08-00	Seat Belt Series – Statewide Seatbelt Ch	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
	OP-2014-14-09-00	ThinkFast Interactive High School Educat	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00
	OP-2014-14-10-00	MADD Youth Educator and Influencer	\$0.00	\$0.00	\$0.00	\$41,667.00	\$41,667.00	\$0.00
	OP-2014-14-11-00	Salaries	\$0.00	\$0.00	\$0.00	\$256,900.00	\$256,900.00	\$0.00
Occupant Protection Total			\$0.00	\$4,633,333.00	\$0.00	\$945,167.00	\$945,167.00	\$546,600.00
Pedestrian/Bicycle Safety								
	PS-2014-14-01-00	Resource Center (PS)	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
	PS-2014-14-02-00	Safe Communities Partnership Cranston	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
	PS-2014-14-03-00	Statewide Bike/PED Safety Day	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00
	PS-2014-14-04-00	Aquidneck Island Bike Safety Initiative	\$0.00	\$0.00	\$0.00	\$13,000.00	\$13,000.00	\$0.00
	PS-2014-14-05-00	Salaries	\$0.00	\$0.00	\$0.00	\$9,000.00	\$9,000.00	\$0.00
Pedestrian/Bicycle Safety Total			\$0.00	\$0.00	\$0.00	\$147,000.00	\$147,000.00	\$50,000.00
Police Traffic Services								
	PT-2014-14-01-00	Law Enforcement Highway Safety Training	\$0.00	\$0.00	\$0.00	\$43,000.00	\$43,000.00	\$0.00
	PT-2014-14-02-00	Municipalities Speed Enforcement	\$0.00	\$0.00	\$0.00	\$226,500.00	\$226,500.00	\$226,500.00
	PT-2014-14-03-00	RI State Police (RISP) Speed Enforcement	\$0.00	\$0.00	\$0.00	\$115,000.00	\$115,000.00	\$115,000.00
	PT-2014-14-04-00	State Agencies - URI Speed Enforcement	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$0.00
	PT-2014-14-05-00	State Agencies - RIDMV Speed	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00
	PT-2014-14-06-00	Enforcement	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00
	PT-2014-14-07-00	Resource Center (PT)	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
	PT-2014-14-08-00	State Agencies RI Municipal Police Acade	\$0.00	\$0.00	\$0.00	\$28,700.00	\$28,700.00	\$0.00
	PT-2014-14-09-00	RI State Police (RISP) Radar Units Speed	\$0.00	\$0.00	\$0.00	\$164,000.00	\$164,000.00	\$164,000.00
	PT-2014-14-10-00	State Agencies - URI Radar Units Speed E	\$0.00	\$0.00	\$0.00	\$4,100.00	\$4,100.00	\$4,100.00
	PT-2014-14-10-00	Municipalities Radar Units Speed Enforce	\$0.00	\$0.00	\$0.00	\$155,800.00	\$155,800.00	\$155,800.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	PT-2014-14-11-00	National Nights Out Safety Events	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
	PT-2014-14-12-00	Salaries	\$0.00	\$0.00	\$0.00	\$77,500.00	\$77,500.00	\$0.00
	PT-2014-14-13-00	Traffic Stop Complaint/Commendation Broc	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$0.00
Police Traffic Services Total			\$0.00	\$0.00	\$0.00	\$938,600.00	\$938,600.00	\$665,400.00
Traffic Records								
	TR-2014-14-01-00	Salaries	\$0.00	\$0.00	\$0.00	\$113,800.00	\$113,800.00	\$0.00
Traffic Records Total			\$0.00	\$0.00	\$0.00	\$113,800.00	\$113,800.00	\$0.00
Accident Investigation								
	AI-2014-14-01-00	Rhode Island State Police (RISP) Collisi	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
Accident Investigation Total			\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
Safe Communities								
	SA-2014-14-01-00	Safe Communities Partnership – Woonsocket	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00
Safe Communities Total			\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00
Paid Advertising								
	PM-2014-14-01-00	Media Paid (OP)	\$0.00	\$0.00	\$0.00	\$300,000.00	\$300,000.00	\$300,000.00
	PM-2014-14-02-00	Media Creative (OP)	\$0.00	\$0.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
	PM-2014-14-03-00	Media Paid (PT)	\$0.00	\$0.00	\$0.00	\$150,000.00	\$150,000.00	\$150,000.00
	PM-2014-14-04-00	Media Creative (PT)	\$0.00	\$0.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
	PM-2014-14-05-00	Media Paid (YD)	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$100,000.00
Paid Advertising Total			\$0.00	\$0.00	\$0.00	\$850,000.00	\$850,000.00	\$550,000.00
NHTSA 402 Total			\$0.00	\$14,049,999.00	\$0.00	\$3,833,009.00	\$3,833,009.00	\$1,922,775.00
405 OP SAFETEA-LU								
	K2-2014-14-01-00	Click It or Ticket Holder Sleeve	\$0.00	\$354,000.00	\$0.00	\$15,100.00	\$15,100.00	\$0.00
	K2-2014-14-02-00	Audit Fees	\$0.00	\$0.00	\$0.00	\$100.00	\$100.00	\$0.00
405 Occupant Protection Total			\$0.00	\$354,000.00	\$0.00	\$15,200.00	\$15,200.00	\$0.00
405 OP SAFETEA-LU Total			\$0.00	\$354,000.00	\$0.00	\$15,200.00	\$15,200.00	\$0.00
NHTSA 406								
	K4PA-2014-14-01-00	Audit Fees	\$0.00	\$0.00	\$0.00	\$400.00	\$400.00	\$0.00
406 Planning and Administration Total			\$0.00	\$0.00	\$0.00	\$400.00	\$400.00	\$0.00
406 Occupant Protection								
	K4OP-2014-14-01-00	Seatbelt Education and Statewide Public	\$0.00	\$0.00	\$0.00	\$800,000.00	\$800,000.00	\$0.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
406 Occupant Protection Total			\$0.00	\$0.00	\$0.00	\$800,000.00	\$800,000.00	\$0.00
NHTSA 406 Total			\$0.00	\$0.00	\$0.00	\$800,400.00	\$800,400.00	\$0.00
408 Data Program SAFETEA-LU								
	K9-2014-14-01-00	Traffic Records Coordinator	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00
	K9-2014-14-02-00	Local Law Enforcement Traffic Records Eq	\$0.00	\$0.00	\$0.00	\$76,500.00	\$76,500.00	\$0.00
	K9-2014-14-03-00	Providence Brought Into E-Citation	\$0.00	\$0.00	\$0.00	\$110,000.00	\$110,000.00	\$0.00
	K9-2014-14-04-00	Data Collection, Analysis, and Recommend Enterprise LRS and Road Inventory	\$0.00	\$300,000.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	K9-2014-14-05-00	Implem	\$0.00	\$0.00	\$0.00	\$423,850.00	\$423,850.00	\$0.00
	K9-2014-14-06-00	State Agencies - RI Traffic Tribunal (RI	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	K9-2014-14-07-00	State Agencies - RI Traffic Tribunal (RI	\$0.00	\$0.00	\$0.00	\$73,100.00	\$73,100.00	\$0.00
	K9-2014-14-08-00	State Agencies - RI Traffic Tribunal (RI	\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	\$0.00
	K9-2014-14-09-00	State Agencies - RI Traffic Tribunal (RI	\$0.00	\$0.00	\$0.00	\$170,000.00	\$170,000.00	\$0.00
	K9-2014-14-10-00	Crash Report Revision 2013	\$0.00	\$0.00	\$0.00	\$65,000.00	\$65,000.00	\$0.00
	K9-2014-14-11-00	Travel and Training	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00
	K9-2014-14-12-00	Salaries	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$0.00
	K9-2014-14-13-00	Audit Fees	\$0.00	\$0.00	\$0.00	\$700.00	\$700.00	\$0.00
408 Data Program Incentive Total			\$0.00	\$300,000.00	\$0.00	\$1,171,650.00	\$1,171,650.00	\$0.00
408 Data Program SAFETEA-LU Total			\$0.00	\$300,000.00	\$0.00	\$1,171,650.00	\$1,171,650.00	\$0.00
410 Alcohol SAFETEA-LU								
	K8-2014-14-01-00	SFST Checklist Clipboards	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$0.00
	K8-2014-14-02-00	Impaired Driving Sports Marketing	\$0.00	\$0.00	\$0.00	\$93,000.00	\$93,000.00	\$0.00
	K8-2014-14-03-00	State Agencies - URI "Drive Sober or Ge	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$0.00
	K8-2014-14-04-00	Municipalities "Drive Sober or Get Pulle	\$0.00	\$0.00	\$0.00	\$148,000.00	\$148,000.00	\$0.00
	K8-2014-14-05-00	Municipalities Impaired Driving - DRE	\$0.00	\$0.00	\$0.00	\$9,800.00	\$9,800.00	\$0.00
	K8-2014-14-06-00	Law Enforcement Highway Safety Training	\$0.00	\$2,750,000.00	\$0.00	\$137,000.00	\$137,000.00	\$0.00
	K8-2014-14-07-00	MADD Court Monitoring	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
410 Alcohol SAFETEA-LU Total			\$0.00	\$2,750,000.00	\$0.00	\$493,800.00	\$493,800.00	\$0.00
410 Alcohol Planning and Administration								
	K8PA-2014-14-01-00	Salaries	\$0.00	\$250,000.00	\$0.00	\$83,000.00	\$83,000.00	\$0.00
	K8PA-2014-14-02-00	Audit Fees	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$0.00
410 Alcohol Planning and Administration Total			\$0.00	\$250,000.00	\$0.00	\$83,500.00	\$83,500.00	\$0.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2014-14-01-00	Media Paid(AL)	\$.00	\$.00	\$.00	\$ 490,000.00	\$ 490,000.00	\$.00
410 Alcohol SAFETEA-LU Paid Media Total			\$.00	\$.00	\$.00	\$ 490,000.00	\$ 490,000.00	\$.00
410 Alcohol SAFETEA-LU Total			\$.00	\$ 3,000,000.00	\$.00	\$ 1,067,300.00	\$ 1,067,300.00	\$.00
2010 Motorcycle Safety								
	K6-2014-14-01-00	Media Paid (MC)	\$.00	\$.00	\$.00	\$ 100,000.00	\$ 100,000.00	\$.00
	K6-2014-14-02-00	Media Paid (MC/AL)	\$.00	\$.00	\$.00	\$ 100,000.00	\$ 100,000.00	\$.00
	K6-2014-14-03-00	Audit Fees	\$.00	\$.00	\$.00	\$ 300.00	\$ 300.00	\$.00
2010 Motorcycle Safety Incentive Total			\$.00	\$.00	\$.00	\$ 200,300.00	\$ 200,300.00	\$.00
2010 Motorcycle Safety Total			\$.00	\$.00	\$.00	\$ 200,300.00	\$ 200,300.00	\$.00
2011 Child Seats								
	K3-2014-14-01-00	Car Seat Distribution/CPS Education for	\$.00	\$ 95,000.00	\$.00	\$ 95,000.00	\$ 95,000.00	\$.00
	K3-2014-14-02-00	Audit Fees	\$.00	\$.00	\$.00	\$ 150.00	\$ 150.00	\$.00
2011 Child Seat Incentive Total			\$.00	\$ 95,000.00	\$.00	\$ 95,150.00	\$ 95,150.00	\$.00
2011 Paid Media								
	K3PM-2014-14-01-00	Media Paid (CPS)	\$.00	\$.00	\$.00	\$ 75,000.00	\$ 75,000.00	\$.00
2011 Paid Media Total			\$.00	\$.00	\$.00	\$ 75,000.00	\$ 75,000.00	\$.00
2011 Child Seats Total			\$.00	\$ 95,000.00	\$.00	\$ 170,150.00	\$ 170,150.00	\$.00
164 Transfer Funds								
	164PA-2014-14-01-00	Audit Fees	\$.00	\$.00	\$.00	\$ 30,000.00	\$ 30,000.00	\$.00
164 Planning and Administration Total			\$.00	\$.00	\$.00	\$ 30,000.00	\$ 30,000.00	\$.00
164 Alcohol								
	164AL-2014-14-01-00	RI State Police (RISP) "Drive Sober or G	\$.00	\$.00	\$.00	\$ 139,000.00	\$ 139,000.00	\$ 139,000.00
	164AL-2014-14-02-00		\$.00	\$.00	\$.00	\$ 42,000.00	\$ 42,000.00	\$ 42,000.00
	164AL-2014-14-03-00	Municipalities "Drive Sober or Get Pulle	\$.00	\$.00	\$.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00
	164AL-2014-14-04-00	State Agencies - URI Impaired Driving -	\$.00	\$.00	\$.00	\$ 8,000.00	\$ 8,000.00	\$.00
	164AL-2014-14-05-00	Zero Fatalities Project	\$.00	\$.00	\$.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	164AL-2014-14-06-00	State Agencies Attorney General (AG) - Z	\$.00	\$.00	\$.00	\$15,000.00	\$15,000.00	\$15,000.00
	164AL-2014-14-07-00	Alcohol Survey	\$.00	\$.00	\$.00	\$20,000.00	\$20,000.00	\$.00
	164AL-2014-14-08-00	State Agencies Attorney General (AG) - T	\$.00	\$.00	\$.00	\$108,000.00	\$108,000.00	\$108,000.00
	164AL-2014-14-09-00	Resource Center (AL)	\$.00	\$.00	\$.00	\$25,000.00	\$25,000.00	\$.00
	164AL-2014-14-10-00	Preliminary Breath Testing Program	\$.00	\$.00	\$.00	\$104,000.00	\$104,000.00	\$.00
	164AL-2014-14-11-00	State Agencies (HEALTH) - Traffic Safety	\$.00	\$.00	\$.00	\$5,000.00	\$5,000.00	\$.00
164 Alcohol Total			\$.00	\$.00	\$.00	\$681,000.00	\$681,000.00	\$519,000.00
164 Hazard Elimination								
	164HE-2014-14-01-00	Hazard Elimination Program	\$.00	\$.00	\$.00	\$4,500,000.00	\$4,500,000.00	\$.00
164 Hazard Elimination Total			\$.00	\$.00	\$.00	\$4,500,000.00	\$4,500,000.00	\$.00
164 Transfer Funds Total			\$.00	\$.00	\$.00	\$5,211,000.00	\$5,211,000.00	\$519,000.00
MAP 21 405b OP Low								
	M2HVE-2014-14-01-00	Click It or Ticket Seat Belt Task Force	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$.00
	M2HVE-2014-14-02-00	Municipalities "Click It or Ticket" Law	\$.00	\$.00	\$.00	\$70,000.00	\$70,000.00	\$.00
	M2HVE-2014-14-03-00	State Agencies -URI "Click It or Ticket"	\$.00	\$.00	\$.00	\$2,000.00	\$2,000.00	\$.00
	M2HVE-2014-14-04-00	Audit Fees	\$.00	\$.00	\$.00	\$400.00	\$400.00	\$.00
405b Low HVE Total			\$.00	\$.00	\$.00	\$82,400.00	\$82,400.00	\$.00
405b Low Training								
	M2TR-2014-14-01-00	Law Enforcement Highway Safety Training	\$.00	\$.00	\$.00	\$43,000.00	\$43,000.00	\$.00
405b Low Training Total			\$.00	\$.00	\$.00	\$43,000.00	\$43,000.00	\$.00
405b Low Public Education								
	M2PE-2014-14-01-00	Media Paid (OP)	\$.00	\$.00	\$.00	\$110,000.00	\$110,000.00	\$.00
	M2PE-2014-14-02-00	Occupant Protection Sports Marketing	\$.00	\$.00	\$.00	\$93,000.00	\$93,000.00	\$.00
	M2PE-2014-14-03-00	CIOT DMV Intercept Survey	\$.00	\$.00	\$.00	\$30,000.00	\$30,000.00	\$.00
	M2PE-2014-14-04-00	Rhode Island State Police (RISP) - Rollo	\$.00	\$300,000.00	\$.00	\$42,000.00	\$42,000.00	\$.00
405b Low Public Education Total			\$.00	\$300,000.00	\$.00	\$275,000.00	\$275,000.00	\$.00
MAP 21 405b OP Low Total			\$.00	\$300,000.00	\$.00	\$400,400.00	\$400,400.00	\$.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
MAP 21 405c Data Program								
	M3DA-2014-14-01-00	Traffic Records Coordinating Committee C	\$0.00	\$0.00	\$0.00	\$37,000.00	\$37,000.00	\$0.00
	M3DA-2014-14-02-00	Traffic Records Coordinator Model Inventory of Roadway Elements	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00
	M3DA-2014-14-03-00	(MIR)	\$0.00	\$0.00	\$0.00	\$800,000.00	\$800,000.00	\$0.00
	M3DA-2014-14-04-00	Crash Coordinates via RMS	\$0.00	\$320,000.00	\$0.00	\$300,000.00	\$300,000.00	\$0.00
	M3DA-2014-14-05-00	Web-based Crash Data Querying Tool	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	M3DA-2014-14-06-00	Audit Fees	\$0.00	\$0.00	\$0.00	\$600.00	\$600.00	\$0.00
405c Data Program Total			\$0.00	\$320,000.00	\$0.00	\$1,247,600.00	\$1,247,600.00	\$0.00
MAP 21 405c Data Program Total			\$0.00	\$320,000.00	\$0.00	\$1,247,600.00	\$1,247,600.00	\$0.00
MAP 21 405d Impaired Driving Mid								
	M5BAC-2014-14-01-00	Municipalities Impaired Driving - Intox	\$0.00	\$0.00	\$0.00	\$304,000.00	\$304,000.00	\$0.00
	M5BAC-2014-14-02-00	RI State Police (RISP) Portable Breath T	\$0.00	\$308,000.00	\$0.00	\$300,000.00	\$300,000.00	\$0.00
405d Mid BAC Testing/Reporting Total			\$0.00	\$308,000.00	\$0.00	\$604,000.00	\$604,000.00	\$0.00
405d Mid Paid/Earned Media								
	M5PEM-2014-14-01-00	Media Creative (AL)	\$0.00	\$0.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
	M5PEM-2014-14-02-00	Media Paid (AL)	\$0.00	\$0.00	\$0.00	\$200,000.00	\$200,000.00	\$0.00
	M5PEM-2014-14-03-00	Audit Fees	\$0.00	\$0.00	\$0.00	\$600.00	\$600.00	\$0.00
405d Mid Paid/Earned Media Total			\$0.00	\$0.00	\$0.00	\$350,600.00	\$350,600.00	\$0.00
405d Mid Other Based on Problem ID								
	M5OT-2014-14-01-00	MADD Designated Driver Program	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
405d Mid Other Based on Problem ID Total			\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
MAP 21 405d Impaired Driving Mid Total			\$0.00	\$308,000.00	\$0.00	\$1,004,600.00	\$1,004,600.00	\$0.00
MAP 21 405e Distracted Driving								
	M8PE-2014-14-01-00	ThinkFast Interactive High School Educat MADD Youth Educator and Influencer	\$0.00	\$0.00	\$0.00	\$33,000.00	\$33,000.00	\$0.00
	M8PE-2014-14-02-00	Progr	\$0.00	\$0.00	\$0.00	\$41,666.00	\$41,666.00	\$0.00
	M8PE-2014-14-03-00	Resource Center (DD)	\$0.00	\$0.00	\$0.00	\$26,000.00	\$26,000.00	\$0.00
405e Public Education Total			\$0.00	\$0.00	\$0.00	\$100,666.00	\$100,666.00	\$0.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
405e Paid Advertising								
	M8*PM-2014-14-01-00	Media Paid (DD)	\$.00	\$365,000.00	\$.00	\$99,000.00	\$99,000.00	\$.00
405e Paid Advertising Total			\$.00	\$365,000.00	\$.00	\$99,000.00	\$99,000.00	\$.00
MAP 21 405e Distracted Driving Total			\$.00	\$365,000.00	\$.00	\$199,666.00	\$199,666.00	\$.00
MAP 21 405f Motorcycle Programs								
	M9MA-2014-14-01-00	Mobile Motorcycle Outreach Training Unit	\$.00	\$55,000.00	\$.00	\$150,000.00	\$150,000.00	\$.00
	M9MA-2014-14-02-00	Media Paid (MC/AL)	\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	M9MA-2014-14-03-00	Audit Fees	\$.00	\$.00	\$.00	\$100.00	\$100.00	\$.00
405f Motorcyclist Awareness Total			\$.00	\$55,000.00	\$.00	\$200,100.00	\$200,100.00	\$.00
MAP 21 405f Motorcycle Programs Total			\$.00	\$55,000.00	\$.00	\$200,100.00	\$200,100.00	\$.00
NHTSA Total			\$.00	\$19,146,999.00	\$.00	\$15,521,375.00	\$15,521,375.00	\$2,441,775.00
Total			\$.00	\$19,146,999.00	\$.00	\$15,521,375.00	\$15,521,375.00	\$2,441,775.00

Table 4.2 FFY 2014 HSP Project List and Budget

Program	Project Number	Project Title	Budget	Funding Source
Impaired Driving	K8-14-01	SFST Checklist Clipboards	\$4,000	410
Impaired Driving	K8-14-02	Impaired Driving Sports Marketing	\$93,000	410
Impaired Driving	K8-14-03	State Agencies - URI "Drive Sober or Get Pulled Over" Impaired Driving Law Enforcement Patrols	\$2,000	410
Impaired Driving	K8-14-04	Municipalities "Drive Sober or Get Pulled Over" Impaired Driving Law Enforcement Patrols (Including DRE)	\$148,000	410
Impaired Driving	K8-14-05	Municipalities Impaired Driving - DRE	\$9,800	410
Impaired Driving	K8-14-06	Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program	\$137,000	410
Impaired Driving	K8-14-07	MADD Court Monitoring	\$100,000	410
Impaired Driving	164AL-14-01	RI State Police (RISP) "Drive Sober or Get Pulled Over" Impaired Driving Patrols	\$139,000	164 AL
Impaired Driving	164AL-14-03	Municipalities "Drive Sober or Get Pulled Over" Impaired Driving Law Enforcement Patrols	\$200,000	164 AL
Impaired Driving	164AL-14-04	State Agencies - URI Impaired Driving - Intoxilyzers	\$8,000	164 AL
Impaired Driving	164AL-14-06	State Agencies Attorney General (AG) - Zero Fatalities Project	\$15,000	164 AL
Impaired Driving	164AL-14-07	Alcohol Survey	\$20,000	164 AL
Impaired Driving	164AL-14-08	State Agencies Attorney General (AG) - Traffic Safety Resource Prosecutor (TSRP)	\$108,000	164 AL
Impaired Driving	164AL-14-09	Resource Center (AL)	\$25,000	164 AL
Impaired Driving	K8-14-07	Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program	\$42,000	164 AL
Impaired Driving	164AL-14-11	State Agencies (HEALTH) - Traffic Safety Resource Forensic Toxicologist (TSRFT)	\$5,000	164 AL
Impaired Driving	164AL-14-10	Preliminary Breath Testing Program	\$104,000	164 AL
Impaired Driving	402AL-14-01	RI State Police (RISP) "Drive Sober or Get Pulled Over" Impaired Driving Patrols	\$2,375	402 AL
Impaired Driving	402AL-14-02	State Agencies (HEALTH) - Traffic Safety Resource Forensic Toxicologist (TSRFT)	\$136,000	402 AL
Impaired Driving	402AL-14-03	Standardized Field Sobriety Testing Assessment	\$15,000	402 AL
Impaired Driving	402AL-14-04	Incentive Rewards Program ("Chief's Challenge")	\$3,400	402 AL
Impaired Driving	M5BAC-14-01	Municipalities Impaired Driving - Intoxilyzers	\$304,000	405D
Impaired Driving	M5PEM-14-01	Media Creative (AL)	\$150,000	405D

Impaired Driving	M5OT-14-01	MADD Designated Driver Program	\$50,000	405D
Impaired Driving	M5PEM-14-02	Media Paid (AL)	\$200,000	405D
Impaired Driving	M5BAC-14-02	RI State Police (RISP) Portable Breath Testing Units	\$300,000	405D
Impaired Driving	K8PM-14-01	Media Paid(AL)	\$490,000	410 PM
Motorcycle	K6-14-01	Media Paid (MC)	\$100,000	2010
Motorcycle	K6-14-02	Media Paid (MC/AL)	\$100,000	2010
Motorcycle	402MC-14-01	Mobile Motorcycle Outreach Training Support (MMOTS)	\$100,000	402 MC
Motorcycle	402MC-14-02	Resource Center (MC)	\$75,000	402 MC
Motorcycle	402MC-14-03	Police Motorcycle Training	\$25,000	402 MC
Motorcycle	402MC-14-04	Motorcycle Awareness - Outreach	\$35,000	402 MC
Motorcycle	M9MA-14-01	Mobile Motorcycle Outreach Training Unit	\$150,000	405F
Motorcycle	M9MA-14-02	Media Paid (MC/AL)	\$50,000	405F
Occupant Protection	K2-14-01	Click It or Ticket Holder Sleeve	\$15,100	405
Occupant Protection	K4OP-14-01	Seatbelt Education and Statewide Public Outreach Initiative	\$800,000	406
Occupant Protection	K3-14-01	Car Seat Distribution/CPS Education for to Low Income Families	\$95,000	2011
Occupant Protection	K3PM-14-01	Media Paid (CPS)	\$75,000	2011
Occupant Protection	402AI-14-01	Rhode Island State Police (RISP) Collision Reconstruction Unit Airbag Control Module Data Downloads	\$5,000	402 AI
Occupant Protection	402OP-14-01	Incentive Rewards Program (“Chief’s Challenge”)	\$3,400	402 OP
Occupant Protection	402OP-14-02	Rhode Island State Police (RISP) “Click It or Ticket” (CIOT) Law Enforcement Patrols	\$4,000	402 OP
Occupant Protection	402OP-14-03	Rhode Island State Police (RISP) Child Passenger Safety (CPS)	\$3,500	402 OP
Occupant Protection	402OP-14-04	CIOT Observational Surveys	\$50,000	402 OP
Occupant Protection	402OP-14-05	Resource Center (OP)	\$25,000	402 OP
Occupant Protection	402OP-14-06	Municipalities “Click It or Ticket” Law Enforcement Patrols	\$254,700	402 OP
Occupant Protection	402OP-14-07	Municipalities Child Passenger Safety (CPS)	\$231,000	402 OP
Occupant Protection	402PM-14-01	Media Paid (OP)	\$300,000	402 PM
Occupant Protection	402PM-14-02	Media Creative (OP)	\$150,000	402 PM
Occupant Protection	402SA-14-01	Safe Communities Partnership – Woonsocket (WSCP)	\$50,000	402 SA
Occupant Protection	M2PE-14-01	Media Paid (OP)	\$110,000	405B
Occupant Protection	M2PE-14-02	Occupant Protection Sports Marketing	\$93,000	405B
Occupant Protection	M2PE-14-03	CIOT DMV Intercept Survey	\$30,000	405B
Occupant Protection	M2TR-14-01	Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program	\$43,000	405B

Occupant Protection	M2PE-14-04	Rhode Island State Police (RISP) - Rollover Simulator Demonstrations	\$42,000	405B
Occupant Protection	M2HVE-14-01	Click It or Ticket Seat Belt Task Force Retroreflective Vests for Law Enforcement	\$10,000	405B
Occupant Protection	M2HVE-14-02	Municipalities "Click It or Ticket" Law Enforcement Patrols	\$70,000	405B
Occupant Protection	M2HVE-14-03	State Agencies -URI "Click It or Ticket" Law Enforcement Patrols	\$2,000	405B
Other Road Users	402PS-14-01	Resource Center (PS)	\$25,000	402 PS
Other Road Users	402PS-14-02	Safe Communities Partnership Cranston Child Opportunity Zone (COZ)	\$50,000	402 PS
Other Road Users	402PS-14-03	Statewide Bike/PED Safety Day	\$50,000	402 PS
Other Road Users	402PS-14-04	Aquidneck Island Bike Safety Initiative	\$13,000	402 PS
Other Road Users	402PT-14-11	National Nights Out Safety Events	\$50,000	402 PT
Other Road Users	402PT-14-13	Traffic Stop Complaint/Commendation Brochures for Drivers/Pedestrian	\$12,000	402 PT
Planning and Administration	K2-14-02	Audit Fees	\$100	405
Planning and Administration	K4PA-14-01	Audit Fees	\$400	406
Planning and Administration	K9-14-11	Travel and Training	\$5,000	408
Planning and Administration	K9-14-12	Salaries	\$2,500	408
Planning and Administration	K9-14-13	Audit Fees	\$700	408
Planning and Administration	K8PA-14-01	Salaries	\$83,000	410PA
Planning and Administration	K8PA-14-02	Audit Fees	\$500	410PA
Planning and Administration	K6-14-03	Audit Fees	\$300	2010
Planning and Administration	K3-14-02	Audit Fees	\$150	2011
Planning and Administration	164HE-14-01	Hazard Elimination Program	\$4,500,000	164 HE
Planning and Administration	164PA-14-01	Audit Fees	\$30,000	164 PA
Planning and Administration	402AL-14-07	Salaries	\$78,100	402 AL
Planning and Administration	402MC-14-05	Salaries	\$109,200	402 MC
Planning and Administration	402OP-14-11	Salaries	\$256,900	402 OP
Planning and Administration	402PA-14-01	Office Supplies	\$14,000	402 PA
Planning and Administration	402PA-14-02	GHSA Membership	\$5,000	402 PA

Planning and Administration	402PA-14-03	Travel and Training	\$23,000	402 PA
Planning and Administration	402PA-14-04	HSP and AER Preparation - Cambridge	\$60,000	402 PA
Planning and Administration	402PA-14-05	Audit Fees	\$2,700	402 PA
Planning and Administration	402PA-14-06	Office Equipment	\$8,000	402 PA
Planning and Administration	402PS-14-05	Salaries	\$9,000	402 PS
Planning and Administration	402PT-14-12	Salaries	\$77,500	402 PT
Planning and Administration	402TR-14-01	Salaries	\$113,800	402 TR
Planning and Administration	M2HVE-14-04	Audit Fees	\$400	405B
Planning and Administration	M3DA-14-06	Audit Fees	\$600	405C
Planning and Administration	M5PEM-14-03	Audit Fees	\$600	405D
Planning and Administration	M8*PA-14-01	Audit Fees	\$0	405E
Planning and Administration	M9MA-14-03	Audit Fees	\$100	405F
Speed	402PM-14-03	Media Paid (PT)	\$150,000	402 PM
Speed	402PM-14-04	Media Creative (PT)	\$150,000	402 PM
Speed	402PT-14-01	Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program	\$43,000	402 PT
Speed	402PT-14-02	Municipalities Speed Enforcement	\$226,500	402 PT
Speed	402PT-14-03	RI State Police (RISP) Speed Enforcement	\$115,000	402 PT
Speed	402PT-14-04	State Agencies - URI Speed Enforcement	\$2,000	402 PT
Speed	402PT-14-05	State Agencies - RIDMV Speed Enforcement Campaign Envelope Renewal	\$10,000	402 PT
Speed	402PT-14-06	Resource Center (PT)	\$50,000	402 PT
Speed	402PT-14-07	State Agencies RI Municipal Police Academy Radar Units Speed Training	\$28,700	402 PT
Speed	402PT-14-08	RI State Police (RISP) Radar Units Speed Enforcement	\$164,000	402 PT
Speed	402PT-14-09	State Agencies - URI Radar Units Speed Enforcement	\$4,100	402 PT
Speed	402PT-14-10	Municipalities Radar Units Speed Enforcement	\$155,800	402 PT
Traffic Records	K9-14-01	Traffic Records Coordinator	\$5,000	408
Traffic Records	K9-14-02	Local Law Enforcement Traffic Records Equipment	\$76,500	408
Traffic Records	K9-14-03	Providence Brought Into E-Citation	\$110,000	408

Traffic Records	K9-14-04	Data Collection, Analysis, and Recommendation – Northeastern University	\$100,000	408
Traffic Records	K9-14-05	Enterprise LRS and Road Inventory Implementation Project (RIDOT)	\$423,850	408
Traffic Records	K9-14-06	State Agencies - RI Traffic Tribunal (RITT) Scanning Backlogged Citations	\$100,000	408
Traffic Records	K9-14-07	State Agencies - RI Traffic Tribunal (RITT) Police Department Document Imaging Integration Project	\$73,100	408
Traffic Records	K9-14-08	State Agencies - RI Traffic Tribunal (RITT) Modify E-Citation to Comply with Court Rules	\$40,000	408
Traffic Records	K9-14-09	State Agencies - RI Traffic Tribunal (RITT) CMS Adjudication Process Imaging Project	\$170,000	408
Traffic Records	K9-14-10	Crash Report Revision 2013	\$65,000	408
Traffic Records	M3DA-14-01	Traffic Records Coordinating Committee Consultant Services	\$37,000	405C
Traffic Records	M3DA-14-02	Traffic Records Coordinator	\$10,000	405C
Traffic Records	M3DA-14-03	Model Inventory of Roadway Elements (MIRE) Data Collection	\$800,000	405C
Traffic Records	M3DA-14-04	Crash Coordinates via RMS	\$300,000	405C
Traffic Records	M3DA-14-05	Web-based Crash Data Querying Tool	\$100,000	405C
Young Driver	164AL-14-05	Zero Fatalities Project	\$15,000	164 AL
Young Driver	402AL-14-05	ThinkFast Interactive High School Education Program	\$50,000	402 AL
Young Driver	402AL-14-06	MADD Youth Educator and Influencer Program	\$41,667	402 AL
Young Driver	402OP-14-08	Seat Belt Series – Statewide Seatbelt Challenge	\$25,000	402 OP
Young Driver	402OP-14-09	ThinkFast Interactive High School Education Program	\$50,000	402 OP
Young Driver	402OP-14-10	MADD Youth Educator and Influencer Program	\$41,667	402 OP
Young Driver	402PM-14-05	Media Paid (YD)	\$100,000	402 PM
Young Driver	M8PE-14-01	ThinkFast Interactive High School Education Program	\$33,000	405E
Young Driver	M8PE-14-02	MADD Youth Educator and Influencer Program	\$41,666	405E
Young Driver	M8PE-14-03	Resource Center (DD)	\$26,000	405E
Young Driver	M8*PM-14-01	Media Paid (DD)	\$99,000	405E

The following lists identify subgrants which will be awarded to municipal agencies to support impaired driving, occupant protection and speed enforcement programs.

NHTSA MUNICIPAL GRANTS FOR 2014

Municipalities “Drive Sober or Get Pulled Over” Impaired Driving Law Enforcement Patrols (Including DRE)

Municipality	Amount	Program Fund
Barrington	\$7,000.00	410
Bristol	\$7,000.00	410
Burrillville	\$5,000.00	410
Central Falls	\$12,000.00	410
Charlestown	\$5,000.00	410
Coventry	\$12,000.00	410
Cranston	\$20,000.00	410
Cumberland	\$5,000.00	410
East Greenwich	\$5,000.00	410
East Providence	\$5,000.00	410
Foster	\$5,000.00	410
Glocester	\$5,000.00	410
Hopkinton	\$7,000.00	410
Jamestown	\$7,000.00	410
Johnston	\$12,000.00	410
Lincoln	\$5,000.00	410
Little Compton	\$5,000.00	410
Middletown	\$7,000.00	410
Narragansett	\$5,000.00	410
New Shoreham	\$2,000.00	410
Newport	\$5,000.00	410

Municipalities “Drive Sober or Get Pulled Over” Impaired Driving Law Enforcement Patrols

Municipality	Amount	Program Fund
North Providence	\$7,000.00	164 AL
North Kingstown	\$5,000.00	164 AL
North Smithfield	\$5,000.00	164 AL
Pawtucket	\$20,000.00	164 AL
Portsmouth	\$7,000.00	164 AL
Providence	\$38,500.00	164 AL
Richmond	\$12,000.00	164 AL
Scituate	\$5,000.00	164 AL
Smithfield	\$7,000.00	164 AL
South Kingstown	\$24,500.00	164 AL
Tiverton	\$7,000.00	164 AL
Warren	\$5,000.00	164 AL
Warwick	\$20,000.00	164 AL
West Greenwich	\$5,000.00	164 AL
West Warwick	\$5,000.00	164 AL
Westerly	\$7,000.00	164 AL
Woonsocket	\$20,000.00	164 AL

Municipalities Impaired Driving - Intoxilyzers

Municipality	Amount	Program Fund
Barrington	\$8,000.00	405D
Bristol	\$8,000.00	405D
Burrillville	\$8,000.00	405D
Central Falls	\$8,000.00	405D
Charlestown	\$8,000.00	405D
Coventry	\$8,000.00	405D
Cranston	\$8,000.00	405D
Cumberland	\$8,000.00	405D
East Greenwich	\$8,000.00	405D
East Providence	\$8,000.00	405D
Foster	\$8,000.00	405D
Glocester	\$8,000.00	405D

Hopkinton	\$8,000.00	405D
Jamestown	\$8,000.00	405D
Johnston	\$8,000.00	405D
Lincoln	\$8,000.00	405D
Little Compton	\$8,000.00	405D
Middletown	\$8,000.00	405D
Narragansett	\$8,000.00	405D
New Shoreham	\$8,000.00	405D
Newport	\$8,000.00	405D
North Providence	\$8,000.00	405D
North Kingstown	\$8,000.00	405D
North Smithfield	\$8,000.00	405D
Pawtucket	\$8,000.00	405D
Portsmouth	\$8,000.00	405D
Providence	\$8,000.00	405D
Richmond	\$8,000.00	405D
Scituate	\$8,000.00	405D
Smithfield	\$8,000.00	405D
South Kingstown	\$8,000.00	405D
Tiverton	\$8,000.00	405D
Warren	\$8,000.00	405D
Warwick	\$8,000.00	405D
West Greenwich	\$8,000.00	405D
West Warwick	\$8,000.00	405D
Westerly	\$8,000.00	405D
Woonsocket	\$8,000.00	405D

Municipalities Impaired Driving - DRE

Municipality	Amount	Program Fund
North Providence	\$700.00	410
North Kingstown	\$700.00	410
Pawtucket	\$700.00	410
Portsmouth	-	410
Providence	\$700.00	410
Richmond	\$700.00	410
Scituate	\$700.00	410
Smithfield	\$700.00	410

South Kingstown	\$700.00	410
Tiverton	\$700.00	410
Warren	\$700.00	410
Warwick	\$700.00	410
West Warwick	\$700.00	410
Westerly	\$700.00	410
Woonsocket	\$700.00	410

Municipalities “Click It or Ticket” Law Enforcement Patrols

Municipality	Amount	Program Fund
Barrington	\$8,000.00	402 OP
Bristol	\$8,000.00	402 OP
Burrillville	\$10,000.00	402 OP
Central Falls	\$14,000.00	402 OP
Charlestown	\$5,000.00	402 OP
Coventry	\$10,000.00	402 OP
Cranston	\$20,000.00	402 OP
Cumberland	\$8,000.00	402 OP
East Greenwich	\$5,000.00	402 OP
East Providence	\$10,000.00	402 OP
Foster	\$5,000.00	402 OP
Glocester	\$8,000.00	402 OP
Hopkinton	\$8,000.00	402 OP
Jamestown	\$8,000.00	402 OP
Johnston	\$10,000.00	402 OP
Lincoln	\$8,000.00	402 OP
Little Compton	\$5,000.00	402 OP
Middletown	\$10,000.00	402 OP
Narragansett	\$10,000.00	402 OP
New Shoreham	\$5,000.00	402 OP
Newport	\$5,000.00	402 OP
North Providence	\$8,000.00	402 OP
North Kingstown	\$5,000.00	402 OP
North Smithfield	\$5,000.00	402 OP
Pawtucket	\$14,700.00	402 OP
Portsmouth	\$8,000.00	402 OP
Providence	\$20,000.00	402 OP

Richmond	\$8,000.00	402 OP
Scituate	\$4,550.00	405B
Smithfield	\$4,550.00	405B
South Kingstown	\$10,000.00	402 OP
Tiverton	\$4,550.00	405B
Warren	\$4,550.00	405B
Warwick	\$16,250.00	405B
West Greenwich	\$4,700.00	405B
West Warwick	\$4,550.00	405B
Westerly	\$6,800.00	405B
Woonsocket	\$19,500.00	405B

Municipalities Child Passenger Safety (CPS)

Municipality	Amount	Program Fund
Barrington	\$3,500.00	402 OP
Bristol	\$6,000.00	402 OP
Burrillville	\$3,500.00	402 OP
Central Falls	\$4,500.00	402 OP
Charlestown	\$1,500.00	402 OP
Coventry	\$16,500.00	402 OP
Cranston	\$8,500.00	402 OP
Cumberland	\$7,000.00	402 OP
East Greenwich	\$4,500.00	402 OP
East Providence	\$3,500.00	402 OP
Foster	\$3,500.00	402 OP
Hopkinton	\$3,500.00	402 OP
Jamestown	\$4,500.00	402 OP
Johnston	\$17,500.00	402 OP
Lincoln	\$4,500.00	402 OP
Little Compton	\$4,000.00	402 OP
Middletown	\$4,500.00	402 OP
Narragansett	\$4,500.00	402 OP
Newport	\$4,500.00	402 OP
North Kingstown	\$1,500.00	402 OP
North Providence	\$4,500.00	402 OP
North Smithfield	\$3,500.00	402 OP
Pawtucket	\$8,500.00	402 OP

Portsmouth	\$4,500.00	402 OP
Providence	\$1,500.00	402 OP
Richmond	\$1,500.00	402 OP
Smithfield	\$14,500.00	402 OP
South Kingstown	\$13,000.00	402 OP
Tiverton	\$4,500.00	402 OP
Warren	\$4,500.00	402 OP
Warwick	\$19,500.00	402 OP
West Warwick	\$1,500.00	402 OP
Westerly	\$1,500.00	402 OP
Woonsocket	\$8,000.00	402 OP

Municipalities Speed Enforcement

Municipality	Amount	Program Fund
Barrington	\$5,000.00	402 PT
Bristol	\$2,000.00	402 PT
Burrillville	\$8,000.00	402 PT
Central Falls	\$12,000.00	402 PT
Charlestown	\$2,500.00	402 PT
Coventry	\$3,000.00	402 PT
Cranston	\$20,000.00	402 PT
Cumberland	\$2,500.00	402 PT
East Greenwich	\$3,500.00	402 PT
East Providence	\$12,000.00	402 PT
Foster	\$3,000.00	402 PT
Glocester	\$5,000.00	402 PT
Hopkinton	\$2,500.00	402 PT
Jamestown	\$9,000.00	402 PT
Johnston	\$2,000.00	402 PT
Lincoln	\$2,000.00	402 PT
Little Compton	\$1,500.00	402 PT
Middletown	\$3,000.00	402 PT
Narragansett	\$5,000.00	402 PT
New Shoreham	\$1,000.00	402 PT
Newport	\$1,000.00	402 PT
North Providence	\$3,000.00	402 PT
North Kingstown	\$1,000.00	402 PT

North Smithfield	\$2,000.00	402 PT
Pawtucket	\$20,000.00	402 PT
Portsmouth	\$7,500.00	402 PT
Providence	\$20,000.00	402 PT
Richmond	\$3,000.00	402 PT
Scituate	\$2,000.00	402 PT
Smithfield	\$5,000.00	402 PT
South Kingstown	\$12,000.00	402 PT
Tiverton	\$6,000.00	402 PT
Warren	\$2,500.00	402 PT
Warwick	\$20,000.00	402 PT
West Greenwich	\$4,000.00	402 PT
West Warwick	\$7,000.00	402 PT
Westerly	\$3,000.00	402 PT
Woonsocket	\$3,000.00	402 PT

Municipalities Radar Units Speed Enforcement

Municipality	Amount	Program Fund
Barrington	\$4,100.00	402 PT
Bristol	\$4,100.00	402 PT
Burrillville	\$4,100.00	402 PT
Central Falls	\$4,100.00	402 PT
Charlestown	\$4,100.00	402 PT
Coventry	\$4,100.00	402 PT
Cranston	\$4,100.00	402 PT
Cumberland	\$4,100.00	402 PT
East Greenwich	\$4,100.00	402 PT
East Providence	\$4,100.00	402 PT
Foster	\$4,100.00	402 PT
Glocester	\$4,100.00	402 PT
Hopkinton	\$4,100.00	402 PT
Jamestown	\$4,100.00	402 PT
Johnston	\$4,100.00	402 PT
Lincoln	\$4,100.00	402 PT
Little Compton	\$4,100.00	402 PT
Middletown	\$4,100.00	402 PT
Narragansett	\$4,100.00	402 PT

New Shoreham	\$4,100.00	402 PT
Newport	\$4,100.00	402 PT
North Providence	\$4,100.00	402 PT
North Kingstown	\$4,100.00	402 PT
North Smithfield	\$4,100.00	402 PT
Pawtucket	\$4,100.00	402 PT
Portsmouth	\$4,100.00	402 PT
Providence	\$4,100.00	402 PT
Richmond	\$4,100.00	402 PT
Scituate	\$4,100.00	402 PT
Smithfield	\$4,100.00	402 PT
South Kingstown	\$4,100.00	402 PT
Tiverton	\$4,100.00	402 PT
Warren	\$4,100.00	402 PT
Warwick	\$4,100.00	402 PT
West Greenwich	\$4,100.00	402 PT
West Warwick	\$4,100.00	402 PT
Westerly	\$4,100.00	402 PT
Woonsocket	\$4,100.00	402 PT

5.0 State Certifications and Assurances

APPENDIX A TO PART 1200 – CERTIFICATION AND ASSURANCES

FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: **Rhode Island**

Fiscal Year: **2014**

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

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

GENERAL REQUIREMENTS

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

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

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

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

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination

in all of their programs and activities; f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- Notifying the employee in the statement required by paragraph a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to subrecipients as well as States)

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

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

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency’s determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

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

of record, making false statements, or receiving stolen property

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

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

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

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

ENVIRONMENTAL IMPACT

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

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by

the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

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

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

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

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

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C.

148(a). (23 U.S.C. 402(b)(1)(F))

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

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

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

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



Signature Governor's Representative for Highway Safety

6/25/13

Date

Michael P. Lewis

Printed name of Governor's Representative for Highway Safety

6.0 Teen Traffic Safety Program

APPENDIX C TO PART 1200 – ASSURANCES

FOR TEEN TRAFFIC SAFETY PROGRAM (23 U.S.C. CHAPTER 4)

State: **Rhode Island**

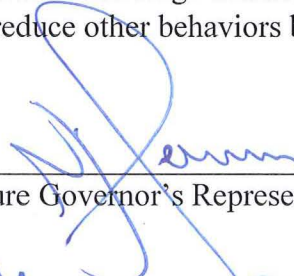
Fiscal Year: **2014**

The State has elected to implement a Teen Traffic Safety Program--a statewide program to improve traffic safety for teen drivers--in accordance with 23 U.S.C. 402(m).

In my capacity as the Governor's Representative for Highway Safety, I have verified that:

The Teen Traffic Safety Program is a separately described Program Area in the Highway Safety Plan, including a specific description of the strategies and projects, and appears in HSP page number(s) 83 through 89. as required under 23 U.S.C. 402(m), the statewide efforts described in the pages identified above include peer-to-peer education and prevention strategies the State will use in schools and communities that are designed to:

- increase seat belt use;
- reduce speeding;
- reduce impaired and distracted driving;
- reduce underage drinking; and
- reduce other behaviors by teen drivers that lead to injuries and fatalities.



Signature Governor's Representative for Highway Safety

6/28/13

Date

Michael P. Lewis

Printed name of Governor's Representative for Highway Safety

7.0 Section 405 Grant Application

For FFY 2014, Rhode Island is applying for the following 405 incentive grants programs:

- Part 1 - Occupant Protection (23 CFR 1200.21)
- Part 2 - State Traffic Safety Information System Improvements (23 CFR 1200.22)
- Part 3 - Impaired Driving Countermeasures (23 CFR 1200.23)
- Part 4 - Distracted Driving (23 CFR 1200.24)
- Part 5 - Motorcyclist Safety (23 CFR 1200.25)
- Part 6 - State Graduated Driver Licensing Laws (23 CFR 1200.26)

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