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State of Rhode Island Highway Safety Annual Report Federal Fiscal Year 2016



PREPARED FOR
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Acronym Guide

AAASNE	American Automobile Association, Southern New England
ARIDE	Advanced Roadside Impaired Driving Enforcement
BAC	Blood Alcohol Concentration
BHDDH	Behavioral Healthcare, Developmental Disabilities, and Hospitals
BIARI	Brain Injury Association of Rhode Island
CARE	Combined Accident Reduction Effort
CCF	Connecting for Children and Families, Inc.
CCRI	Community College of Rhode Island
CDL	Commercial Driver's License
CDMS	Crash Data Management System
CIOT	Click It or Ticket
COZ	Child Opportunity Zone
CPS	Child Passenger Safety
CPST	Child Passenger Safety Technician
CSEA	Center for Southeast Asians
CTM	Countermeasures that Work
DDACTS	Data-Driven Approach to Crime and Traffic Safety
DITEP	Drug Impairment Training for Educational Professionals
DNTL	Drive Now Text Later
DOC	Department of Corrections
DMV	Division of Motor Vehicles
DRE	Drug Recognition Expert
DSOGPO	Drive Sober or Get Pulled Over
DUI	Driving Under the Influence
DWI	Driving While Intoxicated
EMT	Emergency Medical Technician
EUDL	Enforcing the Underage Drinking Laws
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year

FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GDL	Graduated Driver's License
GHSA	Governor's Highway Safety Association
HS 1	Highway Safety Grant application
HSM	Highway Safety Manual
HSP	Highway Safety Plan
HVE	High-Visibility Enforcement
IACP	International Association of Chiefs of Police
IHSDM	Interactive Highway Design Model
ILSR	Institute for Labor Studies and Research
LEHSTC	Law Enforcement Highway Safety Training Coordinator
LEL	Law Enforcement Liaison
MADD	Mothers Against Drunk Driving
MAP-21	Moving Ahead of for Progress in the 21st Century
MOU	Memorandum of Understanding
NHTSA	National Highway Traffic Safety Administration
NOPUS	National Occupant Protection Use Survey
OHS	Office on Highway Safety
OSCAR	On-Line System Crash Analysis and Reporting
PCL	Providence Community Library
PEP	Performance Enhancement Plan
RFP	Request for Proposal
RIBHDDH	Rhode Island Department of Behavioral Healthcare, Developmental Disabilities, and Hospitals
RIDOC	Rhode Island Department of Corrections
RIDOT	Rhode Island Department of Transportation
RIDMV	Rhode Island Division of Motor Vehicles
RIIL	Rhode Island Interscholastic League
RIMPA	Rhode Island Municipal Police Academy
RIPCA	Rhode Island Police Chiefs Association
RIPTIDE	Rhode Island Police Teaming for Impaired Driving Enforcement

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

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1

Highway Safety in Rhode Island

1.1 Executive Summary

This Rhode Island Highway Safety Annual Report for Federal Fiscal Year (FFY) 2016 serves as the State of Rhode Island's assessment of the Highway Safety Plan (HSP) for FFY 2016. It documents the use of grant funding administered by the National Highway Traffic Safety Administration (NHTSA) for Federal funds available under the Section 402 State and Community Highway Safety grant program, Section 405 National Priority Safety Program of Fixing America's Surface Transportation (FAST) Act, Section 164 penalty transfer funds, and carry-forward funds from other funding programs. A comprehensive HSP is developed by the Rhode Island Department of Transportation (RIDOT) Office on Highway Safety (OHS) on an annual basis to document the targets and objectives related to creating safer roadways. The plan identifies current highway safety problems, defines performance targets, and describes projects and activities that will be implemented to address highway safety concerns and achieve set targets. This Annual Report reviews the yearly status and progress on implementing Rhode Island highway safety programs and projects.

For FFY 2016, the HSP identified ten program areas to focus resources on to reduce fatalities and serious injuries. The areas included distracted driving/cell phone use, impaired driving, motorcycles, occupant protection, older drivers, pedestrians and bicyclists, speed, traffic records, young drivers and planning and administration. Within each area, data-driven performance measures and targets were identified based primarily on 2009 to 2013 trend data. The 12 Core Performance Measures required by the National Highway Traffic Safety Administration (NHTSA) and targets were tracked through the 2016 HSP and are detailed in Table 1.1. Through the implementation of safety activities and projects, Rhode Island achieved 6 of its 12 targets. In instances where target information is not available, it is because the Fatality Analysis Reporting System (FARS) data for FFY 2016 are not available.

This Annual Report:

- › Documents Rhode Island progress in meeting its highway safety targets identified in the 2016 HSP for each of the nine program areas; and
- › Describes projects and activities funded during FFY 2016 and how they contributed to meeting Rhode Island's identified highway safety targets.

1.2 Introduction

The Office on Highway Safety (OHS) of the Rhode Island Department of Transportation (RIDOT) is the primary agency responsible for implementing federally-funded highway safety projects in Rhode Island. Improving highway safety is the major focus of the OHS and the RIDOT.

In 2015, crashes on Rhode Island highways resulted in 45 fatalities and 425 serious injuries. Roadway fatalities decreased 12 percent from the 2014 levels, and serious injuries decreased 1 percent. Overall, a downward trend in fatalities and serious injuries has been observed over the past five years. In the previous five years (2011 to 2015), the average number of fatalities in Rhode Island was 58 annually.

The human and economic consequences of fatal and serious injury crashes remain unacceptable and unaffordable. As a fundamental component of improving the quality of life for the citizens and visitors of the State, the OHS remains committed to its mission, which consists of two goals:

1. To reduce the number of fatalities and serious injuries on Rhode Island 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, OHS develops and maintains relationships 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 Strategic Highway Safety Plan (SHSP), providing expertise related to driver behavioral issues, education, and enforcement-related countermeasures. The OHS works closely within the RIDOT to ensure coordination between the HSP and the SHSP, ideally resulting in one comprehensive and strategic highway safety program for the State.

The OHS coordinated within the RIDOT to ensure alignment of resources and projects with the emphasis areas and strategies described in the SHSP. Moreover, the performance targets and tracking are consistent among the SHSP as the overseeing document and the Highway Safety Improvement Plan (HSIP) developed for the Federal Highway Administration (FHWA). As such, the three documents contain the same information in the performance targets that overlap. Since 2012, Rhode Island adopted the Toward Zero Deaths policy, which established a target of

3.4 percent annual decrease of rolling yearly averages of fatalities and serious injuries for all the emphasis areas.

Development of the next SHSP document is currently underway with the document due to be released in 2017.

Ongoing challenges of gathering and linking data exist. Both the SHSP and HSP utilize FARS data and other traffic safety data collected through contracted services. OHS participated in a NHTSA Traffic Records Assessment from November 2014 through April 2015. As an outcome of the Assessment, a comprehensive listing of core system deficiencies was developed. This list expanded as the TRCC identified more room for improvement following the Assessment. The projects included in this Highway Safety Plan directly address the deficiencies identified by the Assessment team and TRCC members. Projects were proposed by TRCC members and voted on based on the project's potential for eliminating system deficiencies. In 2016, progress was made to unify data sources and augment the quality of databases and resources. This included the reconciling of serious injury data.

In the 2016 HSP, the OHS assessed highway safety in Rhode Island based on fatal and serious injury crash data and problem areas, set targets, developed programs, and dedicated resources to implementing these programs and projects in the areas of greatest need. The Rhode Island FFY 2016 Highway Safety Annual Report reviews the execution of the FFY 2016 HSP.

1.3 Strategic Partners

During the FFY 2016 planning cycle, OHS reached out to safety stakeholders 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 stakeholders working in partnership with the OHS is provided below.

- › African Alliance of Rhode Island;
- › American Automobile Association, Southern New England (AAASNE);
- › Bike Newport;
- › Black and Latino Caucus Community Partnership;
- › Brain Injury Association of Rhode Island (BIARI);
- › Bruno United Futbol Club;
- › Center for Southeast Asians (CSEA);
- › Community College of Rhode Island (CCRI);
- › Connecting for Children and Families, Inc. – Woonsocket COZ Safe Communities (CCF);
- › Cranston Child Opportunity Zone (COZ);
- › Institute for Labor Studies and Research (ILSR);
- › Mothers Against Drunk Driving (MADD);
- › Nobidade TV
- › Oasis International;
- › Progreso Latino, Inc.;
- › Providence Community Library (PCL);

- › Rhode Island Bicycle Coalition;
- › Rhode Island Department of Revenue, Division of Motor Vehicles (DMV);
- › Rhode Island Department of Health – Prevention and Control;
- › Rhode Island Department of Behavioral Healthcare, Developmental Disabilities and Hospitals (BHDDH);
- › Rhode Island Hospital Injury Prevention Center;
- › Rhode Island Hospitality and Tourism Association – Rhode Island Hospitality Association Education Foundation;
- › Rhode Island Impaired Driving Alliance;
- › Rhode Island Indian Council;
- › Rhode Island Motorcycle Association;
- › Rhode Island Municipal Police Academy;
- › Rhode Island Office of the Attorney General;
- › Rhode Island Police Chiefs Association (RIPCA);
- › Rhode Island State Police (RISP);
- › Rhode Island Traffic Safety Coalition;
- › Rhode Island Traffic Tribunal;
- › Riverzedge Arts;
- › The Genesis Center;
- › Urban League of Rhode Island; and
- › Young Voices

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

- › Thirty-eight local police departments;
- › Enforcing the Underage Drinking Laws (EUDL) Advisory Committee;
- › Federal Highway Administration (FHWA);
- › Federal Motor Carrier Safety Administration (FMCSA);
- › Rhode Island Judiciary;
- › Motorcycle retail and repair representatives;
- › 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).

1.4 Organization and Staffing

Figure 1.1 shows the RIDOT OHS organizational chart. In addition to operational and administrative tasks, each OHS Program Coordinator is responsible for overseeing specific programs and emphasis areas which promote identified countermeasures to enhance highway safety across the State. The program areas addressed by OHS are assigned to Program Coordinators based on their individual safety training and the capacity of the OHS, as noted below. As discussed with the NHTSA Region 1 office, all OHS personnel will attend the United States Department of Transportation (USDOT) Transportation Safety Institute (TSI) training at least every five years to keep up to date with the latest changes on program policies and Federal legislation.

Figure 1.1 RIDOT OHS Organizational Chart



1.5 Problem Identification

Nine program areas were the focus of the OHS' FFY 2016 HSP. The activities and projects identified to address these areas, and the results are detailed in Section 3.0 – Program Areas. These programs included:

- › **Distracted Driving/Cellphone Use** – The incidence of driving while distracted by any outside factors, most commonly cell phone use.
- › **Impaired Driving** – The incidence of driving under the influence (DUI) and driving while intoxicated (DWI).
- › **Occupant Protection** – The failure of vehicle occupants to use safety belts and appropriate child passenger safety (CPS) restraints.
- › **Speed** – The incidence of speed and related recklessness as a contributor to fatalities and serious injuries on Rhode Island's roadways.
- › **Young Drivers** – The overrepresentation of young drivers in fatal and serious injury crashes.
- › **Motorcycles** – The safety of motorcyclists and their passengers on Rhode Island's roadways.
- › **Older Drivers** – The growing needs of older drivers whose abilities deteriorate with age.
- › **Vulnerable Road Users** – The safety of pedestrians, bicyclists, and school bus passengers.
- › **Traffic Records** – The improvement of timeliness, completeness, accuracy, uniformity, compatibility, and integration of the State's traffic records for problem identification, strategy selection, and performance measurement.
- › **Planning and Administration** – The planning, development, coordination, monitoring, and evaluation of highway safety projects.

1.6 Legislative Update

- › In 2011, Rhode Island became the 33rd state in the country to enact a primary seat belt law. The law went into effect on June 30, 2011 and was set to expire on June 30, 2013. However, the General Assembly passed a law removing the sunset on the primary seat belt law and changed the fine from \$85.00 for all offenders to \$85.00 for all unbelted passengers up to seven years old and \$40.00 for all offenders eight years of age.
- › The Rhode Island General Assembly modified the Move Over Law to include construction and maintenance vehicles performing work on the side of the road.
- › During the 2014 Session of the Rhode Island General Assembly, legislation was approved and signed into law by the Governor that provides for expanded use of Ignition Interlock Devices (IID) by making installation of the devices mandatory for repeat DUI and Chemical Test Refusal offenders, and providing for judicial discretion to impose IIDs as part of sentencing of first-time offenders of both offenses.

- › An important transportation safety bill which clarifies the fine schedule for unauthorized use of personal wireless communication devices on a school bus was passed during the 2015 legislative session. The act clarifies the definition of “use” to prohibit any use of a wireless handset or a personal wireless communication device other than hands-free use, to conform Rhode Island legislation to Federal guidelines.
- › During the 2016 legislative session, the OHS supported a “hands-free” mobile device bill, a bill which supported speed cameras in school and work zones, and another bill which would increase the look back window for DUI offenses from five years to ten years. Automated speed cameras in school zones was the only safety bill that passed in the 2016 session. Performance Measures

The OHS established an ambitious set of targets for 2016, shown in **Table 1.1**, to improve safety in each of the program areas. The performance measures and targets are based on 2009-2013 trend data and 2014 data.

Table 1.1 Performance Trends and five-year average Targets

Performance Measures		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015 ^a	2016 ^b	Target 2016 ^c
		Core Performance Measures												
C-1	Traffic Fatalities (Actual)	87	81	69	65	83	67	66	64	65	51	45	53	58
	Five-Year Moving Average	–	–	85	77	77	73	70	69	69	63	58	56	-
C-2	Serious Injuries (Actual)	1,437	1,305	842	421	484	542	512	467	419	431	425	465	350
	Five-Year Moving Average	–	–	–	–	U/A	U/A	U/A	485	485	474	451	441	-
C-3	Traffic Fatalities per 100 million VMT	1.05	0.98	0.8	0.79	1.01	0.81	0.84	0.82	0.84	0.68	0.59	0.66	0.74
	Five-Year Moving Average	–	–	1.01	0.92	0.92	0.88	0.85	0.85	0.86	0.80	0.75	0.71	-
C-4	Unrestrained Occupant Fatalities	37	35	19	29	32	26	23	20	19	10	16	10	10
	Five-Year Moving Average	–	–	37	33	30	28	26	26	24	20	18	15	-
C-5	Number of Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC ^d	34	30	22	23	34	27	26	28	23	17	19	U/A	22
	Five-Year Moving Average	–	–	35	29	29	27	26	28	28	24	23	-	-
C-6	Speed-Related Fatalities	40	42	20	20	39	33	23	30	17	13	19	U/A	12
	Five-Year Moving Average	–	–	40	33	32	31	27	29	28	23	20	-	-
C-7	Motorcyclist Fatalities	14	16	13	7	19	15	15	8	11	10	9	4	9
	Five -Year Moving Average	–	–	13	12	14	14	14	13	14	12	11	8	-
C-8	Unhelmeted Motorcyclist Fatalities	6	11	9	2	12	11	8	5	6	7	4	4	6
	Five-Year Moving Average	–	–	8	7	8	9	8	8	8	7	6	5	-
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	20	14	16	9	11	7	4	4	7	4	6	U/A	6
	Five-Year Moving Average	–	–	18	15	14	11	9	7	7	5	5	-	-
C-10	Pedestrian Fatalities	14	15	13	12	16	9	14	5	14	14	8	15	7
	Five-Year Moving Average	–	–	12	12	14	13	13	11	12	11	11	11	-

Performance Measures		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015 ^a	2016 ^b	Target 2016 ^c
C-11	Bicyclist Fatalities	1	1	1	1	0	2	0	2	3	0	0	2	1
	Five-Year Moving Average	–	–	1	1	1	1	1	1	1	1	1	1	–
B-1	Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	75%	74%	79%	72%	75%	78%	80%	78%	86%	87%	87%	88%	90%
		Activity Measures Tracked But No Goals Set												
	Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	–	–	–	–	4,630	5,802	6,446	7,317	8,446	9,607	6,200	8,092	–
	Number of Safety Belt Citations Issued During Grant-Funded Enforcement Activities	–	2,024	2,226	2,336	2,553	2,181	2,172	5,958	5,346	2,825	7,099	5,562	–
	Number of Impaired Driving Arrests Made during Grant-Funded Enforcement Activities	2,227	2,519	U/A	U/A	253	288	253	417	438	507	404	363	–

Source: RIDOT, December 2016; Rhode Island Department of Motor Vehicles, December 2016; FARS, December 2016; 2003 to 2016 Rhode Island Observed Restraint Use Surveys.

a 2015 FARS data are preliminary at the time of reporting.

b Fatality and Serious Injury statistics based on 2016 preliminary total reported from January 1 to December 28, 2016. Citation statistics based on 2016 preliminary total reported from January 1 to November 30, 2016.

c Based on FFY 2016 Highway Safety Plan.

d NHTSA imputed value.

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2

Performance Data - 2010 to 2016

2.1 Crash Summary

Table 2.1 provides the results of Rhode Island's progress in meeting the State's core performance measures identified in the FFY 2016 HSP.

In Rhode Island, traffic fatalities decreased from 51 in 2014 to 45 in 2015, while serious injuries dropped slightly from 431 in 2014 to 425 in 2015.

According to observed restraint use surveys, Rhode Island's safety belt use rate was at 87 percent in 2015 and 88 percent in 2016. This small improvement is the highest rate of observed seat belt use recorded and brings the state closer to its target of 90 percent. In 2011, Rhode Island became the country's 33rd state to enact a primary seat belt law; however, the legislation was set to expire on June 30, 2013 under a sunset provision. On June 28, 2013, the Rhode Island General Assembly passed legislation removing the sunset clause, giving permanence to the primary seat belt law.

Table 2.1 provides detail on Rhode Island highway safety trends from 2009 to 2016 (as data are available). This table details "Select Performance Measures" identified by NHTSA and the Governors Highway Safety Association (GHSA) for measuring progress. **Figure 2.1** to **Figure 2.12** illustrate NHTSA identified Core Performance Measures in detail and include data points, an associated trend line, and one-year achievements for the most recent year for which data are available.

Table 2.1 FFY 2017 Performance Goals and Targets

Crash Data/Trends	2009	2010	2011	2012	2013	2014	2015 ^b	2016 ^c
Fatalities (Actual) ^a	83	67	66	64	65	51	45	53
Fatality Rate/100 Million VMT	1.01	0.81	0.84	0.82	0.84	0.66	0.59	0.66
Number of serious injuries	484	542	512	467	419	431	425	465
Number of fatalities involving driver or motorcycle operator with BAC ≥ 0.08	34	27	26	28	23	17	19	U/A
Number of unrestrained passenger vehicle occupant fatalities	32	26	23	20	19	10	16	10
Number of speed-related fatalities	39	33	23	30	17	13	19	U/A
Number of motorcycle fatalities	19	15	15	8	11	10	9	4
Number of unhelmeted motorcyclist fatalities	12	11	8	5	6	7	4	4
Number of drivers age 20 or younger involved in fatal crashes	11	7	4	4	7	4	6	U/A
Number of pedestrian fatalities	16	9	14	5	14	14	8	15
Number of bicyclist fatalities	0	2	0	2	3	0	0	2
Percent observed belt use for passenger vehicles – front seat outboard occupants	75%	78%	80%	78%	86%	87%	87%	88%
Number of safety belt citations issued during grant-funded enforcement activities	2,553	2,181	2,172	5,958	5,346	2,825	7,099	5,562
Number of impaired driving arrests made during grant-funded enforcement activities	253	288	253	417	438	507	404	363
Number of speeding citations issued during grant-funded enforcement activities	4,630	5,802	6,446	7,317	8,446	9,607	6,200	8,092

Source: RIDOT, December 2016; Rhode Island DMV, December 2016; FARS, December 2016; 2008-2016 Rhode Island Observed Restraint Use Surveys.

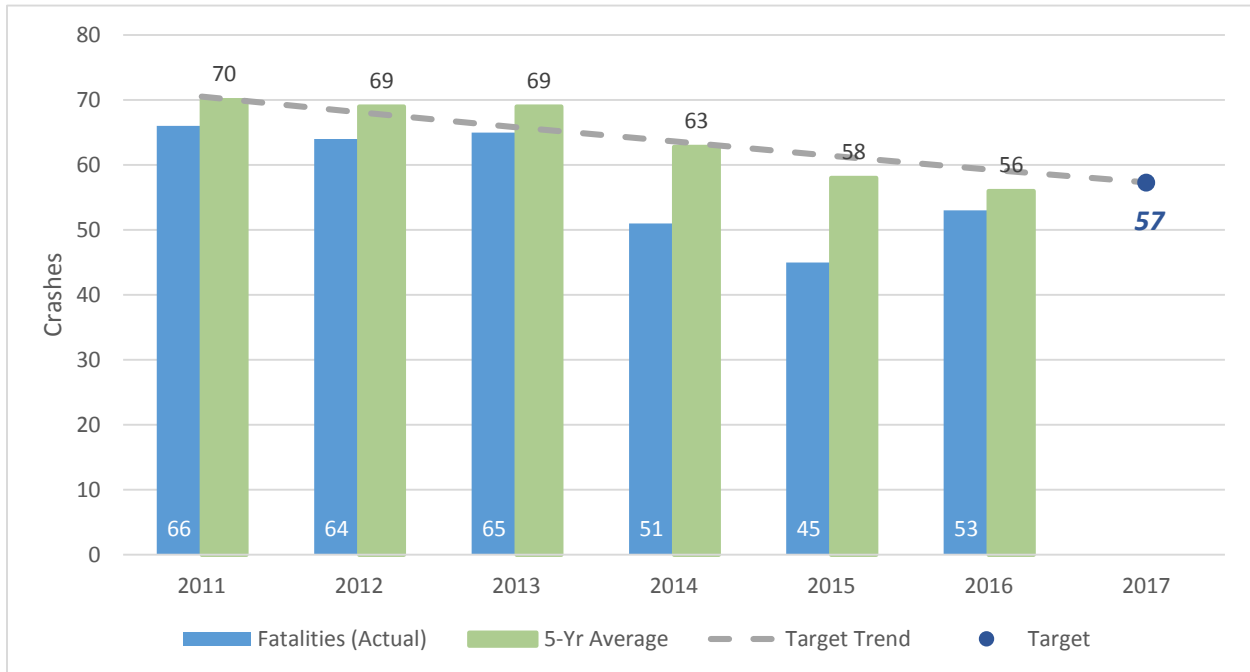
a Some numbers reported in this FFY 2016 Annual Report may differ slightly from the same numbers reported in previous reports due to changes in data availability and data quality improvements. Some crash data are new to this report and trend data may not be available with consistent reporting procedures and/or methodology.

b 2015 FARS data are preliminary at time of reporting.

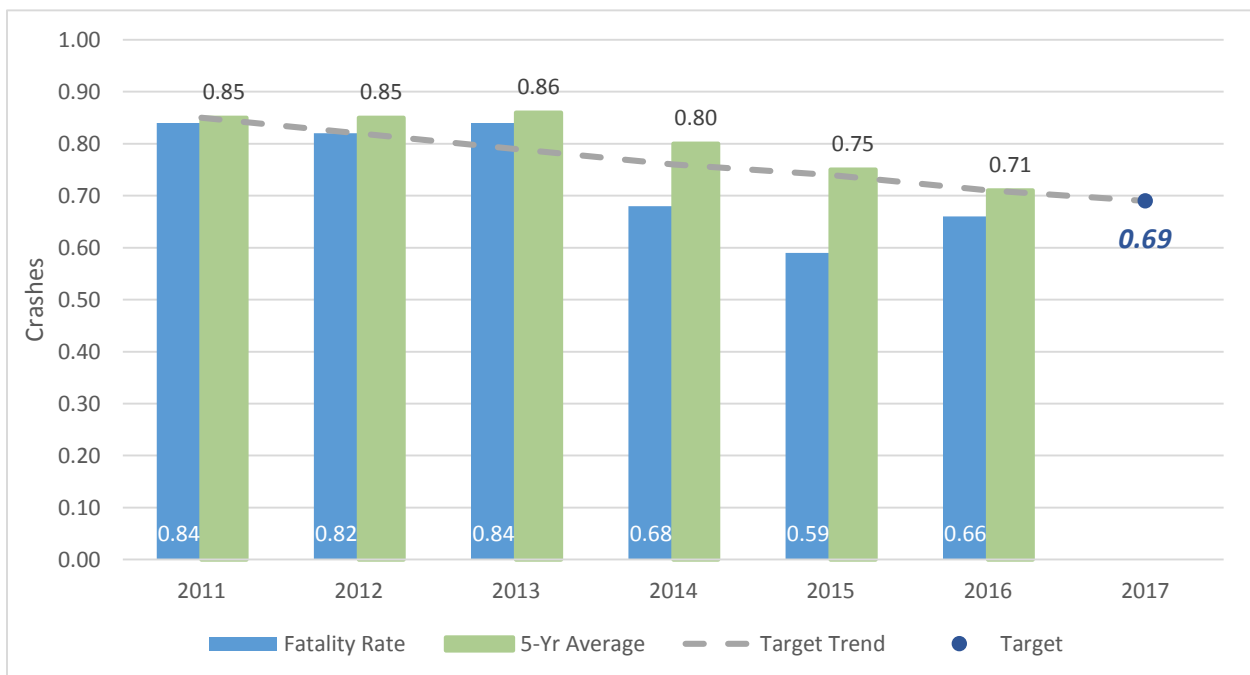
c 2016 crash statistics reflect preliminary crash totals reported from January 1 through December 28. 2016 citation statistics reflect preliminary totals reported from January 1 to November 30, 2016.

d NHTSA imputed.

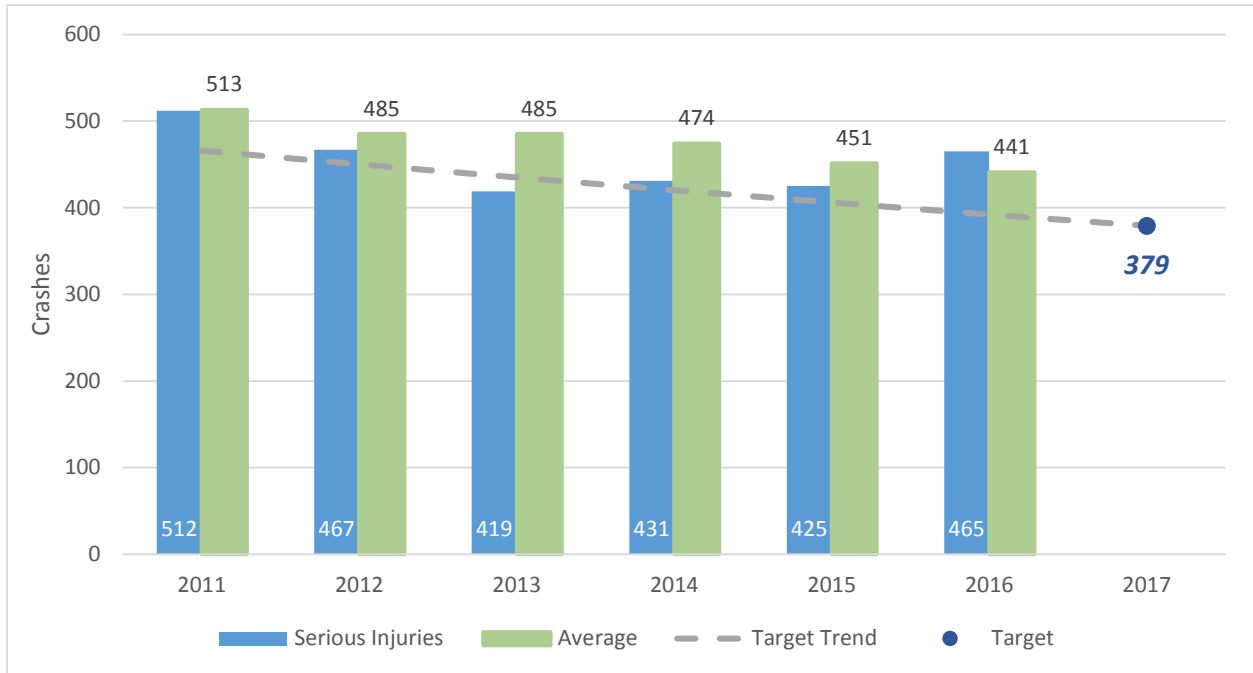
U/A indicates data unavailable at the time of reporting.

Figure 2.1 Fatalities (2011 to 2016)

Source: RIDOT/OHS, 2016 and FARS, 2016.

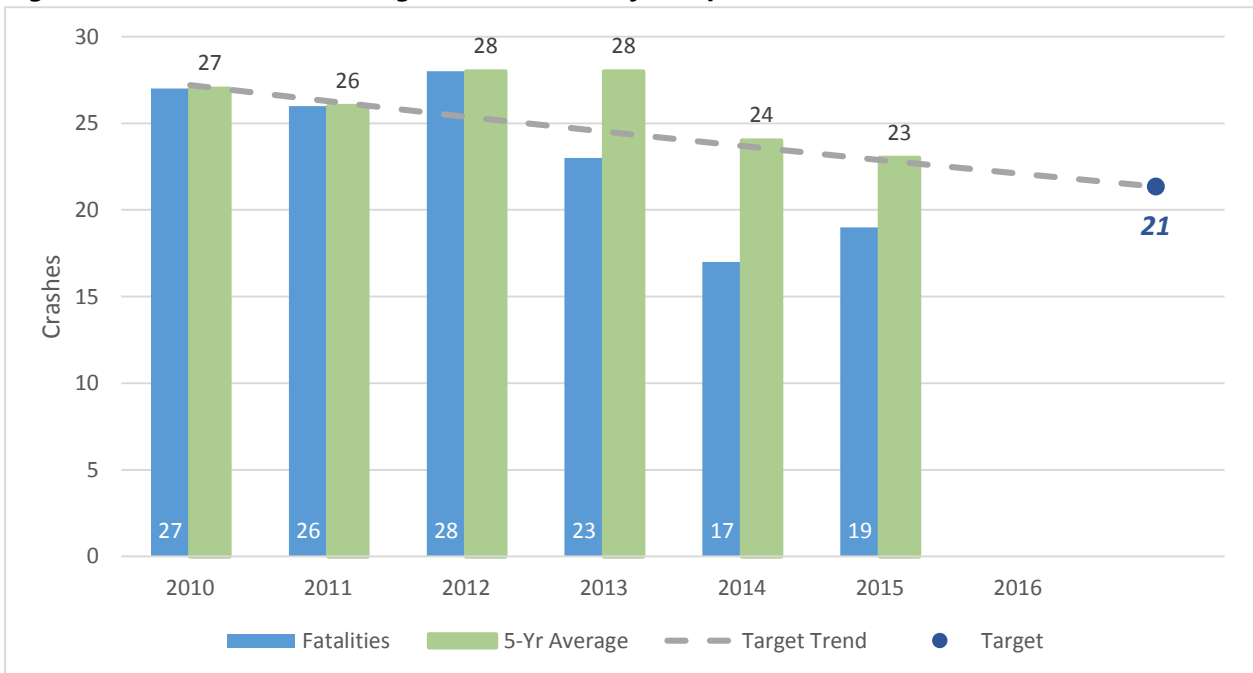
Figure 2.2 Fatality Rate per 100 Million VMT (2011 to 2016)

Source: RIDOT/OHS, 2016 and FARS, 2016.

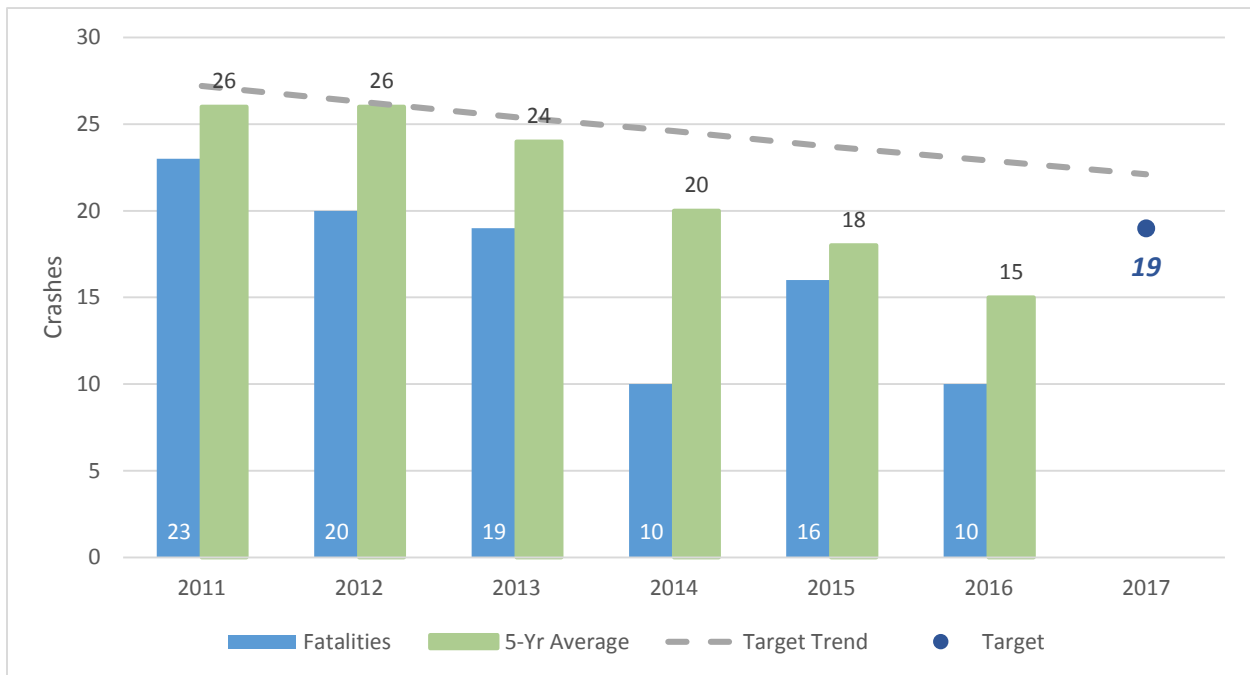
Figure 2.3 Serious Injuries (2011 to 2016)

Source: RIDOT/OHS, 2016.

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

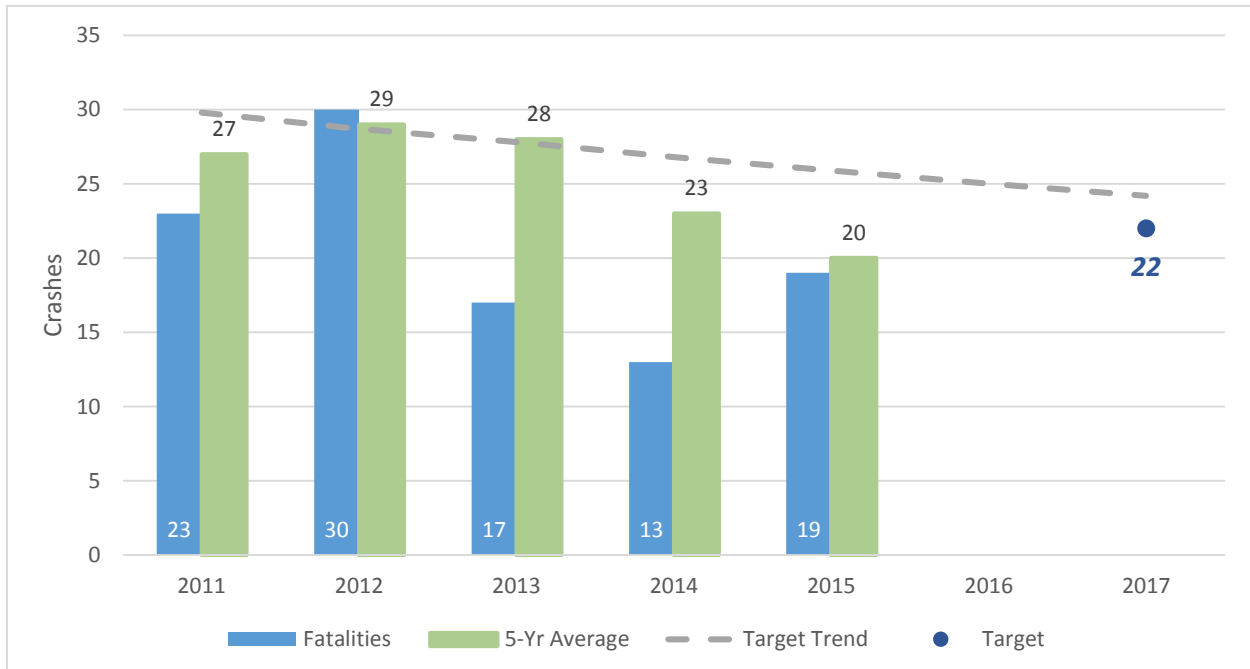
Figure 2.4 Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC (2010 to 2015)

Source: NHTSA Imputed Data, 2016.

Figure 2.5 Unrestrained Motor Vehicle Occupant Fatalities (2011 to 2016)

Source: RIDOT/OHS, 2016 and FARS, 2016.

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

Figure 2.6 Speed-Related Fatalities (2011 to 2016)

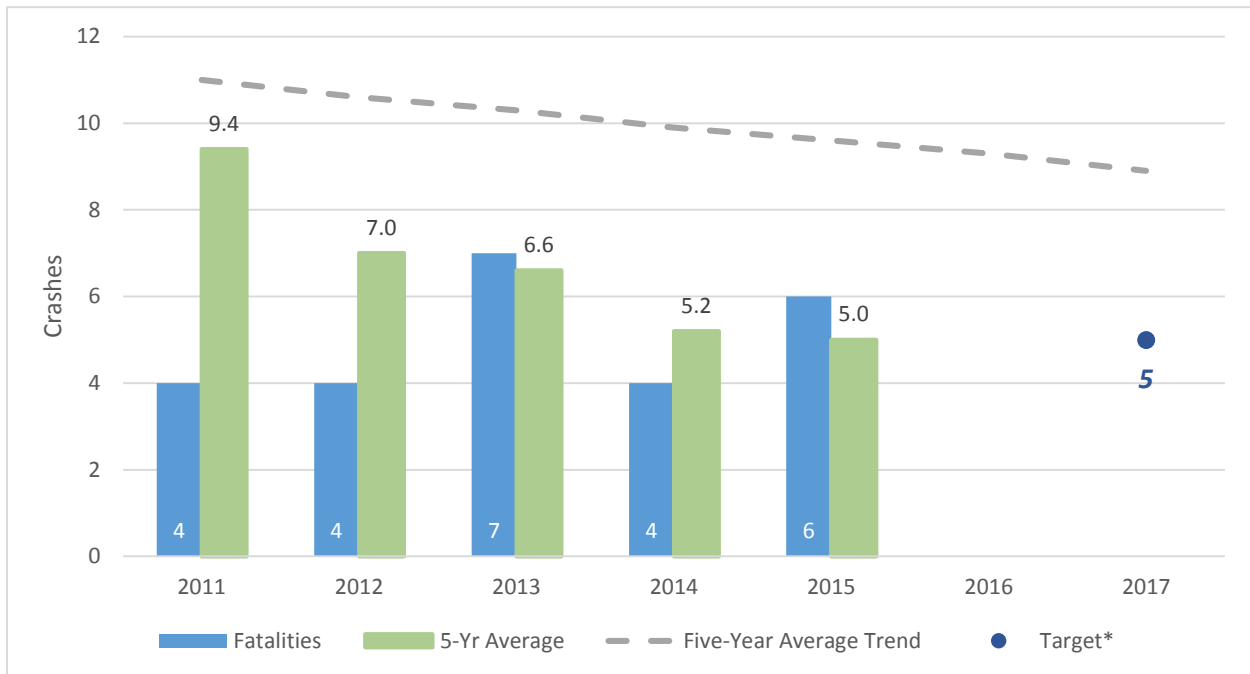
Source: RIDOT/OHS, 2016 and FARS, 2016.

Figure 2.7 Number of Motorcyclist Fatalities (2011 to 2016)

Source: RIDOT/OHS, 2016 and FARS, 2016.

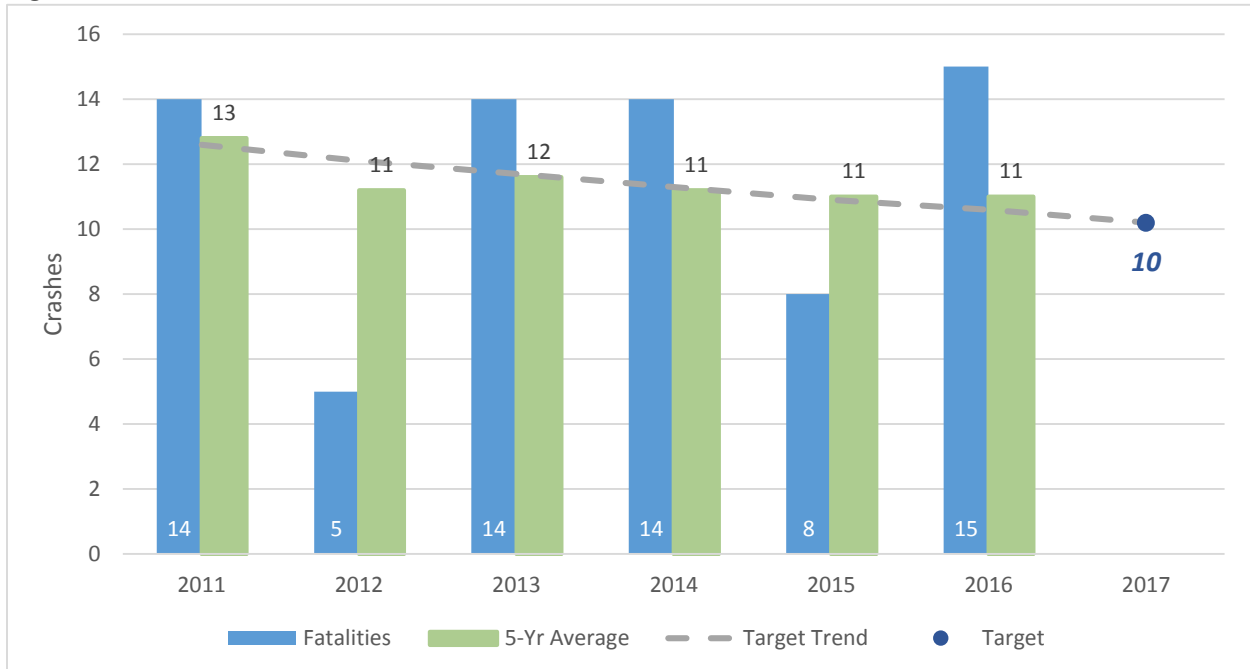
Figure 2.8 Unhelmeted Motorcycle Fatalities (2011 to 2016)

Source: RIDOT/OHS, 2016 and FARS, 2016.

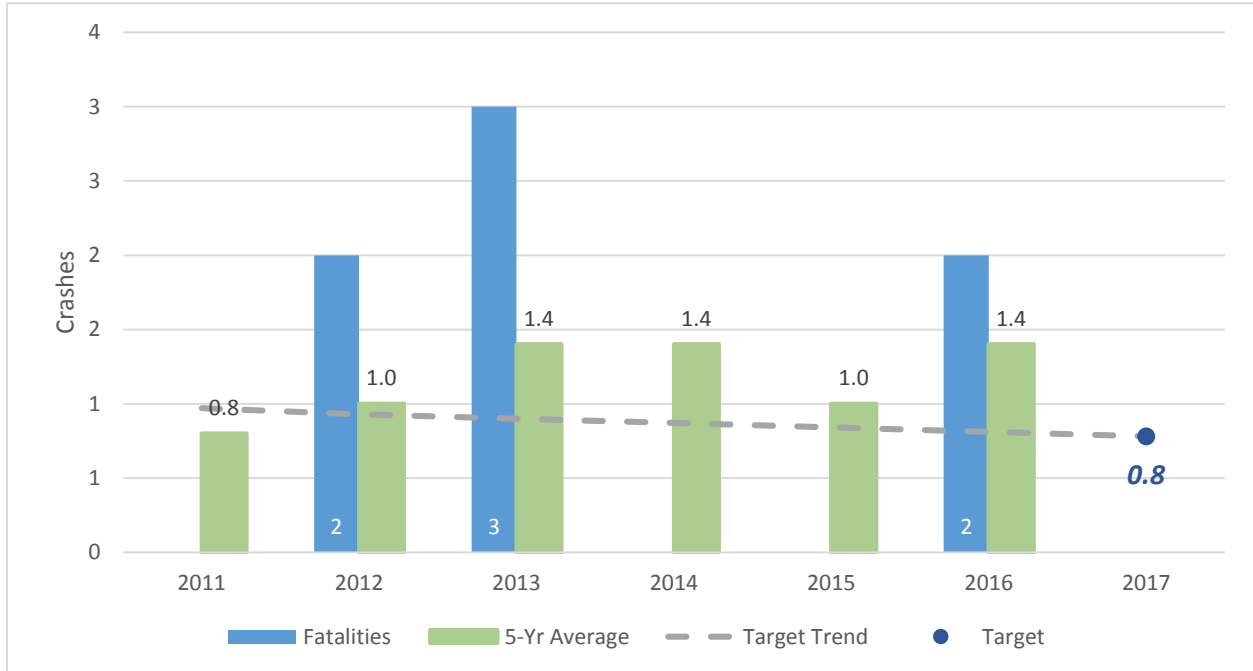
Figure 2.9 Drivers Age 20 or Younger Involved in Fatal Crashes (2011 to 2016)

Source: RIDOT/OHS, 2016 and FARS, 2016.

* Note: The target for this specific goal is an annual target for the year 2017, not a five-year average target.

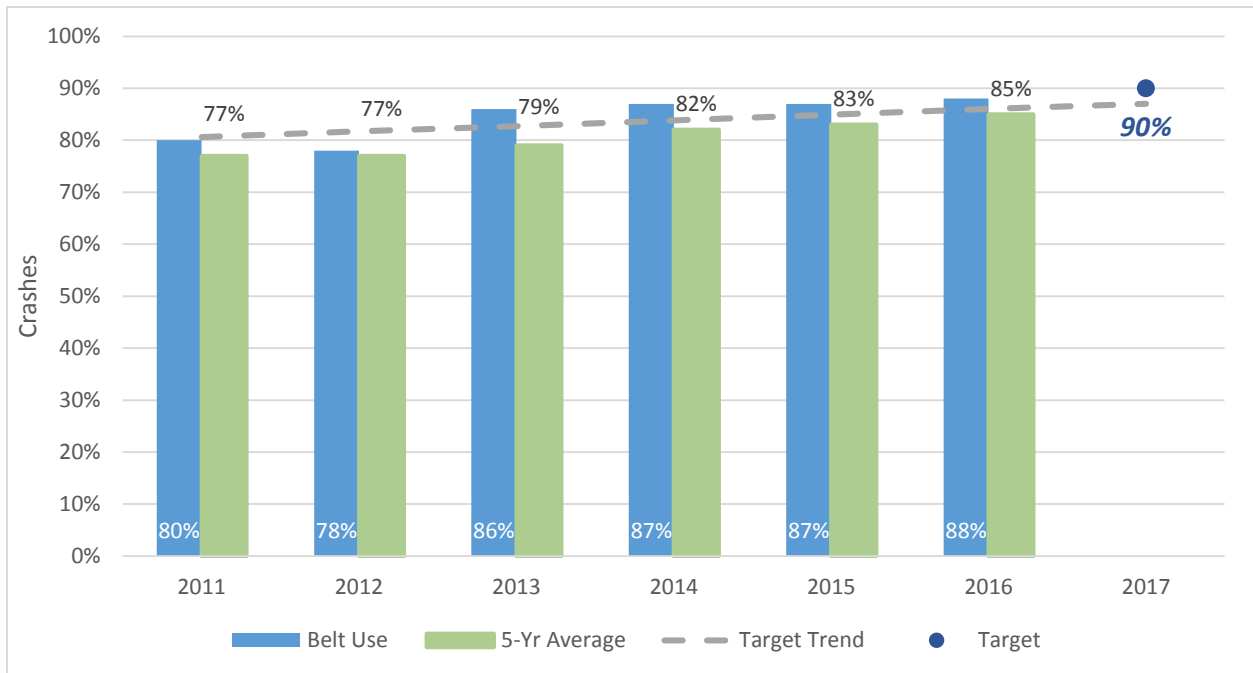
Figure 2.10 Pedestrian Fatalities (2011 to 2016)

Source: RIDOT/OHS, 2016 and FARS, 2016.

Figure 2.11 Bicyclist Fatalities (2011 to 2016)

Source: RIDOT/OHS, 2016 and FARS, 2016.

Missing bars indicate that no crashes occurred.

Figure 2.12 Percent Observed Belt Use for Passenger Vehicles (Front Seat Outboard Occupants (2011-2016))

Source: RIDOT/OHS, 2016 and FARS, 2016.

3

Program Areas

The program performance targets and measures, and projects identified for the ten program areas addressed in the FFY 2016 HSP are described in this section.

3.1 Distracted Driving/Cell Phone Use

Problem Statement

Distracted driving crashes are often difficult to identify, as the officers arrive on scene after the fact and are dependent upon the drivers' accounts and recollection of the facts. Self-reported information is statistically unreliable and it is estimated that cell phone-related crashes are severely underreported. Rhode Island has been collecting cell phone-related crash information since 2011.

Performance Measures and Targets

Table 3.1 summarizes the distracted driving performance measures and targets identified in the 2016 HSP.

Table 3.1 Distracted Driving Performance Measures

Performance Targets	Performance Measures
Decrease the total number of cell phone involved crashes by 50 percent from the 2010 to 2013 calendar average of four down to two by December 31, 2016.	Number of cell phone involved crashes

Projects and Funding

The 2016 HSP included six distracted driving projects to address the above performance measure and make progress towards the targets. **Table 3.2** describes the relationship between individual projects and the impaired driving performance measures, and provides a list of the six projects, the relevant performance measures, the funds obligated to each project, and the project status.

Performance Results

Distracted driving continues to be an issue in Rhode Island yet data limitations present challenges to mitigating the issue. In FFY 2016 OHS completed six distracted driving projects to help meet the performance targets. Many of these programs are geared toward Younger Drivers specifically.

Table 3.2 FFY2016 Distracted Driving

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2016)	Project Status
402 SA-16-03, M5 OT-16-03	The BAY Team – Teen Driving Project – Barrington	Number of cell phone involved crashes	Section 402, 405D	\$6,397.19 \$11,000.00	Complete
402 SA-16-04	Young Voice – Youth-to-Youth Reduce Text		Section 402	\$16,461.96	Complete
164AL-16-13, M2PE-16-11, M5OT-16-05	Youth Educator and Influencer Program (MADD)		Section 164, Section 405B, Section 405D	\$35,662.80 \$37,485.88 \$38,808.75	Complete
M2PE-16-10; M5OT-16-04	ThinkFast Interactive Save A Life Tour High School Education Program		Section 405B, Section 405D	\$64,881.25 \$59,581.25	Complete
M8DDLE-16-01	Municipal Enforcement Distracted Driving Campaigns		Section 405E	\$0.00	Not Started
M8DDLE-16-01	State Agencies (RISP) Distracted Driving		Section 405E	\$63,501.36	Complete
M5OT-16-02	SIDNE® High School Education Program		Section 405D	\$11,812.20	Complete
M8 PE 16-01	Distracted Driving Education Program Resources		Section 405E	\$0.00	Not Started
M8 PE 16-02	Distracted Driving Public Awareness Campaign		Section 405E	\$0.00	Not Started

Project Descriptions

The following are descriptions of the distracted driving projects, including the project title and outcome of the project over the 2016 fiscal year.

		Project Descriptions
Project Number:	M8 DDLE 16-04	<p>Young Voices led by program facilitator Karen Feldman, have created comprehensive safety-driven distracted driving curriculum. It is offered to 2,000 young drivers to reduce their texting while driving behavior. Through the training youth gain skills in creating communications and networking abilities that serve to support their safe behavior and begin a peer to peer change model. A pre- and post-test is administered and returned data is analyzed to promote ongoing strategies that support decreased distracted driving behavior by youth. Outreach efforts include college campuses such as CCRI, URI, RIC, and Bryant University. Local high schools are included in the outreach efforts.</p> <p>Performance: Throughout the project period, the Program Coordinator conducted outreach with representatives from local colleges and afterschool programs to continue to solidify training schedules and effectively reach young people with trainings. Presentations also took place multiple times at afterschool programs that Young Voices ran, at six locations around Rhode Island, including Juanita Sanchez Educational Complex, Tolman High School, Alvarez High School, Central Falls High School, and Shea High School.</p> <p>Throughout the project period, training was strengthened in terms of effectiveness and engagement. Training was continually refined on an ongoing basis based on feedback from participants.</p> <p>85% of participating youths who were not abstaining from texting while driving exhibited sustained behavior change, as measured through pre- and post-tests. The pre- and post-surveys were administered before and after each presentation.</p>
Project Title:	Youth to Youth Reduce Texting While Driving	

		Project Descriptions
Project Number:	402 SA 16-03 and M5OT 16-03	<p>The Barrington Adult and Youth Prevention Coalition educated young drivers and riders about the risks of distracted driving and other dangerous driving behaviors. The goal was to increase the percent of students who see great risk from driving/riding under the influence of marijuana and from texting while driving. A secondary goal was to create materials that could be shared by other communities in Rhode Island. The proposed project created a social media campaign targeted at students in grades 9 through 12. Phase one involved working with cross-representational groups of students to determine what types of messaging would resonate with them and their peers.</p> <p>Performance: The Bay Team collaborated with a group of students at Barrington High School, a local marketing company and two forms of social media to educate young drivers of the risks of distractive driving. The Bay Team along with Barrington High School Students created a billboard at the exit of the student parking lot using images of a motor vehicle, cell phone, and death to promote Drive Now Text Later. The Bay Team conducted a social media campaign on Facebook. Focus groups of students were conducting both pre- and post production of messages. The research indicated photo posts have been reaching most people; while links get the most clicks and video posts generate the highest number of views.</p>
Project Title:	Bay Team Teen Driving Project – Barrington	
Project Number:	M8 DDLE 16-01	<p>OHS funded the implementation of a Distracted Driving enforcement effort by local city/town police departments. OHS is expected participation from potentially 38 communities. Patrols should be conducted 24 hours and there is mandatory participation in one annual enforcement period during April 2016. The amounts allocated to each municipality were determined based on the problem need, historical liquidation rates, and amount requested by the enforcement agency.</p> <p>Performance: The municipal departments did not have the capacity to implement this program. Most departments feel a legislative change to hands-free would assist their efforts pro-actively.</p>
Project Title:	Municipal Enforcement Distracted Driving Campaigns	
Project Number:	M8 DDLE 16-01	<p>OHS funded the implementation of specific Distracted Driving enforcement patrols by the Rhode Island State Police. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period during the month of April 2016.</p> <p>Performance: the RISP were able to do some distracted driving details but not as many as initially planned. They are receiving a special vehicle which offers them the visual height to witness texting by RI drivers.</p>
Project Title:	RISP Enforcement Distracted Driving Campaigns	

		Project Descriptions
Project Number:	164 AL 16-13, M2 PE 16-11, M5OT 16-05	<p>MADD-RI targeted two key demographics in the community through two innovative programs. Youth in Action teaches young people environmental prevention strategies that support law enforcement, policy-level changes, and media efforts that serve to decrease underage drinking. The Power of Parents program is an interactive training session for parents who are looking for guidance when dealing with youth and destructive decisions. MADD's Team Spirit program is a successful program that offers students in grades 9 to 12 the opportunity to experience a 3.5-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.</p> <p>Performance: Two programs were executed successfully with over 60 students participating in the Youth In Action program, 180 in the Team Spirit program, and many more actively supporting an ongoing youth coalition that meets monthly to promote plans of action that work to increase better life choices and driving behavior for teens. MADD's funding was reduced because they did not implement the Power of Parents program. Pre- and post-surveys used within the Youth In Action and Team Spirit programs proved the majority of involved youth and their adult advisors gained increased education and resources through both programs. The Youth Educator and Influencer program continues throughout the 2015-2016 school year. Action plans created at the summer program are implemented and evaluated throughout the year from August until June.</p>
Project Title:	MADD Youth Educator and Influencer Program	
Project Number:	M2 PE 16-10, and M5 OT 16-04	<p>42 high schools were offered the opportunity to experience the ThinkFast Interactive program. This game show style program blends critical highway safety messaging with engaging pop culture references in a school assembly environment. Programming was strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.). This project used a pre and post electronic survey evaluation format developed with the assistance of the OHS staff. It surveyed knowledge of our highway safety program areas, specifically the ones related to young drivers (occupant protection, speed, underage drinking, and distracted driving) to the participants of each school. We also evaluated the effectiveness of the presented program monthly and adjusted the presentations to strengthen the project impact.</p>
Project Title:	ThinkFast Interactive High School Education Program	

		Project Descriptions
		<p>Performance: More than 13,000 participants throughout the State were reached with these two programs. The Save a Life tour reached nearly 6,500 students and more than half completed both the pre and post surveys. The post surveys show that the program did have a positive effect on the students in areas of distracted driving, impaired driving, occupant protection and speeding. After participating in the Save A Life Tour, 79% were not likely to text and drive in the future, nearly 96% said they are not likely to drink and drive in the future, 87% of students would likely say something if they see someone not wearing a seatbelt and 86% would likely say something if they noticed the person driving the car they were in was speeding.</p>
Project Number:	M5 OT 16 02 (405D)	<p>Up to 50 high schools and middle schools will be offered the opportunity to experience the SIDNE Interactive driving program. SIDNE is a behind the wheel driving experience that makes the dangers of distracted and impaired driving real and personal. This program blends critical highway safety messaging with engaging activities to command the attention of a school assembly. Programming will be strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.) as well as offered throughout the year as requested.</p> <p>Performance: This year several batteries were swapped out. Each battery took almost 20 minutes to switch the wiring around and to reattach the charging indicator. Some wiring was replaced because it broke when the covers were removed. Only one of the carts was repaired. The second still needs to be done. There are no local vendors who repair this item. Only the manufacturer repairs them, and they are located out in the Midwest.</p> <p>Locations of events:</p> <p>04/09/16 at Colt State Park with approximately 250 participants</p> <p>Johnston & Wales University with approximately 250-300 participants</p> <p>Additional Events had to be cancelled by RIDOT on 04/27 and 4/28</p>
Project Title:	SIDNE® High School Education Program	
Project Number:	M8 PE 16-01	<p>Performance: Due to NHTSA change of purchasing policy the OHS was unable to procure community requested resources.</p>
Project Title:	Distracted Driving Education Program Resources	
Project Number:	M8 PE 16-02	<p>Performance: Due to the low number of citations issued for distracted driving interest was lowered so a media campaign was postponed to FFY 2017.</p>
Project Title:	Distracted Driving Public Awareness Campaign	

3.2 Impaired Driving

Problem Statement

The 2016 HSP stated that alcohol impaired driving comprised a large share of the State's crash fatalities in recent years. Based on NHTSA imputed numbers, in 2015, 42 percent of Rhode Island's fatalities involved a driver or motorcycle rider with blood alcohol concentration (BAC) of 0.08 or above.

Performance Measures and Targets

Table 3.3 summarizes the impaired driving performance measures and targets identified in the 2016 HSP.

Table 3.3 Impaired Driving Performance Measures

Performance Targets	Performance Measures
Decrease alcohol-impaired driving fatalities involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or greater by 21 percent from 28 (2009 to 2013 average) to 22 by 2016.	Number of fatalities involving a 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 from 507 in FFY 2014 to 541 in FFY 2016.	Number of impaired driving arrests made during grant-funded enforcement activities.
Increase the percentage of survey participants responding "Always" or "Nearly Always" to the chances of getting arrested by law enforcement after drinking and driving from 42.6 percent in 2014 to 60 percent in 2016.	Percent of survey participants responding "Always" or "Nearly Always" to the likelihood of getting arrested after drinking and driving.
Increase percent of survey respondents that recognize the DSoGPO impaired driving enforcement slogan from 49.6 percent recognition in 2014 to 60 percent in 2016.	Percent of survey respondents that recognize the impaired driving enforcement slogan.

Projects and Funding

The 2016 HSP included 25 impaired driving projects to address the above performance measures and make progress towards the targets. **Table 3.4** describes the relationship between individual projects and the impaired driving performance measures. **Table 3.4** contains a list of the 25 projects, the relevant performance measures, the funds obligated to each project, and the project status.

Performance Results

Impaired driving continues to be an issue in Rhode Island and in FFY 2016 OHS identified the following impaired driving projects to help meet the performance targets.

Table 3.4 FFY2016 Impaired Driving

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2016)	Project Status
164AL-16-01	African Alliance Alcohol Impaired Drinking and Driving	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 164	\$1,281.50	Complete
164AL-16-02	Alcohol Program Resources	Percent of survey participants responding "Always" or "Nearly Always" to the likelihood of getting arrested after drinking and driving. Percent of survey respondents that recognize the impaired driving enforcement slogan.	Section 164	\$-	Not Started
164AL-16-03	Alcohol Survey	Percent of survey participants responding "Always" or "Nearly Always" to the likelihood of getting arrested after drinking and driving. Percent of survey respondents that recognize the impaired driving enforcement slogan.	Section 164	\$11,000.00	Complete
164AL-16-04	Connecting for Children and Families Preventing Alcohol Impaired Driving	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 164	\$20,274.19	Complete

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2016)	Project Status
164AL-16-05	Creative Media (AL)	Percent of survey participants responding "Always" or "Nearly Always" to the likelihood of getting arrested after drinking and driving. Percent of survey respondents that recognize the impaired driving enforcement slogan.	Section 164	\$6,071.69	Complete
164AL-16-06	Incentive Rewards Program (Chiefs Challenge)	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 164	\$0.00	Completed
164AL-16-07	Nobidade TV Cape Verdean Communities Don't Drive Impaired	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 164	\$39,950.17	Complete
164AL-16-08	Program Assessments DUI and SFST	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 164	\$22,989.89	Complete
164AL-16-09	Town of Narragansett Designated Drive Program	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 164	\$21,008.44	Complete
164AL-16-10	Municipalities DRE: Data Collection and Management Program	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 164	\$0.00	Not Started
164AL-16-11	State Agencies (RISP) RI Impaired Driving Task Force	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 164	\$278,306.54	Complete
164AL-16-12	RI Indian Council Alcohol Impaired Drinking and Driving	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 164	\$5,133.29	Unable to complete
164AL-16-14	Alcohol Images & Impact Program AAA	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 164	\$4,184.14	Complete

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2016)	Project Status
164PM-16-01	Paid Media (AL)	Percent of survey participants responding "Always" or "Nearly Always" to the likelihood of getting arrested after drinking and driving. Percent of survey respondents that recognize the impaired driving enforcement slogan.	Section 164	\$349,413.79	Complete
M5BAC-16-01	Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile	Number of impaired driving arrests made during grant-funded enforcement activities.	Section 405D	\$70,384.32	Complete
M5CS-16-01	Court Monitoring (MADD) AL	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 405D	\$42,530.80	Complete
M5CS-16-02	State Agencies (HEALTH) Forensic Toxicologist (TSRFT) and Preliminary Breath Testing and Intoxilyzer 9000s Implementation Program	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 405D	\$254,119.20	Complete
M5CS-16-03	State Agencies (AG) Traffic Safety Resource Prosecutor (TSRP)	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 405D	\$133,522.50	Complete
M5HVE-16-01	Municipalities Impaired Driving Law Enforcement Patrols (Including DRE)	Number of impaired driving arrests made during grant-funded enforcement activities.	Section 405D	\$217,707.50	Complete
M5HVE-16-02	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC) including DRE Training and Statewide Program	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 405D	\$96,116.06	Complete
M5HVE-16-03	State Agencies (URI) Impaired Driving Law Enforcement Patrols (including DRE)	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater. Number of impaired driving arrests made during grant-funded enforcement activities.	Section 405D	\$624.00	Complete

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2016)	Project Status
M5HVE-16-04	State Agencies (RISP) Impaired Driving Law Enforcement Patrols (including DRE)	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater. Number of impaired driving arrests made during grant-funded enforcement activities.	Section 405D	\$149,876.87	Complete
M5OT-16-02	SIDNE High School Education Program	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 405D	\$11,812.20	Complete
M5OT-16-03	Bay Team Teen Driving Project - Barrington	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 405D	\$11,000.00	Complete
M5OT-16-04	ThinkFast Interactive High School Education Program	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 405D	\$59,581.25	Complete
M5OT-16-05	Youth Educator and Influencer Program (MADD)	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 405D	\$38,808.75	Complete
M5PEM-16-01	Paid Media (AL) Impaired Riding	Percent of survey participants responding "Always" or "Nearly Always" to the likelihood of getting arrested after drinking and driving. Percent of survey respondents that recognize the impaired driving enforcement slogan.	Section 405D	\$0.00	Integrated in general impaired driving paid media

Project Descriptions

The following are descriptions of the impaired driving projects, including the project title and outcomes of the projects over the 2016 fiscal year.

		Project Description
Project Number:	M5HVE 16-01	<p>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 18, 2015 to January 3, 2016 and August 19 to September 5, 2016, as well as monthly sustained enforcement. Patrols are conducted on Thursday, Friday, and Saturday evenings. Participating officers must be fully trained in the use of SFST or DRE detection techniques. Includes funding for overtime for Drug Recognition Experts to perform evaluations of drivers suspected to be under the influence of drugs other than alcohol on an as-needed basis by various local police departments. The amounts allocated to each municipality were determined based on the problem need, historical liquidation rates, and amount requested by the enforcement agency.</p> <p>Performance: Municipal police departments made 284 DUI arrests on OHS grant-funded details during FFY 2016. In addition to participating in the two National Impaired Driving Crackdowns, these police departments also conducted monthly sustained year-round enforcement of impaired driving laws.</p>
Project Title:	Municipalities Impaired Driving Law Enforcement Patrols (Including DRE)	
Project Number:	M5 HVE 16 04	<p>Implementation of Drive Sober or Get Pulled Over (DSOGPO) overtime enforcement patrols by the Rhode Island State Police (RISP). RISP is funded to participate in the two DSOGPO annual mobilizations scheduled for December 18, 2016 to January 3, 2017 and August 19 to September 5, 2016, as well as monthly sustained enforcement. Patrols are conducted on Thursday, Friday, and Saturday evenings. Participating officers must be fully trained in the use of SFST or DRE detection techniques. Includes Operation C.A.R.E. enforcement periods. Includes funding for overtime for Drug Recognition Experts to perform evaluations of drivers suspected to be under the influence of drugs other than alcohol on an as needed basis. Includes equipment with a per-unit cost of less than \$5,000.00 for the agency's crash data recorder. Every department is encouraged to run details on the weekends – Friday, Saturday into Sunday (Thursday night if clubs have concerts scheduled). Departments follow the NHTSA statistical information on when most fatal and serious car crashes take place. Police Departments also use DDACTS to send out patrols where their individual community needs dictate different hours and days of week. In addition to the weekends police departments send out patrols for special and not so special holidays; St Patrick, Halloween, Thanksgiving, Christmas, New Year, super Bowl, Cinco de Mayo, sporting events, concerts, football games, start of school and end of school, etc.</p> <p>Performance: The RISP made 76 DUI Arrests using OHS grant-funded patrols during FFY 2016. The RISP conducted monthly sustained year-round enforcement of impaired driving laws.</p>
Project Title:	State Agencies (RISP) Impaired Driving Law Enforcement Patrols (Including DRE)	

		Project Description
Project Number:	M5 BAC 16-01	<p>OHS reimbursed the Providence Police Department (PPD) for all necessary B.A.T. equipment, and overtime for the PPD at two officers per day for three days per week for at least 18 weeks of the FFY, gas, maintenance, specialized "Impaired Driving Task Force" safety vests, and two Guth Simulators to calibrate the Intoxilyzer 9000s.</p> <p>Performance: The BAT Mobile was deployed 45 times during FFY 2016 – 25 times for impaired driving enforcement, 16 times for educational events, once for a press conference and three times for deterrent effect. 28 subjects were charged with DUI. Nine submitted to breathe testing. The vehicle was deployed in 20 communities.</p>
Project Title:	Municipalities Impaired Driving – BAT (Breath Alcohol Testing) Mobile	
Project Number:	164PM-16-01	<p>OHS developed and implemented a statewide paid media campaign for the DSoGPO campaigns to coincide with enforcement mobilizations scheduled for December 2015 and August/September 2016 in addition to supporting monthly sustained enforcement. The target audience is 21- to 34-year-old males. The media buys are expected to cover print, on-line/web/ Internet and "out of home" (billboard/bus/movie theater). Media materials are produced in both English and Spanish and the venues are chosen based on market data for each audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.</p> <p>Performance: The RDW Group submitted the "Paid Media Report" evaluation for inclusion in the FFY 2016 Annual Report.</p>
Project Title:	Paid Media (AL)	
Project Number:	164AL-16-05	<p>OHS entered into a contract with a public relations firm for creative media to create and produce the ads for each of the major campaigns.</p> <p>Performance: The RDW Group submitted the "Paid Media Report" evaluation for inclusion in the FFY 2016 Annual Report.</p>
Project Title:	Creative Media (AL)	
Project Number:	164AL 16-03	<p>The Registry of Motor Vehicles Intercept survey was conducted following the August/September national impaired driving campaign to determine the behavioral and social impact of the earned and paid media efforts, which were conducted prior to and during the mobilization period. We surveyed about 500 persons pre and 500 persons post. DMV intercept surveys at all the DMV facilities across the State. No oversampling for any demo as oversampling would increase the cost of the contract, the prices of which are considered "fixed and firm."</p> <p>Performance: A snapshot of the survey results includes: Most respondents reported "never" driving after drinking (85.6% for both Waves). Largely there were small, nonsignificant changes in the perception of impaired driving enforcement severity from Wave 1 to Wave 2. The percentage of respondents reporting having "read, seen, or heard anything about alcohol impaired driving" increased, albeit not significantly, from 55.8 percent in Wave 1 to 61.0 percent in Wave 2.</p>
Project Title:	Alcohol Survey	

	Project Description
	<p>When asked where the impaired driving message was heard, "television", "radio", "newspaper" and "Internet" were the most common answers.</p> <p>There were significant Pre/Post increases in reading/seeing/hearing safe driving messages for the following advertisement categories: Posters (8.1% to 14%), Billboards (18.3% to 26.9%) and Electronic Message Boards (19.9% to 29.4%).</p> <p>Recognition of the "Drive Sober or Get Pulled Over" slogan increased significantly from 50.0 percent in Wave 1 to 58.6 percent in Wave 2.</p>
<p>Project Number: M5 CS-16-03</p> <p>Project Title: State Agencies (AG)–Traffic Safety Resource Prosecutor (TSRP)</p>	<p>OHS supported three-fourths of the salary of John Corrigan, Esq. from the Attorney General's staff, to serve as the Traffic Safety Resource Prosecutor. The TSRP:</p> <ul style="list-style-type: none"> › Created training programs for law enforcement agencies with specific emphasis on driving under the influence and vehicular homicide cases. › Provided training and legal updates for all state and local law enforcement agencies. › Provided training and legal updates for all state prosecutors and city and town solicitors. › Maintained relationships with solicitors' organization to assist in the effective and standard prosecution of driving under the influence cases. › Served as contact/liaison for all state and local law enforcement agencies for all driving under the influence and vehicular homicide cases. › Served as the liaison between RIDOT, state and Local Law Enforcement agencies, and the Rhode Island Attorney General's Office. › Oversaw the prosecution of all felony motor vehicle cases, maintain caseload of felony driving cases, and mentor junior prosecutors in handling "driving offenses." › Reviewed motor vehicle matters to determine whether charges should be brought. › Maintained statistics for driving under the influence and breathalyzer refusal cases. <p>Performance: The RI TSRP provided twenty-two (22) training presentations around the state with five hundred twenty-seven (527) police officer attendees. These training classes take a multi-disciplinary approach a legal block, an evidence collection block, breathalyzer and blood, and a field sobriety testing block. Training is also offered to the Rhode Island Municipal Police Academy and the Rhode Island State Police Academy.</p> <p>The RI TSRP screened one hundred and one (101) felony motor vehicle cases from Providence and Bristol Counties, using both the information charging process and the grand jury. The TSRP maintains a fluctuating load of active cases on the Providence County Superior Court pre-trial and trial calendar throughout the year.</p>

		Project Description
Project Number:	164AL-16-02	Due to staff shortage OHS was unable to develop, maintain, and disseminate appropriate resource and educational materials for use by local and state programs addressing "DSOGPO" and underage alcohol use in regards to dangerous driving behaviors. This program strategy will be implemented in Fiscal Year 2017.
Project Title:	Alcohol Program Resources	
Project Number:	M2HVE-16-02, 402 PT 16-04, M5HVE 16-02	OHS contracted with a qualified consultant to serve as the LEHSTC. The LEHSTC promoted law enforcement participation in Operation Blue RIPTIDE, conducted outreach to police chiefs, and provided traffic safety training. OHS conducted Standardized Field Sobriety Testing (SFST) Refresher Training courses through the LEHSTC. OHS continued to reinvigorate DRE training and program implementation through the Law Enforcement Highway Safety Training Coordinator. Performance: The LEHSTC conducted three Standardized Field Sobriety Testing (SFST) trainings with a total of 120 law enforcement officers trained; sponsored one Drug Recognition Expert training with a total of 24 officers trained; and conducted one SFST update with a total of 32 officers participating.
Project Title:	Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program	
Project Number:	M5CS-16-02	OHS reimbursed the salary of a full-time equivalent (FTE), to serve as the Traffic Safety Resource Forensic Toxicologist at the Rhode Island Department of Health, Forensics Laboratory. Includes equipment with a per-unit cost of less than \$5,000 and travel/training. Includes an FTE as well as overtime in HEALTH's Forensics Unit, Breath Analysis Section to calibrate Preliminary Breath Testers to expand use of these instruments and to calibrate and set up Intoxilyzer 9000s in the lab. Also, to download data from these instruments for reporting to OHS and conducted associated tasks that arise with the implementation of these instruments. Performance: At the end of the project, the average turnaround time for law enforcement traffic-related cases was 20 days. The turnaround time during the life of the award was 18 days. The Forensic Toxicology Laboratory handled 239 DUI and Alcohol Possession cases during the award period, a minor decrease (4%) from the last year. The validation of the procedure for confirming the active ingredient in cannabis, Delta-9-tetrahydrocannabinol, was completed by the funded Traffic Safety Resource Toxicologist, and law enforcement cases are no longer outsourced to a vendor laboratory. All municipalities, Environmental Police and the RI State Police, have been outfitted with the Intoxilyzer 9000. During calendar year 2015, there were 916 breath exams run on the units. A complete software update was completed within this past reporting year. Additionally, all agencies have been outfitted with the new Alco Sensor FST.
Project Title:	State Agencies (HEALTH) – Traffic Safety Resource Forensic Toxicologist (TSRFT) and Preliminary Breath Testing and Intoxilyzer 9000s Implementation Program	

		Project Description
Project Number:	164AL-16-06 and M2 HVE 16 01	<p>OHS offered recognition plaques to reward state and local law enforcement agencies for their participation in the OHS overtime enforcement program as well as for outstanding achievements as part of a competition among the departments. This award is based on Highway Safety enforcement performance measure of the number of DUI arrests made.</p> <p>Performance: No costs were incurred for this program as creative alternatives were identified that supported completion of the program with no associated cost.</p>
Project Title:	Incentive Rewards Program ("Chief's Challenge")	
Project Number:	M5 HVE 16-03	<p>OHS funded implementation of the "Drive Sober or Get Pulled Over" impaired driving enforcement patrols by the University of Rhode Island Police. Patrols were conducted during 24 hours and there was mandatory participation in one annual enforcement period, during the third week of August.</p> <p>Performance: The URI Police Department made no DUI arrests during FFY 2016.</p>
Project Title:	State Agencies (URI) Impaired Driving Law Enforcement Patrols (including DRE)	
Project Number:	164 AL 16-11	<p>OHS reimbursed the RISP for the expenses of hosting the Rhode Island Impaired Driving Task Force (IDTF). The RISP with the guidance of leaders and partners from Rhode Island's Traffic Safety Coalition and Rhode Island's IDTF, was responsible for organizing monthly meetings, trainings for committee members on various IDTF goals and initiatives, coordinating community outreach efforts, tracking supported policy changes, assisting each subcommittee created within the IDTF and their activities, increasing the capacity, outreach and identity of the IDTF, as well as other responsibilities outlined in a scope of work to be developed and approved by the OHS, the Tri-Chairs of the IDTF, and RIDOT.</p> <p>Performance: The RISP organized and facilitated monthly Alliance meetings and served on several of the 6 subcommittees created with the membership of the Alliance. In August, an impaired driving summit was held, assisted by the RISP and the Alliance.</p>
Project Title:	Rhode Island Impaired Driving Task Force	
Project Number:	164AL 16-01	<p>Because designated drivers are informally determined and somewhat imprecisely defined, it's no surprise there is little data on the impact of designated drivers on crashes. AARI will utilize its established collaborations with faith based community and other ethnic organizations to reach out to the target population and educate them on the dangers associated with impaired driving. Our goal is to reduce fatalities on Rhode Island roads in concurrence with other Rhode Island OHS initiatives. Offering the idea of a true designated driver program will be heralded as a personal and community alternative. AARI assists immigrant families assimilate to the American culture and we make road safety a priority in our outreach efforts. We will define the problem and offer solutions and resources within materials we distribute through the communities we serve.</p>
Project Title:	African Alliance Alcohol Impaired Driving Education	

		Project Description
		<p>Performance: Over 185 men, women, and children were engaged in discussions, workshops, and events throughout Providence. While most contract coordinators were able to retain high numbers of members, it was found as the workshops continued that attendance of new participants waned. It is unknown whether this was due to new participant reticence to engage within an already established group or another unrelated issue. The best method for having positive attendance numbers by new participants seemed to be new workshops that engaged everyone at the same level. Over 1,000 flyers and brochures were given out manually with an addition of an estimated 350 shared via social media.</p>
Project Number:	164AL 16-04	<p>Connecting for Children and Families, Inc. educated young men from Woonsocket, along with the entire community, about the risks of alcohol impaired driving. Their goal is to decrease alcohol impaired fatalities in Woonsocket and the surrounding communities. To ensure accessibility of this project to non-English speaking/reading individuals we provided project material available in Spanish as well as English. We worked with Woonsocket's Police Department and their substance abuse coalition to develop and implement a Drive Sober Campaign across Northern Rhode Island. We increased awareness about impaired driving, safety laws and advocate for positive social norms. We assured their program is culturally sensitive, appropriate for their target audience, and consist of relevant information. Each education and outreach effort contained a pre/post-testing component which documented increased knowledge base and behavior changes.</p> <p>Performance: During this reporting period, the Project Coordinator conducted AID presentations to 14 organizations. A total of 30 presentations were given during FFY 2016. The Project Coordinator conducted outreach and education to 156 organizations, churches, high schools, after-school programs, and youth groups. This outreach exceeded the goals of the grant. AID flyers were created and disseminated, and a PSA was created with help from the Woonsocket Prevention Coalition. More than 75 providers were reached. 2,213 individuals received the presentation and educational outreach. The Project Coordinator participated in a total of 12 community events. Every participant received a pre and post-test to determine if there was a behavior change upon receiving the presentation. Among the total number participants, 80% were aware of Rhode Island's BAC limit prior to receiving the presentation. 75% of the Hispanic males, between the ages of 18-34, were unaware of Rhode Island's impaired driving laws and the associated consequences prior to receiving the presentation. Upon receiving the presentation, 87% of the Hispanic males, ages 18-34, pledged to drive sober and not get into a vehicle with an impaired driver. 85% of the African-American males, between the ages of 18-34, were aware of Rhode Island's impaired driving laws and the associated consequences when violated prior to the receiving the presentation. Upon receiving the presentation, 90% African-American males, ages 18-34 pledged to drive sober and not get into a vehicle with an impaired driver. Due to AID Program exceeding the pre-determined participant goal of 500, it can be concluded that the program was successful.</p>
Project Title:	Preventing Alcohol Impaired Driving Connecting Children and Their Families	

		Project Description
Project Number:	164AL 16-07	<p>From October 2015 through September 2016 Nobidade TV with input from impaired driving target populations, and tools provided and approved by Rhode Island OHS launched and mounted a multimedia public educational and prevention campaign targeting the risks associated with impaired driving. Project inputs and outputs have been created and presented in Cape Verdean Creole with English translation mixed in as needed. On-line and video surveys enabled tracking of changes in knowledge, behavior, and attitude. We solicited this information at community events and venues at the heart of the Cape Verdean community.</p> <p>Performance: Target goals through this project were to include 400 Informers (focus groups, story tellers, designers), engage 500 Community Builders (team members, artists, bloggers, volunteers, educators), share information with 5000 live audience members (restaurant/party goers, at events, young families at soccer leagues, churches parishioners), and build viewer, listener, internet, and social media following by 10,000 – 20,000. By the close of the reporting period, all target numbers were met and exceeded. A new video series featuring interviews in Creole with people who have been through DUI on all sides of the incidents were recorded and received a record number of views when launched; over 19,000 in June and July alone.</p>
Project Title:	Cape Verdean Communities Don't Drive Impaired	
Project Number:	164AL 16-08	<p>State assessments regarding impaired driving and standard field sobriety testing have been requested, approved, and facilitated on behalf of RI's OHS.</p> <p>Performance: Rhode Island posted a NHTSA Assessment in May 2016.</p>
Project Title:	DUI and SFST Assessments	
Project Number:	164AL 16-09	<p>The Narragansett Prevention Partnership (NPP), in collaboration with the Narragansett Police Department have identified two popular bar/restaurants that cater to our college age crowd who live in and "party" in Narragansett. To reduce incidences of driving while intoxicated, NPP implemented a social media-based designated driver program. NPP contracted with a media consultant to create a media campaign that was delivered on social media and in local print outlets. A five-hour a week position will be created for the eight months that the program will run. The University of Rhode Island will make recommendations as to a communications major student or similar student for this position. NPP oversees this position. The University of Rhode Island is in support of this program and allowed for media collateral to be displayed in different locations at the university. The hired position is responsible for marketing the created safe driving, antibinge drinking, and other prevention messages on all of the popular social media platforms (Facebook, Instagram, Snapchat, Tumblr, just to name a few) all year long. The outcome of this funding opportunity reduced DIUs among college-age drivers in Narragansett along with an increase of awareness of drunk driving. Records are maintained for replication of this program.</p> <p>The existing data indicates:</p> <p>2013 – Total DIUs – 99, College DIUs – 27.</p> <p>2014 – Total DIUs – 96, College DIUs – 33.</p>
Project Title:	Designated Driver Program – Town of Narragansett	

		Project Description
		<p>Performance: This program was highly ambitious and used some great strategies but the program was not successful. The reality of a college student making plans ahead of time to participate did not happen. Only a handful of students took advantage of this great program and there were not enough participants to measure its effect on DUIs. This program might have succeeded if it were part of a larger educational component where students would learn the importance of planning ahead before going out to consume alcohol.</p>
Project Number:	164AL 16-10	<p>The present system for reporting information to the Drug Recognition Expert database is archaic and time consuming process and leads to unnecessary delays, administrative errors, and can potentially weaken any court adjudication processes. Utilizing the electronic tablet to record, document, and upload the DRE evaluations provide the following benefits:</p> <ul style="list-style-type: none"> › The reporting DRE enters information on to the evaluation only once and at the time of the report. › The evaluation is immediately uploaded to the DRE national database. › The information contained on the electronic report is time stamped and documented as entered. › Data from the DRE National Data Base is available to authorized users for informational purposes and program management. <p>RI's DRE tablet database will capture a variety of data from the evaluations of suspected drugged drivers and report it and can immediately be compared to other data from other DRE's in Rhode Island but in the Region. In addition to capturing demographic data on the subject (e.g., age, gender, race, license status), the DRE captures detailed data on various indicators related to the subject's drug and alcohol use (e.g., BAC, pulse, condition of eyes). In addition, based on their observation of the subject's behavior and the information collected during the evaluation, the DRE makes an opinion as to which class of drugs impairing the subject. To verify the DRE's opinion, the key component of the evaluation process involves collecting a blood, urine, and/or saliva specimen for chemical analysis by a forensics lab. The results from the lab's toxicology analysis are reported back to the DRE who will then enter them into the DRE database. Hence, the DRE database is an excellent source of information on the specific types of drugs that are being used by drug-impaired drivers in Rhode Island.</p> <p>Using the data captured in Rhode Island's DRE database, the reporting and query application being developed will be especially useful in:</p> <ul style="list-style-type: none"> › Identifying the specific drugs being used by drug-impaired drivers; › Determining rates of use; › Tracking changes in the use of specific drugs over time; and › Determining the extent to which drug-impaired drivers are also alcohol-impaired identifying the demographic characteristics associated with drugged drivers.
Project Title:	DRE Data Collection and Management Program)	

	Project Description
	<p>When completed, the announcement, scheduling and e-registration application will allow Rhode Island's state DRE Coordinator to monitor several management-related activities. For example, the Coordinator will be able to track the DREs who are certified, identify when they are up for recertification, determine whether they have enrolled in a recertification class and receive reports as to the number of evaluations conducted by each DRE.</p> <p>The primary object of this project is to implement a better tool for Rhode Island's DRE program and data management of DRE program outcomes. The proposed approach is to work with New York, customizing the tool that they have developed to meet Rhode Island's needs. The tool was developed to implement a comprehensive data management tool known as the DRE Data Entry and Management system.</p> <p>Performance: OHS was unable to provide support for this data collection management program. This program will be included in the 2017 HSP.</p>
<p>Project Number: M5CS-16-01</p> <p>Project Title: Court Monitoring (MADD)</p>	<p>OHS funded a Court Monitoring Program to assess outcomes in the Rhode Island District and Superior Courts and the Rhode Island Traffic Tribunal.</p> <p>Projects tasks included development of a computerized tracking system to capture statistical data. This database will provide information to state legislators and state agency directors on the effectiveness and enforceability of the DWI/DUI laws.</p> <p>Performance: 3,053 DUI cases have been entered into the MADD National Court Monitoring Database. Of these 2,432 are closed cases, including those that have been adjudicated by "nolo contendere," and 870 are dismissals in which the prosecution agrees not to go forward with the case, mostly because of plea bargains in which the accused has pled guilty to a charge of "Refusal of Chemical Test." In addition, 621 are open cases, 44 of which involve continuances and alternative sentences/diversions. There were 194 cases of DUI, Second Offense are as follows:</p> <ul style="list-style-type: none"> > Sentenced = 119; > Open cases = 42; and > "48A" Dismissals = 33; <p>There were also:</p> <ul style="list-style-type: none"> > 14 cases of Chemical Test Refusal, Second Offense; > 5 cases of Driving While Impaired; > 4 cases of DUI While Transporting a Child; > 1 Case of DUI, Third Offense; > Ignition Interlock was included as part of the sentence in 214 cases; and <p>Home Confinement was imposed in 98 cases and 139 offenders' sentences included jail time.</p>

		Project Description
Project Number:	164AL-16-12	<p>Final data from this project was not available until at least 10/14/15. Through August 31, 2015, 200 surveys have been distributed and contact has been made with 470 persons. The RIIC requested and was granted carry forward of this project into FFY 2016. No new project will be awarded for FFY 2016.</p> <p>Performance: Inconclusive and incomplete data for project was offered and noted as a failed project by OHS standards.</p>
Project Title:	RI Indian Council Alcohol Impaired Drinking and Driving	
Project Number:	164AL-16-14	<p>AAA developed "Images and Impact" multi-media exhibits to raise impaired driving awareness as part of a social-norming campaign based on Aiken's health belief model. Dr. Jason Hack is the creator of the exhibit and was portrayed in a video presentation discussing the history of his creation and its relevance to his work as a doctor of Emergency Medicine.</p> <p>Performance: To date AAA has displayed and this exhibit throughout their locations and are collecting survey data from viewers.</p>
Project Title:	Alcohol Images & Impact Program AAA	
Project Number:	M5OT-16-02	<p>Up to 50 high schools and middle schools will be offered the opportunity to experience the SIDNE Interactive driving program. SIDNE is a behind the wheel driving experience that makes the dangers of distracted and impaired driving real and personal. This program blends critical highway safety messaging with engaging activities to command the attention of a school assembly. Programming will be strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.) as well as offered throughout the year as requested.</p> <p>Performance: This year several batteries were swapped out. Each battery took almost 20 minutes to switch the wiring around and to reattach the charging indicator. Some wiring was replaced because it broke when the covers were removed. Only one of the carts was repaired. The second still needs to be done. There are no local vendors who repair this item. Only the manufacturer repairs them, and they are located out in the Midwest.</p> <p>Locations of events:</p> <p>04/09/16 at Colt State Park with approximately 250 participants</p> <p>Johnston & Wales University with approximately 250-300 participants</p> <p>Additional Events had to be cancelled by RIDOT on 04/27 and 4/28</p>
Project Title:	SIDNE High School Education Program	

		Project Description
Project Number:	M5OT-16-04	<p>42 high schools were offered the opportunity to experience the ThinkFast Interactive program. This game show style program blends critical highway safety messaging with engaging pop culture references in a school assembly environment. Programming was strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.). This project used a pre and post electronic survey evaluation format developed with the assistance of the OHS staff. It surveyed knowledge of our highway safety program areas, specifically the ones related to young drivers (occupant protection, speed, underage drinking, and distracted driving) to the participants of each school. We also evaluated the effectiveness of the presented program monthly and adjusted the presentations to strengthen the project impact.</p> <p>Performance: More than 13,000 participants throughout the State were reached with these two programs. The Save a Life tour reached nearly 6,500 students and more than half completed both the pre and post surveys. The post surveys show that the program did have a positive effect on the students in areas of distracted driving, impaired driving, occupant protection and speeding. After participating in the Save A Life Tour, 79% were not likely to text and drive in the future, nearly 96% said they are not likely to drink and drive in the future, 87% of students would likely say something if they see someone not wearing a seatbelt and 86% would likely say something if they noticed the person driving the car they were in was speeding.</p>
Project Title:	ThinkFast Interactive High School Education Program	
Project Number:	M5OT-16-05	<p>MADD-RI targeted two key demographics in the community through two innovative programs. Youth in Action teaches young people environmental prevention strategies that support law enforcement, policy-level changes, and media efforts that serve to decrease underage drinking. The Power of Parents program is an interactive training session for parents who are looking for guidance when dealing with youth and destructive decisions. MADD's Team Spirit program is a successful program that offers students in grades 9 to 12 the opportunity to experience a 3.5-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.</p> <p>Performance: Two programs were executed successfully with over 60 students participating in the Youth In Action program, 180 in the Team Spirit program, and many more actively supporting an ongoing youth coalition that meets monthly to promote plans of action that work to increase better life choices and driving behavior for teens. MADD's funding was reduced because they did not implement the Power of Parents program. Pre- and post-surveys used within the Youth In Action and Team Spirit programs proved the majority of involved youth and their adult advisors gained increased education and resources through both programs. The Youth Educator and Influencer program continues throughout the 2015-2016 school year. Action plans created at the summer program are implemented and evaluated throughout the year from August until June.</p>
Project Title:	Youth Educator and Influencer Program (MADD)	

		Project Description
Project Number:	M5PEM-16-01	OHS will utilize paid and earned media to address impaired driving issues for all Motorcyclists, particularly during the months with the highest frequency of impaired motorcycle fatalities, July to October. As supported by data, the target audience for motorcycle media is older than for most of other media programs and includes males 35 to 54 years of age. This task will meet the requirements within the Grand Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the section 402 Advertising Space Guidance.
Project Title:	Paid Media (AL) Impaired Riding	
		Performance: Due to staff shortage OHS was unable to produce this goal.

3.3 Motorcycles

Problem Statement

From 2011 through 2015, motorcyclist fatalities in Rhode Island have fluctuated between a low of 8 in 2012 to a high of 15 in 2011. Preliminary 2016 data is showing a reduction to 4 crashes, all of which were unhelmeted. Rhode Island does not have a universal helmet law for all motorcyclists (Rhode Island's motorcycle helmet use law only covers all passengers (regardless of age) and all operators during the first year of licensure (regardless of age), which makes it challenging to lower unhelmeted motorcycle fatalities.

Performance Measures and Targets

Table 3.5 summarizes the motorcycle performance measures and targets identified in the 2016 HSP. The relationship between the individual projects and the motorcycle performance measures is described in **Table 3.6**.

Table 3.5 Motorcycle-related Performance Measures

Performance Targets	Performance Measures
Reduce motorcyclist fatalities by 36 percent from 14 (2009 to 2013 average) to 9 by 2016.	Number of motorcycle fatalities.
Reduce unhelmeted motorcyclist fatalities by 33 percent from 9 (2009 to 2013 average) to 6 by 2016.	Number of unhelmeted motorcycle fatalities

Projects and Funding

The 2016 HSP identified seven motorcycle projects to address the above performance measures and make progress towards the targets. **Table 3.6** lists the seven projects; the relevant performance measures; the funds obligated to each project; and the project status.

Performance Results

Motorcycle fatalities, particularly unhelmeted drivers, and serious injuries continue to be a concern. OHS completed one motorcycle project in FFY 2016 and is in progress on four others.

Table 3.6 FFY2016 Motorcycle Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2016)	Project Status
402 MC-16-01	Creative Media (MC) Awareness Personal	Number of motorcycle fatalities Number of unhelmeted motorcycle fatalities	Section 402	\$0.00	Not Started
402 MC-16-02	Motorcycle Public Education Awareness and Outreach Campaign		Section 402	\$0.00	Not Started
M9MA -16-02			Section 405F	\$0.00	
402 MC-16-03	Paid Media (MC) Awareness Campaign (May)		Section 402	\$35,005.00	Complete
M9MA -16-02			Section 405F	\$61,884.55	
402 MC-16-05	State Agencies (CCRI) Online Registration and Database Development		Section 402	\$0.00	Not Started
M5PEM-16-01	Paid Media – Impaired Riding	Section 405D	\$0.00	Not Started	

Project Descriptions

The following are descriptions of the motorcycle projects, including the outcomes of the project over the 2016 fiscal year.

		Project Description
Project Number:	402MC 16-03	<p>OHS will utilize paid and earned media to address visibility issues, safety, and motorcycle awareness for all drivers, particularly during Motorcycle Awareness month. As supported by data, the target audience for motorcycle media is older than for most of other media programs and includes males 35 to 54 years of age. This task will meet the requirements within the Grand Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the section 402 Advertising Space Guidance.</p> <p>Performance: The RDW Group submitted the "Paid Media Report" evaluation for inclusion in the FFY 2016 Annual Report</p>
Project Title:	Paid Media (MC) – Awareness Campaign	
Project Number:	402MC 16-05	<p>OHS will support the development of an on-line registration system for Motorcycle Rider Education Training. Currently, the system is a paper or in person system and you cannot register on-line. The purpose of supporting the development of this system is to establish the on-line registration function as well as to develop a database of all individuals that took the rider course training.</p> <p>Performance: CCRI declined to implement this program due to Administrative changes.</p>
Project Title:	CCRI – State Agencies CCRI – Online Registration and Database Development Project	
Project Number:	402MC-16-02 and M9MA-16-01	<p>OHS will develop comprehensive motorcycle educational materials based on Rhode Island data on impaired riding, personal protective gear, and the importance of rider training. This expenditure will allow RIDOT OHS to fill the gap that currently exists in motorcycle education and outreach. The only phase in a rider's life where we consistently reach them is during their Basic Rider Training Class at CCRI. Upon completion of this class, no mechanism exists that targets and exposes riders to educational materials and messaging. The development of these targeted materials and messages will enable us to engage this population.</p> <p>We have conducted extensive research on this topic, collecting five years of data, drilling down to the point where we not only know where the highest numbers of crashes occur, we know Harley Davidson motorcycles are involved in crashes twice as often as other types of motorcycles and men over 40 are involved in over 90 percent of all motorcycle crashes. We also know that 47 percent of all motorcycle fatalities involve impaired riding. We will be using this information to develop these materials that will appeal to these demographics.</p> <p>Performance: Due to lack of capacity and several staff changes OHS has extended this project to 2017 HSP.</p>
Project Title:	Motorcycle Public Education, Awareness, and Outreach Campaign	

		Project Description
Project Number:	M5PEM-16-01	<p>OHS will utilize paid and earned media to address impaired driving issues for all Motorcyclists, particularly during the months with the highest frequency of impaired motorcycle fatalities, July to October. As supported by data, the target audience for motorcycle media is older than for most of other media programs and includes males 35 to 54 years of age. This task will meet the requirements within the Grand Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the section 402 Advertising Space Guidance.</p> <p>Performance: Due to staff shortage OHS was unable to produce this goal.</p>
Project Title:	Paid Media (MC/AL) – Impaired Riding	
Project Number:	402MC-16-01	<p>OHS will develop creative media in the three major areas to address and appeal to motorcycle riders in specific age groups and demographics based on 2009 to 2014 data trends that we have found. As supported by data, the target audience for motorcycle media is older than for most of other media programs and includes males 35 to 54 years of age. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements developed under this plan include closed captioning. In addition, this project will be evaluated based on the criteria set out in the section 402 Advertising Space Guidance.</p> <p>Performance: Due to staff shortage OHS was unable to produce this goal.</p>
Project Title:	Creative Media (MC) – Awareness, Personal Protective Gear, and Impaired Riding	

3.4 Occupant Protection

Problem Statement

When the 2016 HSP was developed, Rhode Island's observed safety belt use had reached a record 87 percent in 2015 – the highest level ever recorded in the State. Rhode Island has once again exceeded the rate of observed safety belt use and reached 88 percent in 2016, which continues to bring the state closer to its goal of 90 percent. The number of unrestrained passenger vehicle occupant fatalities had been showing downward trends since 2009.

Performance Measures and Targets

Table 3.7 summarizes the occupant protection performance measures and targets identified in the 2016 HSP. The relationship between the individual projects and the program area performance measures is described in **Table 3.8**.

Table 3.7 Occupant Protection Performance Measures

Performance Targets	Performance Measures
Reduce unrestrained occupant fatalities by 8 percent from 19 (2009 to 2013 average) to 17 by 2016.	Number of unrestrained passenger vehicle-occupant fatalities (all seat positions).
Increase the statewide-observed safety belt use rate for front seat occupants in passenger vehicles from 87.4 percent in 2014 to 90 percent in 2016.	Statewide-observed safety belt use rate for front seat occupants in passenger vehicles.
Increase safety belt use among pickup truck drivers, as measured by observations, from 76.8 percent in 2014 to 80 percent in 2016.	Percent of pickup truck drivers observed using safety belts.
Increase awareness of the Click It or Ticket slogan, as measured by a DMV intercept survey, from 90.9 percent in 2014 to 92 percent in 2016.	Percent of DMV Intercept survey participants aware of the "Click it or Ticket" slogan.
Increase the perception people will be ticketed for failure to wear safety belts "always" or "nearly always," as measured by a DMV intercept survey, from 39.2 percent in 2014 to 45 percent in 2016.	Percent of DMV Intercept survey participants who believe a ticket is likely "Always" or "nearly Always" for failure to wear a safety belt.

Projects and Funding

The 2016 HSP identified 23 occupant protection projects to address the above performance measures and make progress towards the targets. **Table 3.8** lists the 23 projects; the relevant performance measures; the funds obligated to each project; and the project status.

Performance Results

In 2015 unrestrained occupant crashes made up about one-third of all fatalities in a year where overall fatalities had declined. **Table 3.8** summarizes the 23 occupant protection projects completed in 2016.

Table 3.8 FFY2016 Occupant Protection Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2016)	Project Status
402 OP-16-01	Connecting for Children and Families Primary seat belt education and public outreach	Number of unrestrained passenger vehicle-occupant fatalities (all seat positions).	Section 402	\$40,613.01	Complete
402 OP-16-02	Municipalities Seat Belt Law Enforcement Patrols	Statewide-observed safety belt use rate for front seat occupants in passenger vehicles.	Section 402	\$175,372.84	Complete
402 OP-16-03	Municipalities Child Passenger Safety (CPS)		Section 402	\$124,776.90	Complete
402 OP-16-04	Buckle Up Saves Lives		Section 402	\$6,242.12	Incomplete
402 OP-16-05	State Agencies (RISP) Rollover Simulator Demonstrations	Percent of pickup truck drivers observed using safety belts.	Section 402	\$15,612.10	Complete
402 OP-16-06	State Agencies (RISP) Child Passenger Safety (CPS)	Percent of DMV Intercept survey participants aware of the "Click it or Ticket" slogan.	Section 402	\$3,704.48	Complete
402 OP-16-07	State Agencies (RISP) Seat Belt Law Enforcement Patrols	Percent of DMV Intercept survey participants who believe a ticket is likely "Always" or "nearly Always" for failure to wear a safety belt.	Section 402	\$10,000.00	Complete
402 OP-16-08	Program Assessment Occupant Protection		Section 402	\$24,813.75	Complete
402 OP-16-09	Creative Media (OP)		Section 402	\$4,212.65	Complete
M2PE - 16-04			Section 405B	\$-	
402 PM-16-01	Paid Media (OP)		Section 402	\$200,638.91	Complete
M2PE - 16-12			Section 405B	\$26,250.00	
402 SA-16-02	Safe Communities Partnership Woonsocket		Section 402	\$43,228.82	Complete
M2CPS-16-01	RI Hospital Child Passenger Safety in Rhode Island		Section 405B	\$129,079.73	Complete
M2HVE-16-01	Incentive Rewards Program (Chiefs Challenge)		Section 405B	\$-	Complete

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2016)	Project Status
M2HVE-16-02	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (including DRE)		Section 405B	\$25,100.00	Complete
M2HVE-16-03	State Agencies (URI) Seat Belt Law Enforcement		Section 405B	\$1,600.00	Complete
M2PE-16-01	African Alliance (AARI) Seat Belt Education		Section 405B	\$4,284.77	Complete
M2PE-16-02	CIOT DMV Intercept Survey		Section 405B	\$11,000.00	Complete
M2PE-16-03	CIOT Observational Surveys		Section 405B	\$60,000.00	Complete
M2PE-16-05	Oasis International Buckle Up Before You Start Up		Section 405B	\$22,685.00	Complete
M2PE-16-07	Paid Media(CPS)		Section 405B	\$24,849.80	Complete
M2PE-16-08	Providence Community Opportunity Corporation)		Section 405B	\$34,962.33	Complete
M2PE-16-09	Student Safety Education		Section 405B	\$-	Not Started
M2PE-16-13	RI Indian Council Seat Belt Education		Section 405B	\$5,481.71	Incomplete

Project Descriptions

The following area descriptions of the occupant protection projects, including the project title and outcomes of the project over the 2016 fiscal year.

		Project Description
Project Number:	402OP-16-02	<p>OHS funded implementation of the CIOT overtime enforcement patrols by all Rhode Island municipal law enforcement agencies. Patrols were conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 23 to June 5, 2016 and three state mobilizations (Thanksgiving holiday travel, November 23 to 29, 2016; March 21 to 27, 2016; and September 19 to 28, 2016). The amounts allocated to each municipality were determined based on problem identification, citation and detail history, ability to deploy details, and overall community targeted safety needs.</p> <p>Performance: Municipal law enforcement agencies issued 5,664 citations for violation of the seat belt law in FFY 2016 on OHS grant-funded details. Departments made strides to continue sustained year-round, high visibility enforcement efforts. These sustained patrols were a significant contribution to the increased compliance rate of 87.5% reported in FFY2016.</p>
Project Title:	Municipalities Seat Belt Law Enforcement Patrols	
Project Number:	402OP-16-07	<p>OHS funded implementation of the CIOT overtime enforcement patrols by the RISP. Patrols were conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 23 to June 5, 2016 and three state mobilizations (Thanksgiving holiday travel, November 23 to 29, 2015; March 21 to 27, 2016; and September 19 to 25, 2016).</p> <p>Performance: The RISP issued 935 seatbelt violations in FFY 2016 on OHS grant-funded details. Seat belt enforcement increased nearly 20% from the previous year. This increase also contributed with municipal departments efforts to obtain the all-time high seat belt compliance rate of 87.5% for FFY2016.</p>
Project Title:	State Agencies (RISP) Seat Belt Law Enforcement Patrols	
Project Number:	402OP-16-03	<p>This project provided funds for Rhode Island municipal police departments with qualified personnel (nationally certified Child Passenger Safety Technicians) to conduct CPS checks on an appointment basis. We expect that the car seat inspections will take place regularly throughout the Federal Fiscal Year timeline, except during the winter. As can be seen in Table 5.4 we have 34 municipalities participating in this project. Funding is included to enable the agency to send at least one CPST to the Rhode Island Safe Kids one-day CPST Update or to the Vermont Office on Highway Safety CPS Conference in 2016. The amounts allocated to each municipality were determined based on the problem identification, citation and detail history, ability to deploy details, and overall community targeted safety needs. Law Enforcement CPS details will be supported with 163,932.00. Car seats were purchased by each department to distribute at a cost of 20,732.80. Budgeted funds of 3,978.00 will support CPS training and supplies.</p>
Project Title:	Municipalities Child Passenger Safety (CPS)	

		Project Description
		<p>Performance: This project provided funds for municipal police departments with CPSTs to conduct CPS clinics. Funding was included to send CPSTs to the Rhode Island Safe Kids one-day "Technical Update" where they could earn the six Continuing Education Units required for biannual renewal of certification. Forty-nine CPSTs representing 24 municipal police departments successfully completed the "Technical Update." More than 1,400 child safety seats were installed by municipal police department CPSTs in FFY 2016.</p> <p>In FFY2016 1877 seats were checked or installed by municipal law Enforcement departments. The municipal departments also worked with several area groups to check seats, install seats and provide seats for low-income families. In the municipality of westerly alone, 40 booster seats were provided for distribution to low-income families.</p>
Project Number:	402OP-16-06	<p>This project provided funds for RISP personnel to conduct CPS checks on an appointment basis at any of the five RISP barracks (Scituate, Lincoln Woods, Wickford, Hope Valley, and Portsmouth) by officers who are CPSTs. We expect that the car seat inspections will take place regularly through the Federal Fiscal Year, except during the winter.</p> <p>Performance: This project provided funds for personnel to conduct CPS clinics. Funding was included to send CPSTs to the Rhode Island Safe Kids one-day "Technical Update" on June 2nd, 2016, where they could earn the six Continuing Education Units required for biannual renewal of certification. Five CPSTs from the RISP successfully completed the "Technical Update."</p>
Project Title:	State Agencies (RISP) Child Passenger Safety (CPS)	
Project Number:	M2CPS-16-01	<p>OHS solicited applications from organizations affiliated with a Level 1 Trauma Center to provide car seats and booster seats to needy families, consistent with Section 405B rules, by conducting outreach targeting families participating in WIC and Food Stamp programs. In accordance with the Section 405B regulation, no more than five percent of 405B funds will be expended on car seats.</p> <p>OHS reimbursed Safe Kids Rhode Island for the expenses related to providing a full-time CPST at a pediatric office to assist families with car seat installation and use. Families coming to the pediatric practice for a regularly scheduled appointment will be able to have their car seat installation checked by the CPST. The CPST also answered caregivers' questions about child restraints and provided families with educational materials. Safe Kids Rhode Island evaluated the program by having parents fill out a knowledge survey at the initial interaction, and then reassess families approximately four months later with both a second survey to compare to the first and a second car seat check. Families that participate in the follow-up were provided with a backless booster seat. This award encompassed 20 percent of the Director's salary and 100 percent of two part-time program coordinators from LifeSpan.</p>
Project Title:	Rhode Island Hospital/Lifespan Car Seat Distribution/CPS Education for to Low-Income Families/Pediatric Practice CPST/CPST Update Continuing Education Event	

		Project Description
		<p>Performance: Rhode Island hospital injury prevention / Safe Kids program preformed approximately 106 seat checks and distributed more than 350 car seats to deserving families. These efforts were only part of the more than a thousand seats provided to low-income families at additional events not funded by NHTSA.</p>
Project Number:	M2 PE-16-03	<p>OHS conducted the annual "Mini-Pre" paid and earned media and enforcement observational safety belt use survey in May and the full observational safety belt survey following the enforcement period in June, according to NHTSA regulations.</p> <p>Performance: The 2016 statewide seat belt use rate for Rhode Island is 87.5 percent for drivers and passengers combined. The Rhode Island statewide belt use rates have fluctuated over time, yet have shown an overall upward trend in belt use from 76.2 percent in 2004 to an all-time high of 87.5 percent this year. The most recent belt use rate showed nearly a full percentage point increase from June 2015.</p>
Project Title:	CIOT Observational Surveys	
Project Number:	402PM-16-01 and M2PE-16-12	<p>OHS developed and implemented a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2015, March 2016, May 2016, and September 2016. The target audience will be 18- to 34-year old males. Media materials were produced in both English and Spanish with the venues chosen based on market data for each audience. This task met the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project was evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.</p> <p>Performance: The RDW Group submitted the "Paid Media Report" evaluation for inclusion in the FFY 2016 Annual Report</p>
Project Title:	Paid Media (OP)	
Project Number:	M2PE-16-02	<p>"Pre" and "Post" DMV office intercept surveys were conducted to assess the public awareness and effectiveness of the CIOT media and enforcement campaigns conducted with the national mobilization of May 23, 2016 to June 5, 2016.</p> <p>Performance: Results indicate that self-reported belt use decreased slightly from Wave 1 to Wave 2. More than eighty percent (85.3%) of respondents reported "Always" wearing their seatbelt in Wave 1 decreasing to 83.1 percent in Wave 2. The percentage of respondents indicating that the chance of getting a ticket was "Always" or "Nearly Always" decreased from 46.4 percent in Wave 1 to 40.6 percent in Wave 2. The percentage of respondents indicating State police enforced the seat belt law "Very Strictly" decreased from 38.2 percent in Wave 1 to 36.2 percent in Wave 2 whereas Local police showed a reduction from 33.9 percent in Wave 1 to 29.6 percent in Wave 2. Awareness of the safe driving messages showed a small increase from Wave 1 to Wave 2. The number of respondents that reported having "seen or heard anything" about extra belt enforcement increased from 55.2 percent to 56.2 percent respectively.</p>
Project Title:	CIOT DMV Intercept Survey	

		Project Description
		When asked where the safe driving message was heard, the most common answers were TV, radio, electronic message signs and billboards. Recognition of the "Click It or Ticket" campaign slogan was high during both Waves (88.9% in Wave 1 and 86.1% in Wave 2).
Project Number:	402 SA 16-02	<p>WSCP fostered cooperation between Woonsocket 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.</p> <p>Performance: The project resulted in the checking or installation of 47 child safety seats. Five child safety seat checkpoints were conducted. Fifty bicycle helmets were distributed. Four coalition meetings were held. Seventeen presentations were made, reaching 896 participants.</p>
Project Title:	Safe Communities Partnership Woonsocket COZ	
Project Number:	402SA-16-05	<p>OHS worked with RISP to promote and conduct Rollover Simulator demonstrations in as many locations as possible (with a warranted size audience). For each demonstration, two persons are required to operate the Simulator. Wherever possible, one RISP officer and an OHS Program Manager (all have been trained for these demonstrations) attended the events. If a program manager was not available, OHS funded for two RISP officers for the event. The projected number of demonstrations for FY 16 will be approximately 16 based on a four-year average.</p> <p>2012 – 16 2013 – 13 2014 – 19 2015 – 15</p> <p>This office has noticed a steady increase in Rollover requests with the addition of our new 2014 Rollover Simulator. The State Police has posted a Rollover Request form link to the Department web site for the general public to make requests directly without the need for telephone or personal contact. The Simulator and tow vehicle are utilized by the Rhode Island State Police for many functions to include; school career and safety fairs, college demonstrations, high school football games, Pawtucket Red Sox safety events, church safety events, touch-a-truck details, Construction Career Days, municipality safety days for local law enforcement and fire agencies, and numerous other events. As the Rollover Simulators' popularity increases, so do the requests for its presence.</p> <p>The Rhode Island State Police has trained and certified a large group of Troopers on mechanics, operation, and presentation for "Rollover Simulator" demonstrations. These demonstrations present a graphic depiction, without the risk on human life, of the consequences of not properly wearing a safety belt while inside a motor vehicle. For each detail – two Troopers are assigned, no exceptions. The Planning and Research Unit requires one Rollover Check Sheet be completed for each detail by assigned Troopers. This check sheet includes</p>
Project Title:	State Agencies (RISP) – Rollover Simulator Demonstrations	

		Project Description
		<p>mechanic/operative checks before, during, and after the event. These steps are clearly labeled to ensure proper care and maintenance of the simulator. The State Police has received many phone calls, personal letters, and accolades from patrons who have coordinated a Rollover event. Evaluations of this nature from the general public, along with a steady increase in detail requests proves that the Rollover Simulator will continue to grow in popularity and prove a valuable tool in the realm of highway safety education for each member of the community.</p> <p>Performance: The rollover simulator was utilized at numerous safety events and fairs these events included:</p> <ul style="list-style-type: none"> › Click it or Ticket November 22-29, 2015 › Thanksgiving Weekend November 25th to 29th › Drive sober or Get pulled over December 15th 2015 to January 3rd, 2016 › IACP Holiday Lifesafer Weekend December 16th, 2015 to January 2nd, 2016 › Super Bowl February 7th, 2016 › Click it or ticket March 2016 › Click it or Ticket May 23rd to June 5th › National Enforcement Mobilization May 11th to may 25th › Fourth of July Weekend June 30th to July 5th › Drive Sober or get Pulled over August 19th to September 5th › Labor Day Weekend September 1st to September 5th › Click it or Ticket September
Project Number:	M2PE-16-09	<p>OHS will create appropriate educational and resource material and develop new dissemination points across Rhode Island. This material will include city/town and state programs for all age levels addressing, among other issues, CPS and CIOT.</p> <p>Performance: Due to staff shortage OHS was unable to produce this goal.</p>
Project Title:	Student Safety Educational Information (OP)	
Project Number:	M2PE-16-04	<p>OHS will use State of Rhode Island Master Price Agreement #478 to enter into a contract with a public relations firm for creative media services to create and produce ads for major occupant restraint campaigns.</p> <p>Performance: The RDW Group submitted the "Paid Media Report" evaluation for inclusion in the FFY 2016 Annual Report.</p>
Project Title:	Creative Media (OP)	
Project Number:	M2PE-16-07	<p>OHS will inform the public via paid media of all the steps of child restraints, including infant seats, convertible seats, forward facing seats, booster seats, and safety belts. The media buy is expected to cover on-line/web/Internet and "out of home" (billboard/bus) with the target market of parents and caregivers, with emphasis on women between 18 and 40. The media buy will coincide with the National Child Passenger Safety Week. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.</p>
Project Title:	Paid Media (CPS)	

		Project Description
		<p>Performance: No new media materials were produced. Paid media offered the successful elements of past campaigns in conjunction to paid media running nationally.</p>
Project Number:	M2PE 16-08	<p>The Providence Housing Authority through its non-profit organization the Providence Community Opportunity Corporation (PPOC), expanded the previously implemented "Protect Providence with One Click" campaign. The expansion of the PPOC awareness and usage in our urban community by expanding its reach and scope in two ways: including all PHA developments; and by developing an online resource with a smart marketing strategy to expose the community to seatbelt safety messages and overall driving safety cues with an interactive mapping tool of Providence's Top 10 Crash Locations.</p> <p>Performance: The PPOC campaign focused its outreach and education efforts using several methods in order to maximize the number of individuals reached as well as the project's impact to change how the PHA's multi-cultural residents perceive and regard the importance of seatbelt safety in their community. The PPOC reached 500 individuals through pre and post surveys, 150 residents by meetings, over 10,000 people through looping video advertisements in main administrative offices, management offices and community rooms, 800 people by postings displayed in management offices, 4,000 people via pamphlets, 7,000 through newsletters and 600 people with back to school events. Based in RIPTA estimates there were an additional 30,000 individuals reached by RIPTA bus advertisements. The expansion of the PPOC campaign to the elderly and disabled developments was one of the biggest successes of this program.</p>
Project Title:	Protect Providence with One Click Campaign (Providence Community Opportunity Corporation)	
Project Number:	M2PE 16-05	<p>Oasis International worked with African Groups, Mosques, and Faith-Based Organizations to continue providing seatbelt education to the African Immigrant and African American residents of Providence with emphasis on residents of the Southwest Providence. Oasis is looking through this grant to double the percentage of the population reached in the past to 4,000 people. To measure behavioral changes among participants in all the workshops, they will use a pre and post-survey.</p> <p>Performance: Oasis was able to reach 3,210 people through our presentations. This exceeded the number we thought we reach. Half way through this grant year we were getting request from churches to do presentations to their congregations. This was in part because these churches had members who experienced either loosing someone in their family or having someone get seriously injured in a car accident and they were not using their seat belt.</p>
Project Title:	Buckle Up Before You Start Up (Oasis International)	

		Project Description
Project Number:	M2PE 16-01	<p>The African Alliance of Rhode Island (AARI) is looking to expand its current seatbelt partners from six to eight organizations, including faith-based nonprofit organizations working with youth and families to reach out new participants – young and old with the following cohorts and programs:</p> <ul style="list-style-type: none"> › ESL Programing for Latinos and others at St. Paul’s Church › Gilbert Stuart Gentlemen Association › Tabernacle Baptist Church › 11th Annual African Health Summit 2016 › Project Hope, Pawtucket › All National Revival Church, Pawtucket › Team Providence › Green Eagles <p>The project purpose to engage at least 600 persons, young and old, who live, work or worship in Providence and Pawtucket to educate them about the importance of seatbelt usage in reducing fatalities in Rhode Island roads. The program will begin with a “Train the Trainer” session for the contract/coordinators who will lead the dissemination of seatbelt literature at various community events. AARI will conduct a series of workshops in Providence and Pawtucket that focus on the message: “No matter where you sit, think first, embrace life, wear your seatbelt” and make our roads safe. These workshops will begin in March 2016 and will meet Saturdays and some Sundays after service from 10:00 a.m. to 11:30 a.m. twice per month for 6 months. Pastors and Ministers from Faith-Based Organizations will address the congregation about seatbelt safety. Seatbelt Education will be incorporated as well in the curriculum and class discussion of some of the participant organizations. A pre/post-questionnaire will be used to measure progress and behavior changes towards seatbelt usage.</p> <p>Performance: Since 2012, AARI has had many successes with seat belt programming with different community of immigrant and refugee communities. AARI plans to continue the momentum through: 1). Gilbert Stuart Gentlemen Association, 2). Lighthouse Ministry Church, 3). 13th annual African Health Summit 2017, 4) Green Eagles. 5). Team Providence. Seeking to expand on the positive factors from previous grant period AARI will look to include more family based events and opportunities as well as more workshops that feature interactive components. We also seek to expand current events to ensure the longevity of present programs.</p>
Project Title:	Seat Belt – Education on Reduction of Fatalities on our Roads (African Alliance)	

		Project Description
Project Number:	402 OP 16-01	<p>Connecting for Children and their families will build upon their successful seatbelt safety program "Shield for Life" that educates Rhode Islanders about the State's primary seatbelt law. The program also promotes driver safety habits, including seatbelt use. The project's objective is to increase awareness about and adherence to seatbelt laws, with a primary focus on strategies that are tailored to reach an economically, culturally, and ethnically diverse audience of males aged 18-35. "Shield For Life" presentations will be one strategy facilitated by the Partnership once again. The program uses a presentation format to educate participants about driver and passenger seatbelt safety. A "Shield For Life" PSA will be created and presented on-line and on radio. Outreach efforts include education information dissemination, driver education partners, outreach to hair salon and barber shop venues and they will host a Mother's Day awareness event to highlight child passenger safety and a parent's role in providing that safety. Their program also includes outreach to high schools and colleges. The program will use a pre/post-testing evaluation component.</p> <p>Performance: The program conducted 35 presentations, touched 1208 participants and held an additional 19 outreach meetings influencing 566-700 additional participants. In these presentations participants were asked questions about Rhode Island's seat belt law and then engaged in meaningful conversation. Through the conversations, it was learned that 99% of the participants were aware of the primary seatbelt law. A total of 1101 of the participants surveyed stated that they wore their seat belts regularly.</p>
Project Title:	Safe Communities Partnership Woonsocket COZ; "SHIELD FOR LIFE"	
Project Number:	M2 HVE 16 03	<p>OHS funded implementation of the CIOT overtime enforcement patrols by the University of Rhode Island Police Department. Patrols were conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 18 to 31, 2016 and three state mobilizations (Thanksgiving holiday travel, November 21 to 27, 2016; March 22 to 28, 2016; and September 20 to 26, 2016).</p> <p>Performance: The University implemented their seat belt enforcement program and conducted a September mobilization issuing a total of 27 violations. They will be working closely with the OHS to continue this program in FFY 2017.</p>
Project Title:	State Agencies (URI) Seat Belt Law Enforcement Patrols	

		Project Description
Project Number:	402 OP-16-04	<p>Coventry Police Department, with the assistance of the OHS, will offer all Rhode Island high schools 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 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.</p> <p>Performance:</p> <p>The CPD were unable to complete this plan due to department leadership changes and department assignment changes.</p>
Project Title:	Seat Belt Series – Statewide Seatbelt Challenge	
Project Number:	402 OP-16-08	<p>Performance: NHTSA facilitated an occupant protection assessment in April 2016.</p>
Project Title:	Program Assessment Occupant Protection	
Project Number:	M2HVE-16-01	<p>OHS offered recognition plaques to reward state and local law enforcement agencies for their participation in the OHS overtime enforcement program as well as for outstanding achievements as part of a competition among the departments. This award is based on Highway Safety enforcement performance measure of the number of DUI arrests made.</p> <p>Performance: No costs were incurred for this program as creative alternatives were identified that supported completion of the program with no associated cost.</p>
Project Title:	Incentive Rewards Program (Chiefs Challenge)	
Project Number:	M2HVE-16-02	<p>OHS contracted with a qualified consultant to serve as the LEHSTC. The LEHSTC promoted law enforcement participation in Operation Blue RIPTIDE, conducted outreach to police chiefs, and provided traffic safety training. OHS conducted Standardized Field Sobriety Testing (SFST) Refresher Training courses through the LEHSTC. OHS continued to reinvigorate DRE training and program implementation through the Law Enforcement Highway Safety Training Coordinator.</p> <p>Performance: OHS has continued its longstanding relationship with a statewide respected and qualified consultant to serve as the LEHSTC. The LEHSTC promoted law enforcement participation in Operation Blue RIPTIDE, ARIDE in addition to conducting outreach to police chiefs, and provided traffic safety training. OHS conducted its annual Standardized Field Sobriety Testing (SFST) Refresher Training courses through the LEHSTC. OHS, through the Law Enforcement Highway Safety Training Coordinator, was persistent with its unrelenting promotion of the DRE training and program implementation.</p>
Project Title:	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (including DRE)	
Project Number:	M2PE-16-13	<p>Performance: This was an approved program for FFY 2015 that was extended into FFY 2016 for completion in December 2015. The Indian Council was unable to complete the project.</p>
Project Title:	RI Indian Council Seat Belt Education	

3.5 Older Road Users

Problem Statement

The ability to drive safely often deteriorates with age. Unlike other states where older citizens constitute the fastest growing segment of the population, Rhode Island does not have an extensive problem with older drivers. Between 2009 and 2013, 69 older drivers were involved in fatal crashes and the average age of the people involved in fatalities was 75.9. While tragic, these deaths account for a small percent of the overall total fatalities in Rhode Island and are below national and regional averages.

Projects and Funding

Office on Highway Safety does not have active programs for older drivers, however, AAA of Southern New England has an outstanding program for older drivers and teaches more than 45 classes annually, reaching more than 1,300 older drivers in Rhode Island on a yearly basis. OHS intends to support these efforts by developing printed materials to be disseminated at DMV locations to older drivers, leading them toward the free classes and resources offered by AAA of Southern New England.

3.6 Pedestrians and Bicyclists

Problem Statement

Although crashes in Rhode Island are dominated by personal automobiles, other modes of transportation require consideration. Other transportation modes consist of everything except personal automobiles and motorcycles and are generally classified as motorized (school buses) and nonmotorized (pedestrian and bicycle) modes. For example, from 2003 to 2013, pedestrian fatalities comprised 16 percent of all fatalities and bicycles comprised one percent. Bicycle fatalities have been at one or two in each of the last five years, except for 2013 when three bicycle fatalities occurred.

Performance Measures and Targets

Table 3.9 summarizes the pedestrian and bicyclist-related performance measures and targets identified in the 2016 HSP.

Table 3.9 Pedestrian and Bicyclist Performance Measures

Performance Targets	Performance Measures
Reduce the number of pedestrians in fatal crashes by 9 percent from 11 (2010 to 2014 average) to 10 by 2017.	Number of pedestrian fatalities
Maintain the number of bicyclist fatalities at the five-year average of one (2010 to 2014 average) by 2017.	Number of bicyclist fatalities
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 (2010 to 2014) of 2.8 to 2.5 in 2017.	Number of pedestrian fatalities

Projects and Funding

The 2016 HSP identified other road user projects to address the above performance measures and make progress towards the targets. **Table 3.10** lists the projects; the relevant performance measures; the funds obligated to each project; and the project status.

Performance Results

In FFY 2016, OHS completed four projects related to vulnerable road users – pedestrians and bicyclists. With more facilities and opportunities to bike and walk, pedestrian and bicycle fatalities and serious injuries continue to be an important metric. OHS will continue to consider targeted activities and projects.

Table 3.10 FFY2016 Pedestrian and Bicycle Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2016)	Project Status
402 PS-16-01	AAA Northeast Pedestrian Safety& Occupant Protection	Number of pedestrian fatalities Number of bicyclist fatalities	Section 402	\$19,240.50	Complete
402 PS-16-02	Bike Newport Road Share Education	Number of bicyclist fatalities	Section 402	\$27,400.00	Complete
402 PS-16-04	Pedestrian/Bicycle Enforcement Patrols	Number of pedestrian fatalities Number of bicyclist fatalities	Section 402	\$10,277.26	Complete
402 SA-16-01	Cranston Child Opportunity Zone (COZ)	Number of pedestrian fatalities Number of bicyclist fatalities	Section 402	\$31,822.61	Complete

Project Descriptions

The following are descriptions of the pedestrian and bicyclist projects, including the project title and outcomes of the projects over the 2016 fiscal year.

		Project Description
Project Number:	402 SA 16-01	<p>The COZ project fosters cooperation between Cranston families and organizations involved in education, social service, health-care, and public safety. CPS clinics and individual seat check events, fitting and distribution of bicycle helmets; and education/outreach on child restraint use, bicycle, and pedestrian safety are among the topics covered by the Cranston COZ. The Cranston COZ reaches over 3,000 students and their families a minimum of 12 times annually in person.</p> <p>Performance: Cranston COZ reached children in Cranston, Rhode Island who attends Title 1 schools. More than 3,400 elementary and middle school children and their families were personally contacted during the year. COZ partnered with AAA Northeast to target the middle school students and their parents through (2) programs focusing on distracted driving. Andy Pilgrim, creator of the Parent Driving Zone, provided two workshops in the fall. He led an interactive, engaging program for the students during the school day and an evening program was provided for all middle school and high school parents from Cranston. The Family Center's Early Childhood Home Visiting program incorporated a safety message brought into the homes of participating families with preschool children. The Home Educator visits an average of 20 families per month visits 10 kindergarten classes per week and shared educational material every other week. Each home visit incorporated a car seat, pedestrian message and seatbelt safety for parent and child. In the past school year, over 13,815 pieces of printed education material information were distributed: 7,801 Buckle Up or car seat safety message, 1,703 distractive driving/texting materials, 1,506 bicycle safety materials, and 2,805 pedestrian safety materials.</p>
Project Title:	Safe Communities Partnership Cranston Child Opportunity Zone (COZ)	

		Project Description
Project Number:	402 PS 16-02	<p>OHS partnered with Bike Newport to broaden the reach of the “share the road” and “be safe be seen” message to residents and tourists on Aquidneck Island by increasing outreach through their existing programs, bike safety classes, school assemblies, distribution of information at Bike Rental facilities, Night Bright, Open Garage nights, Police Bike Patrol trainings, as well as print and on-line information regarding bike safety. This activity is different from the other bicycle safety days in that it works directly with a single group (Bike Newport) to bring targeted, effective bicycle safety, outreach and education programming to a city that has had the highest number of bicycle related fatalities in recent years and has one of the largest bicycling populations of migrant workers in the state. The educational materials are also published in Spanish to reach the food service workers that travel by bicycle to and from work.</p> <p>Performance: The entire Bike Newport staff as well as other community members were trained in their “Roll” Models training course led by certified League of American Bicyclists instructor. Bike Newport’s partnership with Newport Public Schools allowed them to consult and train teachers with the goal of delivering road use/bike safety curriculum to every student and to increase access to bikes. There were several community programs and classes held such as Open Garage, Women’s Pre-ride and Roadside Maintenance and Safety, Bike Library, Bike Distribution, Youth Road Ride Club, Night Bright where 300 sets of free “night bright” safety equipment was distributed, and Health Opportunity Zone Transportation Group. 15,000 Newport County Bicycle Maps were distributed in the summer of 2016 where Rules and Recommendations of the Road were included. Through the partnership and support from OHS, Bike Newport could reach thousands of cyclists, potential cyclists, and people sharing the road with cyclists – with vital education, training and information.</p>
Project Title:	Bike Newport –Newport Road Share Education	

		Project Description
Project Number:	402 PS 16-01	<p>The AAA Northeast project expand on the success of early – elementary presentations and lessons using a robotic automobile “Buster the School Bus” would be an ideal fit for teaching occupant protection, school bus safety and pedestrian safety to school age children, setting them on their path to safe behavior at an early age. The program would be offered to 150 school locations annually impacting approximately 10,000 students during the grant period. AAA will provide students educational booklets that contain relevant traffic safety laws.</p> <p>Performance: AAA Northeast began program activity after the purchase and delivery of “Buster the Teaching School Bus”, a remote-controlled robot equipped with a speaker and microphone system for interactivity in preschool and early elementary classroom and camps as well at family events. The program was delivered in 70 locations across the state reaching 6,236 children. One of the goals of this program was to educate the parents of school-aged children, therefore every child was provided with take-home materials including a colorful, “Keeping Kids Safe” flyer outlining state laws pertaining to children in the areas of occupant protection, pedestrian, bike/scooter, and school bus safety. Program evaluations were developed to measure the effectiveness of this program.</p>
Project Title:	Pedestrian Safety and Occupant Protection	
Project Number:	402 PS 16-04	<p>This task will provide funds to enable approximately 10 municipal law enforcement agencies to conduct patrols aimed at enforcing the state’s pedestrian/bicycle laws. Grants will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols will be conducted year-round with a focus on the summer months primarily in downtown locations during the morning and evening commuting hours. Specific times and locations will be based on local data. OHS will submit the list of approved departments at a later date.</p> <p>Performance: It was decided to award the Warwick Police Department the total funds to create a comprehensive 7-week pilot program to be duplicated in FY 2017. They were successful at creating the energy and have already introduced the scope of this program to the OHS staff and will employ lesson learned within a training model for other departments in FY 2017.</p>
Project Title:	Pedestrian/Bicycle Enforcement Patrols	

3.7 Speed

Problem Statement

Rhode Island has had mixed success in reducing speed-related fatalities, with regular fluctuations in fatalities. In 2014 speed related fatalities reached a recent low of 13 fatalities, 25 percent that year. In 2015 speed-related fatalities rose back to 20, 44 percent. OHS completed four speed-related projects in 2016 to help address this issue.

Performance Measures and Targets

Table 3.11 summarizes the speed-related performance measures and targets identified in the 2016 HSP. The relationship between the individual projects and the program area performance measures is described in **Table 3.12**.

Table 3.11 Speed-related Performance Measures

Performance Targets	Performance Measures
Decrease by 3.4 percent annually, the number of speeding-related fatalities from a five-year average of 29 (2009 to 2013) to 26 in 2014.	Number of speed-related fatalities.
Increase the number of speeding citations issued during grant-funded enforcement activities from 7,317 in 2013 to 9,030 in 2015.	Number of speed-related citations during grant-funded enforcement activities.

Projects and Funding

The 2016 HSP identified projects to address the above performance measures and make progress towards the targets. **Table 3.12** lists the projects; the relevant performance measures; the funds obligated to each project; and the project status.

Performance Results

Speed was likely a factor in almost half of fatal crashes in 2015. The OHS completed speed projects in FFY 2016 to work toward addressing this number.

Table 3.12 FFY2016 Speed Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2016)	Project Status
402 PM-16-02	Paid Media (PT)	Speeding citations issued during grant-funded enforcement activities	Section 402	\$148,759.10	Complete
402 PT-16-01	Creative Media (PT)	Speeding citations issued during grant-funded enforcement activities	Section 402	\$4,212.65	Complete
402 PT-16-02	Municipalities Speed Enforcement	Speed-related fatalities	Section 402	\$219,777.64	Complete
402 PT-16-05	State Agencies (RISP) Speed Enforcement	Speed-related fatalities	Section 402	\$93,538.18	Complete
402 PT-16-06	State Agencies (URI) Speed Enforcement	Speed-related fatalities	Section 402	\$788.00	Complete

Project Descriptions

The following are descriptions of the speed projects, including the project title and outcomes of the projects over the 2016 fiscal year.

		Project Description
Project Number:	402PT-16-02	<p>OHS funded implementation of the “Obey the Sign or Pay the Fine” overtime speed enforcement patrols by local city/town police departments. 37 communities participated in the program. Patrols were conducted 24-hours and there is mandatory participation in one annual enforcement period, during the first week of August. The amounts allocated to each municipality were determined based on problem identification, citation and detail history, ability to deploy details, and overall community targeted safety needs.</p> <p>Performance: Municipal police departments issued 7,200 speeding citations on OHS grant-funded details during FFY 2016.</p>
Project Title:	Municipalities Speed Enforcement Patrols	
Project Number:	402PT-16-05	<p>OHS funded implementation of the “Obey the Sign or Pay the Fine” overtime speed enforcement patrols by the Rhode Island State Police. Patrols are conducted 24-hours and there is mandatory participation in one annual enforcement period, during the first week of August. This also includes RISP C.A.R.E. patrols and travel.</p> <p>Performance: This project provided OHS funds for RI State Police to ticket speeding violators. In FFY 2016 2,652 citations were issued.</p>
Project Title:	State Agencies (RISP) Speed Enforcement	
Project Number:	405PT-16-02	<p>OHS funded implementation of the “Obey the Sign or Pay the Fine” overtime speed enforcement patrols by the University of Rhode Island Police. Patrols are conducted during 24-hours and there is mandatory participation in one annual enforcement period, during the first week of August. Performance: This project provided OHS funds for URI Police to ticket speeding violators. In FFY 2016 35 citations were issued.</p> <p>Performance: This project provided OHS funds for URI Police to ticket speeding violators. In FFY 2016 35 citations were issued</p>
Project Title:	State Agencies (URI) Speed Enforcement	
Project Number:	402PM-16-02	<p>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.</p> <p>Performance: The RDW Group submitted the “Paid Media Report” evaluation for inclusion in the FFY 2016 Annual Report.</p>
Project Title:	Paid Media (PT)	
Project Number:	402-PT-16-01	<p>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.</p> <p>Performance: The RDW Group submitted the “Paid Media Report” evaluation for inclusion in the FFY 2016 Annual Report.</p>
Project Title:	Creative Media (PT)	

3.8 Traffic Records

Problem Statement

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. Some of the identified issues, 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.

Performance Measures and Targets

Table 3.13 summarizes the traffic records performance measures and targets identified in the 2016 HSP. The relationship between the individual projects and the program area performance measures is described in **Table 3.14**.

Table 3.13 Traffic Records Performance Measures

Performance Targets	Performance Measures
The percentage of citation crash records with no missing critical data elements. Once the State completes the crash revision, the State will use the newly MMUCC-compliant data elements for this measure. The State can assess overall completeness by dividing the number of records missing no elements by the total number of records entered into the database within a period defined by the State. The State will increase completeness from zero percent in July 2015 to five percent by September 2016.	Percentage of records.
The percentage of appropriate records in the crash database that are linked to another system or file. Linking the crash database with the five other core traffic records databases can provide important information. The percentage of appropriate records in the crash database that are linked to another traffic records database (e.g., Citation, EMS, Driver, Vehicle, and Roadway). The State will increase integration from zero percent in July 2015 to five percent by September 2016.	Percentage of records.
The percentage of appropriate records in the crash database that are linked to crime data. Linking the crash database with crime data can provide important information. This linkage can be used in order to allocate resources effectively and ultimately reduce traffic crashes throughout the State. The State will increase integration from zero percent in July 2015 to two percent by September 2016.	Percentage of records.

Projects and Funding

The 2016 HSP identified ten traffic records projects to address the above performance measures and make progress towards the targets. **Table 3.14** lists the ten projects, including the relevant performance measures; the funds obligated to each project; and the project status.

Performance Results

OHS completed 10 traffic records projects in FFY 2016 to address the above performance measures and make progress toward the targets.

Table 3.14 FFY2016 Traffic Records Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2016)	Project Status
M3DA-16-02	Crash MMUCC Revision	Percentage of records.	Section 405C	\$0.00	Deferred
M3DA-16-03	Enhancement to LE Data Modules	Percentage of records.	Section 405C	\$180,139.62	Complete
M3DA-16-04	State Agencies (DOH) Integration	Percentage of records.	Section 405C	\$45,600.00	Incomplete
M3DA-16-05	Providence Brought Into E Citation	No related PM	Section 405C	\$134,890.16	Complete
M3DA-16-06	RI Police Chiefs Association Statewide R	No related PM	Section 405C	\$45,000.00	Complete
M3DA-16-07	Traffic Records Data Warehouse	Percentage of records.	Section 405C	\$0.00	On Hold
M3DA-16-08	Trauma Registry	Percentage of records.	Section 405C	\$0.00	On Hold
M3DA-16-09	TRCC Consultant Services	No related PM	Section 405C	\$37,000.00	Complete
M3DA-16-10	State Agencies (URI) PD E Citation	Percentage of records.	Section 405C	\$24,393.00	Complete
M3DA-16-11	LRS Project	Percentage of records.	Section 405C	\$82,650.00	Complete

Project Descriptions

The FFY 2016 HSP project list to address traffic records includes the project number, title, description, and performance.

		Project Description
Project Number:	M3 DA 16-09	The Rhode Island TRCC retained the services of Appriss, LLC for a fourth consecutive year. Appriss 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 provided meeting minutes following each TRCC meeting.
Project Title:	Traffic Records Coordinating Committee Consultant Services	
Project Number:	M3 DA 16-04	Rhode Island will benefit from increasing efforts to link crash database records to crime database records. Linking the crash database with the five other core traffic records databases can provide important information. For example, a State may wish to determine the percentage of in-State drivers on crash records that link to the driver file. The funds requested would be to pay for the annual maintenance of the system and hosting of the data by the vendor in order to maintain the high degree of security this data necessitates. This project ensures a top-notch EMS electronic reporting system. The percentage of appropriate records in the crash database that are linked to another traffic records database (e.g., Citation, EMS, Driver, Vehicle, and Roadway). Performance: RI's DOH was unable to provide this integration due to staff changes.
Project Title:	Department of Health State Agencies Integration	
Project Number:	M3 DA 16-05	The Providence Police Department's RMS software does not currently have an e-Citation module. Due to its aging fleet and aging mobile data terminals, the PPD invested in 40 new cruisers and 80 new mobile data terminals. This investment provides a stable platform to maintain and enables the department to run systems effectively like e Citation This project will fund software and/or equipment (computers/printers) that will enable electronic citation collection/transmission. Performance: The Providence Police Department has implemented the e-Citation to generate new electronic citations. This system allows the PPD to verify, validate and manage our citations easily.
Project Title:	Providence Brought Into e-Citation	
Project Number:	M3 DA 16-08	The Rhode Island Department of Health will contract with a data systems vendor to develop a trauma database that all hospitals can access via the web. Each hospital will enter demographic information, incident details, and medical information for each patient whose traumatic injuries lead to death, surgery, admission to the hospital or ICU. Information from the RI EMSIS EMS database will automatically carry over into the hospital database report to facilitate data entry and ensure accuracy and consistency of the record. The database will be housed and maintained at the Rhode Island Department of Health. Since the database will be accessible on-line, hospitals are not required to purchase additional hardware or software. Training will be provided to the hospitals and a schedule
Project Title:	Trauma Registry	

		Project Description
		<p>developed for data reporting that is mutually convenient. It is anticipated many hospitals will provide reports weekly while others may schedule monthly data reporting.</p> <p>By linking data in the hospital record to crash scene details, patient outcomes can be matched to specific locations, crash types, use of safety devices, time of day, etc. The database can be designed to include the data elements and create the reports that are most relevant to our state needs. Instituting a State Trauma Registry also will allow us to contribute to national trauma research efforts by giving us the opportunity to submit our state data to the National Trauma Data Bank.</p> <p>Basis for Project: The American College of Surgery, the Institute of Medicine, and various Federal agencies support the development and implementation of state trauma registries. The 2006 article "Are statewide trauma registries comparable? Reaching for a national trauma dataset" in the Society for Academic Emergency Medicine found that 32 states already had a centralized trauma registry. Rhode Island is one of the few remaining states that do not have a trauma registry.</p> <p>The information collected in this database will allow us to see the actual medical impact of traffic related trauma in our state. By linking the information in RI EMSIS with a trauma registry, medical risks of various environmental and behavioral factors can be identified. This also will aid in our ability to track the health impact of our intervention strategies.</p> <p>Performance: The DOH decided to hold off on this program at the request of upper management.</p>
Project Number:	M3 DA 16-07	<p>Develop a data warehouse into which all traffic records systems submit data; develop linkages between the various data sets and provide data warehouse drill down and reporting capabilities that support highway safety decision-making.</p> <p>Performance: This program is on hold.</p>
Project Title:	Traffic Records Data Warehouse	
Project Number:	M3 DA-16-02	<p>The Rhode Island Uniform Crash Report will be revised to include new fields and make the crash report consistent with the latest version of the MMUCC. Additional fields for consideration are mile marker identification (to improve crash location accuracy) and a "lane departure" checkbox. Funds will be used to modify the State's RMS systems for data input and the RIDOT import service for crash records.</p> <p>Performance: RI opted to have a "GO" team assess our MMUCC results and will provide changes in FY 2017.</p>
Project Title:	Crash MMUCC Revision	
Project Number:	M3 DA 16-06	<p>The Rhode Island Police Chief's Association (RIPCA) respectfully requested consideration for grant funding to continue with the implementation of a Statewide Records Management, Traffic Records, and Computer Aided Dispatch System (RMS/CAD). The project consolidated all Rhode Island law enforcement agencies onto a single RMS/CAD platform. Updating the system allowed police departments to contribute and receive information from one central records management system.</p> <p>RIDOT/NHTSA will be a true partner and have access to real-time and accurate data. The benefits of a single statewide RMS/CAD were critical to providing increased accuracy in traffic crash data</p>
Project Title:	RIPCA Statewide RMS/Traffic Records System	

		Project Description
		<p>amongst police agencies, providing for responder safety, and reducing long-term costs to all Rhode Island communities.</p> <p>Since 1998, all police agencies, except Providence and New Shoreham, have utilized IMC by Triptych for their RMS/CAD. While one would assume consistent data sharing exists, however this is not the case. The RIPCA recognized this as a problem and undertook an effort to see if it would be feasible to create a single statewide RMS/CAD. After study, it was identified that contracts would be expiring in the next few years and the time was ripe to undertake this statewide RMS/CAD development. Additionally, it was identified that the State of Delaware recently completed a similar project, which could act as a model. Any investment would look at the statewide RMS/CAD from a holistic perspective to include the needs of other agencies, such as RIDOT/NHTSA, that would be affected by this system.</p> <p>Performance: The implementation of the Statewide RMS/Traffic Records/CAD system remains an active program. The RI Police Chiefs Assn has taken the lead and is coordinating agency and leadership connections to support the totality of this ambitious project.</p>
Project Number:	M3 DA 16-03	<p>This project provided funds for enhancements to data modules to continue collecting data associated with Rhode Island's Comprehensive Community Police Relations Act of 2015. The new data will be analyzed by Brown University's policy section at no cost to the OHGS. A law enforcement/OHS/community committee is directing the efforts with support from the Governor's office. All State and municipal departments will be participating in.</p> <p>Performance: Funds were used to begin data collection and to align each police agency with the necessary guidance and training.</p>
Project Title:	Enhancement to Law Enforcement Data Modules	
Project Number:	M3DA-16-10	<p>The University of Rhode Island is among the last public law enforcement agencies that have not been equipped to participate in the statewide e-Citation program. To continue a statewide effort to have all departments submitting citations electronically, it is imperative to involve this agency. URI currently has six active MDTs. Funds for this project will support these listed items to implement the e-citation program.</p> <ul style="list-style-type: none"> › Pocket Jet 6 Thermal Printer (7) › Pocketjet Series Printer Tray (7) › Head Rest Mount for PJ Printer Tray (2) › Shield Mounting Bracket (5) › Notebook Computer (3) › Port Replicating Dock (3) › Power Adapter (3) › Timing/Surge Protection Device (3) › Backlit Rugged Keyboard (3) Hint Passenger Side MDT Mount (3) › Antenna Plus Kit (3) <p>Performance:</p> <p>URI has installed the listed e-citation equipment in their cruisers.</p>
Project Title:	URI e-citation	

		Project Description
Project Number:	M3 DA 16-11	<p>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, and consumption of data by different systems, and expanded spatial capabilities across the enterprise.</p> <p>A Linear Referencing Systems (LRS) is a way to define a feature or location by its linear distance from a known point on a route such as highways, rail lines, or bike paths. Analyzing linearly referenced data lets you identify trends, locate problems, and search for causes.</p> <p>Unlike traditional spatial information which is located using a cartographic coordinate system, most infrastructure and transportation data is located using a system of linear references. Pavement conditions, accident data, project limits, traffic counts, road inventory are referenced by location to known locations on a linear network such as a bridge, street intersection, or mileposts along a highway.</p> <p>Using Dynamic Segmentation, tabular data can be visualized on a map and displayed, queried and analyzed in a GIS. A major benefit is that individual tables can be more easily updated when attributes, performance characteristics, or usage patterns change over time.</p> <p>Once an event has been dynamically segmented, it can be used in spatial analyses to generate simulation models, maps, and reports.</p> <p>This data will be used not only by the infrastructure group, but also by our OHS office to expedite the FARS file completion and problem identification.</p> <p>The data is to be collected for all public roadways in Rhode Island.</p> <p>This project is proportionately supported with FHWA funds. To complete this project in FY 2016 only carry forward funds will be applied.</p> <p>Performance: The project to implement a common Linear Referencing System (LRS) to support RIDOT asset management is nearing completion of its prototype phase. Esri (RIDOT's contractor) has created automated tools and documented procedures that RIDOT is using to help fully prepare an LRS that will become RIDOT's Roads & Highways (R&H) data model basemap. Currently, RIDOT's Transportation Information Systems staff is performing edits to a route system that will become the LRS. The next step is to align a few dozen data elements to the new LRS; this will complete the prototype.</p>
Project Title:	LRS Project completion	

3.9 Young Driver

Problem Statement

Consistent with national trends, young drivers were overrepresented in fatal crashes in Rhode Island when the 2016 HSP was developed. Young drivers aged 16 to 20 years old represented about 5 percent of Rhode Island's licensed driver population, yet more than ten percent of all the fatal crashes in 2015.

Performance Measures and Targets

Table 3.15 summarizes the younger driver performance measures and targets identified in the 2016 HSP. The relationship between the individual projects and the program area performance measures is described in **Table 3.16**.

Table 3.15 Younger Driver Performance Measures

Performance Targets	Performance Measures
To reduce the number of drivers age 20 or younger involved in fatal crashes by 29 percent from 7 (2009 to 2014 average) to 5 by 2016. To decrease the number of young driver (age 16 to 20) involved serious injuries by from 140 in 2010 to 127 in 2016.	Number of young drivers (age 16 to 20) involved in fatalities and serious injuries.

Projects and Funding

Younger driver crashes are often characterized in various emphasis areas, not young driver alone. For that reason, many of the projects pursued within other emphasis areas such as distracted driving, speed, and impaired driving all have aspects that are geared toward young drivers and youth education and outreach. These efforts continue to support OHS targets to reduce young driver fatalities.

3.10 Planning and Administration

Problem Statement

The RIDOT Office on Highway Safety serves as the primary agency responsible for ensuring highway safety concerns for State are identified and addressed, especially through the delivery of the Highway Safety Plan and Annual Report.

Performance Measures and Targets

Table 3.16 summarizes the planning and administration performance measures and targets identified in the 2016 HSP. The relationship between the individual projects and the planning and administration performance measures is described in **Table 3.17**.

Table 3.16 Planning and Administration Performance Measures

Performance Targets	Performance Measures
To administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders, and addresses the State's specific safety characteristics.	<p>Conduct a Stakeholders' meeting to receive input for development of the FFY 2017 HSP.</p> <p>Deliver the FFY 2015 Annual Report by December 31, 2015.</p> <p>Deliver the Federal Fiscal Year 2017 Highway Safety Plan by July 1, 2016.</p>

Projects and Funding

The 2016 HSP identified eight planning and administration projects to address the above performance measures and make progress towards the targets. **Table 3.17** lists the projects, the relevant performance measures, the funds obligated to each project, and the project status.

Performance Results

OHS met its planning and administration performance target for FFY 2016, most importantly delivering the 2015 Annual Report and 2017 Highway Safety Plan.

Table 3.17 FFY2016 Planning and Administration Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2016)	Project Status
164 PA-16-00	Audit Fees	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 164	\$511.33	Complete
402 PA-16-00			Section 402	\$502.02	
M2X -16-00			Section 405B	\$236.16	
M3DA-16-00			Section 405C	\$226.01	
M5X-16-00			Section 405D	\$713.52	
M8X-16-00			Section 405E	\$31.75	
M9X-16-00			Section 405F	\$-	
164 PA-16-01	Salaries	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 164	\$121,123.19	Complete
402 MC-16-04			Section 402	\$28,914.23	
402 OP-16-10			Section 402	\$12,074.60	
402 PS-16-03			Section 402	\$34,601.66	
402 PT-16-03			Section 402	\$65,517.29	
402 TR-16-01			Section 402	\$11,297.22	
M2X – 16-01			Section 405B	\$93,535.34	
M3DA-16-01			Section 405C	\$110,329.87	
M5IDC-16-01			Section 405D	\$84,965.06	
402 PA-16-01	Memberships and Dues	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 402	\$4,671.00	Complete
402 PA-16-02	Office Equipment	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 402	\$3,396.76	Complete

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2016)	Project Status
402 PA-16-03	Office Supplies	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 402	\$6,109.41	Complete
402 PA-16-04	OHS Vehicle	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 402	\$0.00	Not Started
402 PA-16-05	Preparation of Highway Safety Performance Plan and Annual Report	Deliver the FFY 2015 Annual Report by December 31, 2015. Deliver the Federal Fiscal Year 2017 Highway Safety Plan by July 1, 2016.	Section 402	\$59,547.03	Complete
402 PA-16-06	Travel and Training	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 402	\$2,570.79	Complete

Project Descriptions

The following are descriptions of the Planning and Administration projects, including the outcomes of the projects over the 2016 fiscal year.

		Project Description
Project Number:	402PA-16-03	<p>This project will allow OHS the purchase of office supplies and equipment necessary to support programming of all NHTSA projects, including phone, postage, computer equipment, and miscellaneous.</p> <p>Performance: Office supply and equipment needs for FFY 2016 were met.</p>
Project Title:	Office Supplies	
Project Number:	402PA-16-01	<p>This project will allow OHS cover the payment of the Governor's Highway Safety Association Membership as well as other dues to professional organizations related to our Highway Safety Programs, like National Association of State Motorcycle Safety Administrators dues, Child Passenger Safety Technicians Licenses.</p> <p>Performance: The OHS supported their annual GHSA membership, a membership to the Rhode Island Police Chiefs' Association, a membership to the National Association of State Motorcycle Safety Administrators, and Child Passenger Safety Technicians licenses.</p>
Project Title:	Memberships and Dues	
Project Number:	402PA-16-06	<p>Funding to support in-state and out-of-state travel for OHS employees to attend highway safety conferences and training sessions.</p> <p>Performance: The Chief of Highway Safety attended TSI trainings on Program Management, GTS reporting, Managing Grant Funds, as well as an Executive Summit facilitated by GHSA.</p>
Project Title:	Travel and Training	
Project Number:	402PA-16-05	<p>RIDOT OHS will contract for the development and production of the Highway Safety Performance Plan and the Annual Program Evaluation Reports required by NHTSA.</p> <p>Performance: Both plan and report were created internally and supported by Cambridge Systematics and VHB as OHS' paid consultants.</p>
Project Title:	Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report	
Project Number:	402PA-16 04	<p>The OHS needs a vehicle that is readily available to attend meetings, trainings, and presentations. It will be used specifically for events, programs, and meetings directly related to the work of staff associated within the OHS.</p> <p>Performance: The OHS was unable to enlist internal support before the grant year ended. This request will be made again within the FY 2018 HSP.</p>
Project Title:	OHS Vehicle	

		Project Description
Project Number:	M8X-16-01/164PA-16-01/ 402TR-16-01/ M5IDC-16-01/ 402MC-16-04/ M2X-16-01/ 402PS-16-03/ 402PT-16-03/ M3DA-16-01	Fees charged to NHTSA accounts for Sharon Bazor, Jim Barden, Wellington Hall, Jr. and Kevin Murphy salaries. The Rhode Island Department of Transportation also receives 403 program funds to cover the FARS Analyst salary. This funds are not tracked in GTS, which is why there is no project number for it.
Project Title:	Salaries (Distracted Driving, Impaired Driving, Motorcycle, Occupant Protection, Speed, Traffic Records, Pedestrian/Bicycle)	
Project Number:	164PA-16-00/ 402PA-16-00/ M2X-16-00/ M3DA-16-00/ M5X-16-00/ M8X 16 00/ M9X- 16-00	Fees charged by the State of Rhode Island based on cash receipts from NHTSA.
Project Title:	Audit Fees	
Project Number:	402PA-16-02	This project will fund OHS office copier/fax machine lease and maintenance.
Project Title:	Office Equipment	

4

State Attitudes Survey Report

4.1 Rhode Island Click it or Ticket Campaign 2016 – DMV Awareness Survey Results

The purpose of this report is to detail the results for Wave 1 (pre) and Wave 2 (post) of the DMV survey effort surrounding the 2016 Click It or Ticket Initiative. A one-page dual language (English/Spanish) questionnaire was distributed in select DMV offices and was designed to assess respondents' knowledge and awareness of the paid media and enforcement efforts that took place surrounding the 2016 Click It or Ticket mobilization. The participation of the DMV offices was essential in our analysis of the campaign and thanks and gratitude are extended to each office for their efforts. Three RI offices were visited: Cranston, Woonsocket and Middletown. The first wave of DMV surveys was conducted prior to the start of any program media or enforcement (March 21 – 25, 2016) and the second wave was collected directly after the campaign ended (June 6 – 10, 2016).

Detailed analysis of the two survey waves is provided in the following pages. A snapshot of the results is provided below. None of the results were significant.

- › Results indicate that self-reported belt use decreased slightly from Wave 1 to Wave 2. More than eighty percent (85.3%) of respondents reported “*Always*” wearing their seatbelt in Wave 1 decreasing to 83.1 percent in Wave 2.
- › The percentage of respondents indicating that the chance of getting a ticket was “*Always*” or “*Nearly Always*” decreased from 46.4 percent in Wave 1 to 40.6 percent in Wave 2.
- › The percentage of respondents indicating State police enforced the seat belt law “*Very Strictly*” decreased from 38.2 percent in Wave 1 to 36.2 percent in Wave 2 whereas Local police showed a reduction from 33.9 percent in Wave 1 to 29.6 percent in Wave 2.
- › Awareness of the safe driving messages showed a small increase from Wave 1 to Wave 2. The number of respondents that reported having “*seen or heard anything*” about extra belt enforcement increased from 55.2 percent to 56.2 percent respectively.
- › When asked where the safe driving message was heard, the most common answers were *TV, radio, electronic message signs and billboards*. Recognition of the “**Click It or Ticket**” campaign slogan was high during both Waves (88.9% in Wave 1 and 86.1% in Wave 2).

The tables that follow summarize respondent characteristics as well as survey question results across the two waves.

Basic Information and Demographics

Approximately 150 surveys were collected in each office for each wave (**Table 4.1**). There were a total of 910 survey respondents, 454 pre-campaign and 456 post-campaign.

Table 4.1 DMV Office Location and Number of Completed Surveys, by Wave

Office Location	Wave 1	Wave 2
Cranston	152	155
Woonsocket	152	151
Middletown	150	150

Table 4.2 summarizes the demographic characteristics of the survey respondents. During both Wave 1 and Wave 2, just under half (49.3% and 48.7%, respectively) of survey respondents were male. During both waves, the two most common reported age categories for respondents were 21-34 year olds (30.7% in Wave 1 and 31.9% in Wave 2) and 35-49 year olds (25.4% in Wave 1 and 26.7% in Wave 2). The majority of respondents were White for both waves (72.8% in Wave 1 and 75.6% in Wave 2). Approximately 18 percent of respondents were Hispanic (19.2% in Wave 1, 17.1% in Wave 2).

Table 4.2 Demographic Characteristics of Survey Respondents

Characteristic	Wave 1	Wave 2
Gender		
Male	49.3%	48.7%
Female	50.7%	51.3%
Total (N)	100% (N=450)	100% (N=454)
Age		
Under 18	4.9%	5.3%
18-20	7.8%	9.5%
21-34	30.7%	31.9%
35-49	25.4%	26.7%
50-59	18.5%	14.1%
60+	12.7%	12.6%
Total (N)	100% (N=449)	100% (N=454)
Race		
White	72.8%	75.6%
Black	9.6%	7.4%
Asian	2.3%	3.3%
Am. Indian/Alaskan Native	0.7%	0.7%
Native Hawaiian/Pac. Isl.	0.5%	0.7%
Other	14.1%	12.3%
Total (N)	100% (N=426)	100% (N=430)
Hispanic		
Yes	19.2%	17.1%
No	80.8%	82.9%
Total (N)	100% (N=434)	100% (N=432)

Tables 4.3 through 4.11 summarize the findings for Wave 1 and Wave 2 by question. Questions were grouped together with others based on subject similarity.

Belt Use, Belt Use Change & Belt Ticketing Perceptions

Differences in responses on belt use and ticketing questions from Wave 1 to Wave 2 were slight but not significant. The percentage of Respondents that reported “Always” or “Nearly Always” wearing their seat belts was 94.2 percent in Wave 1 compared to 92.2 percent in Wave 2. Respondents were also asked to report belt use now compared to the last couple of years. Though not significant, more respondents in Wave 2 than Wave 1 reporting using their belts “much less often” or “less often” (3.9% vs 5.2% respectively). See **Table 4.3** for response-level results for these questions.

Table 4.3 Self-Reported Belt Use and Belt Use Change, Questions 8 and 9

Question	Wave 1	Wave 2
Q8. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?		
Always	85.3%	83.1%
Nearly Always	8.9%	9.1%
Sometimes	4.0%	5.6%
Seldom	1.1%	1.3%
Never	0.7%	0.9%
Total (N)	100% (N=449)	100% (N=450)
Q9. Compared to the last couple of years, would you say that you NOW wear your seat belt:		
Much Less Often	3.7%	2.7%
Less Often	0.2%	2.5%
About the Same	56.0%	56.0%
More Often	15.6%	9.3%
Much More Often	24.5%	29.6%
Total (N)	100% (N=436)	100% (N=443)

Perceptions about the chances of getting a ticket while not wearing a seat belt changed slightly (not significantly) from pre-to post. More respondents reported that the chances of getting a ticket while not belted was “always” or “nearly always” at Wave 2 (46.4%) compared to Wave 1 (40.6%). **Table 4.4** shows response-level results.

Table 4.4 Chance of Belt Ticketing, Question 10

Question	Wave 1	Wave 2
Q10. What do you think the chances are of getting a ticket if you don't wear your seat belt?		
Always	28.9%	26.3%
Nearly Always	17.5%	14.3%
Sometimes	34.5%	35.7%
Seldom	10.9%	13.8%
Never	8.2%	9.8%
Total (N)	N=440	N=448

Experience with Enforcement

None of the questions regarding seat belt law enforcement showed significant changes from Wave 1 to Wave 2. Participants were asked whether police should be able to stop a vehicle solely for a seat belt violation (**Table 4.5**). There was a small increase in "yes" responses from Wave 1 (66.0%) to Wave 2 (67.1%).

Table 4.5 Belt Policing, Question 17

Question	Wave 1	Wave 2
Q17. Should the police be able to stop a vehicle for a seat belt violation alone?		
Yes	66.0%	67.1%
No	33.4%	32.9%
Total (N)	100% (N=437)	100% (N=432)

More than a third (38.2%) of Wave 1 respondents judged that State police enforced seat belt laws "Very Strictly" compared to 36.2 percent in Wave 2. When asked about severity of enforcement by Local police: 33.9 percent of Wave 1 respondents selected "Very Strictly", compared to 29.6 percent in Wave 2. Response-level results are reported in **Table 4.6**.

Table 4.6 Belt Enforcement Beliefs, Questions 12 & 13

Question	Wave 1	Wave 2
Q12. Do you think the Rhode Island State Police enforce the seat belt law:		
Very strictly	38.2%	36.2%
Somewhat Strictly	43.8%	43.4%
Not Very Strictly	15.3%	15.1%
Rarely	2.1%	2.8%
Not at All	0.7%	2.6%
Total (N)	100% (N=432)	100% (N=431)

Question	Wave 1	Wave 2
Q13. Do you think the local police enforce the seat belt law:		
Very strictly	33.9%	29.6%
Somewhat Strictly	44.1%	45.5%
Not Very Strictly	17.6%	20.0%
Rarely	2.8%	2.6%
Not at All	1.6%	2.3%
Total (N)	100% (N=431)	100% (N=429)

DMV survey responses indicated that respondents had some personal experience with enforcement (**Table 4.7**). About 16 percent of respondents reported personal experience of seat belt enforcement in the past month (15.9% in Wave 1, 17.6% in Wave 2). Approximately 13 percent of respondents received a belt ticket at some point (14.3% in Wave 1 vs. 12.3% in Wave 2).

Table 4.7 Belt Ticketing, Questions 14 & 15

Question	Wave 1	Wave 2
Q14. In the past month, have you personally experienced enforcement by police looking at seat belt use?		
Yes	15.9%	17.6%
No	84.1%	82.4%
Total (N)	100% (N=439)	100% (N=432)
Q15. Have you ever received a ticket for not wearing your seat belt?		
Yes	14.3%	12.3%
No	85.7%	87.7%
Total (N)	100% (N=442)	100% (N=438)

Awareness of Seat Belt Message, Slogan Recognition and Ticket Amount

DMV survey responses did not indicate any increase in public awareness of seat belt messages from Wave 1 to Wave 2. The percentage of respondents indicating in the past 60 days that they've "seen or heard about extra enforcement where police were looking at seat belt use" (**Table 4.8**) remained stable at about 44 percent.

Respondents who had seen or heard about extra enforcement were then asked about the source and the nature of the message. Results are summarized in **Table 4.9**. Respondents were also asked if they knew the name of any seat belt enforcement program in Rhode Island. The campaign slogan, "**Click It or Ticket**" showed strong recognition in both waves with 88.9 percent of respondents in Wave 1 and 86.1 percent of respondents in Wave 2 reporting CIOT awareness.

Table 4.8 Enforcement Awareness, Question 11

Question	Wave 1	Wave 2
Q11. In the past month, have you seen or heard about extra enforcement where police were looking at seat belt use?		
Yes	55.2%	56.2%
No	44.8%	43.8%
Total (N)	100% (N=442)	100% (N=447)

Table 4.9 Enforcement Awareness Sources and Messages

Question	Wave 1	Wave 2
Q11a. Where did you see or hear about it?		
Newspaper	9.8%	12.0%
Radio	38.9%	30.7%
Internet	13.1%	15.1%
TV	40.6%	39.0%
Poster	9.4%	7.2%
Billboard	21.3%	21.5%
Police Patrol	19.7%	16.7%
Electronic Message Sign	28.7%	32.7%
Other	6.1%	7.2%
Q11b. What did it say?		
Click It or Ticket	88.9%	86.1%
Drive Sober, Get Pulled Over	33.6%	32.3%
Buckle Up, No Excuses!	17.6%	15.5%
Survive Your Drive	3.7%	3.6%
Other	4.9%	2.8%

Respondents were asked about the amount of the fine for violating the seat belt law in Rhode Island. The most commonly reported fine amount was incorrectly guessed at \$66-\$85 by more than a third of respondents (41.0% of Wave 1 respondents, 33.2% of Wave 2 respondents). The correct fine amount (\$35 to \$50) was identified by the next highest percentage of respondents for Waves 1 and 2 (24.9% and 23.2% respectively).

Table 4.10 Awareness of Ticket Amount, Question 16

Question	Wave 1	Wave 2
Q16. What is the fine for violating the seat belt law in Rhode Island?		
Less than \$35	5.0%	7.1%
\$35-\$50	24.9%	23.2%
\$51-\$65	6.9%	12.0%
\$66-\$85	41.0%	33.2%
\$86-\$115	14.4%	16.1%
Over \$115	7.8%	8.4%
Total (N)	100% (N=361)	100% (N=367)

Hand-held Cell Phone Use and Texting While Driving

The percentage of Respondents that reported “Always” or “Nearly Always” talking on a hand-held cellular phone while driving remained relatively stable (9.2 percent in Wave 1 compared to 8.5 percent in Wave 2). Respondents were also asked “how often do you send text messages or emails on a hand-held cellular phone when you drive?” The percent of respondents answering “never” decreased (not significantly) from pre to post (66.7% and 60.9% respectively).

Table 4.11 Cell Phone Use While Driving, Survey Questions 18 & 19

Question	Wave 1	Wave 2
Q18. How often do you talk on a hand-held cellular phone when you drive?		
Always	3.9%	3.9%
Nearly Always	5.3%	4.6%
Sometimes	30.1%	31.1%
Seldom	28.0%	28.8%
Never	32.6%	31.6%
Total (N)	100% (N=435)	100% (N=434)
Q19. How often do you send text messages or emails on a hand-held cellular phone when you drive?		
Always	1.1%	1.4%
Nearly Always	1.8%	1.9%
Sometimes	13.5%	14.1%
Seldom	16.7%	21.8%
Never	66.7%	60.9%
Total (N)	100% (N=436)	100% (N=432)

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5

Evidence-Based Enforcement Program

The Rhode Island OHS continues to develop policies and procedures to ensure that enforcement resources are utilized efficiently and effectively in support of the goals of Rhode Island's Highway Safety Program.

The key to effective enforcement strategies is based on analyzing available data to identify problem roadways and determine the most cost effective means to reduce incidents of crashes, which result in injury or extensive property damage. OHS engages its law enforcement partners by distributing Federal funds based on informational research and data analysis. OHS Program managers are tasked with providing continual oversight, direction, monitoring, and assessment of each subgrantee selected to participate in grant-funded enforcement projects. The priorities listed in Rhode Island's Federal Fiscal Year 2016 Highway Safety Plan (HSP) closely mirror those priorities described in the State's Strategic Highway Safety Plan (SHSP). The utilization of geomapping and the identification of hot spot areas and specific locations provide a solid basis for the delivery of statewide Evidence Based Enforcement (E-BE).

Rhode Island's execution of Evidence-Based Enforcement is based on three significant components: a) The collection, analysis, and promulgation of specific data related to individual OHS priorities. This data identifies who's crashing; where they are crashing; when they are crashing and how they are crashing. It also includes ancillary data such as enforcement activities and related information; b) Allocation of funding to enforcement subgrantees is based on problem identification and the implementation of effective and efficient strategies and countermeasures using specific data to support the OHS priority programs; and c) A data-driven approach to funding law enforcement activities requires continual monitoring, evaluation and adjustments/modifications to strategies and countermeasures if appropriate. These three steps are integral to OHS's E-BE principles and will remain in place in all future granting considerations.

Table 5.1 shows a summary of enforcement activities conducted by law enforcement agencies and documented in this FFY 16 Annual Report by program area.

Table 5.1 Evidence-Based Enforcement Activities

Activity	Program Area
Municipalities Impaired Driving, Seat Belt Law, and Speed Enforcement Patrols (Including DRE)	Impaired Driving, Occupant Protection, Speed
State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC) including DRE Training and Statewide Program	Impaired Driving, Occupant Protection
State Agencies (URI) Impaired Driving, Seat Belt Law, and Speed Enforcement Patrols (including DRE)	Impaired Driving, Occupant Protection, Speed
State Agencies (RISP) Impaired Driving, Seat Belt Law, and Speed Enforcement Patrols (including DRE)	Impaired Driving, Occupant Protection, Speed
Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile	Impaired Driving
Pedestrian/Bicycle Enforcement Patrols	Pedestrians and Bicyclists

6

Paid Media

6.1 Paid Media to Support High-Visibility Traffic Enforcement

To support enforcement efforts on alcohol impaired driving and occupant protection and speeding, in the diverse communities of Rhode Island, OHS placed culturally relevant and linguistically appropriate advertising in a variety of general market and multicultural/multiethnic media outlets.

December 2015 Alcohol-Impaired Driving Enforcement Campaign

The primary target audience for this campaign was men between the ages of 21 and 49 years old.

Table 6.1 Details of Media Buy for Alcohol-Impaired Driving Enforcement Campaign

	Exposure	Spots	Bonus Spots	Net Cost
TV	153.1 GRPs	347	75	\$30,039.00
Radio	285.8 GRPs	569	144	\$19,543.20
Online (Hulu/Pandora)	1,439,505 IMP	N/A	N/A	\$18,000.00
Outdoor-bulletins	2,334,544 IMP	N/A	N/A	\$8,600.00
Total				\$76,182.20

April 2016 Pawtucket Red Sox

The primary target audience for this campaign was men between the age of 18 and 34 years old.

Table 6.2 Details of Media Buy for Pawtucket Red Sox

	Exposure	Spots	Bonus Spots	Net Cost
OOH	10'x30' Upper-level Outfield billboard, "Own an Inning" logo placement on RF Outfield video board, Banner placement in Main Entry Tower Lobby, Two messages on the Outfield Message Billboard during each of the 71 home games, Full-page ad in PawSox game program, One :30 spot to be played on the RF video board in the pregame at each of the 71 home games, PA Announcement at conclusion of each home game to "Buckle Up" when driving home (includes logo placement on RF video board)	N/A	N/A	\$25,000.00
Total				\$25,000.00

August 2016 Speed Enforcement

The primary target audience for this campaign was men between the ages of 18 and 34 years old.

Table 6.3 Details of Media Buy for Speed Enforcement

	Exposure	Spots	Bonus Spots	Net Cost
TV	309.1 GRPs	1,646	314	\$76,194.00
Radio	325.5 GRPs	570	147	\$20,834.00
Outdoor -Bulletins	5,324,380 IMP	N/A	N/A	\$17,200.00
Online (GDN, Hulu, Pandora)	10,717,698 IMP	N/A	N/A	\$27,574.00
Total				\$141,802.00

August 2016 to September 2016 Alcohol-Impaired Driving Enforcement (Auto)

The primary target audience for this campaign was men between the ages of 21 and 49 years old.

Table 6.1 Details of Media Buy for Alcohol-Impaired Driving Enforcement

	Exposure	Spots	Bonus Spots	Net Cost
TV	796.9 GRPs	3,086	526	\$178,075.00
Radio	607.1 GRPs	911	205	\$34,714.00
Outdoor – bus kings; bus tails	2,160,000 IMP	N/A	N/A	\$13,350.00
Outdoor – bulletin	3,475,992 IMP	N/A	N/A	\$17,200.00
Online (GDN, Hulu, Pandora)	10,995,561 IMP	N/A	N/A	\$32,000.00
Total				\$275,339.00

August 2016 to September 2016 Alcohol-Impaired Riding Enforcement (Motorcycle)

The primary target audience for this campaign was men between the ages of 21 and 49 years old.

Table 6.5 Details of media buy for Alcohol-Impaired Riding Enforcement

	Exposure	Spots	Bonus Spots	Net Cost
TV	290.6 GRPs	1,422	325	\$65,471.00
Radio	288.8 GRPs	383	174	\$15,789.00
Online (Hulu, Pandora)	895,218 IMP	N/A	N/A	\$9,000.00
Outdoor – bulletin	755,416 IMP	N/A	N/A	\$2,500.00
Total				\$76,149.13

September 2016 Child Passenger Safety

The primary target audience for this campaign was women between the ages of 18 and 49 years old.

Table 6.6 Details of Media Buy for Child Passenger Safety

	Exposure	Spots	Bonus Spots	Net Cost
TV	68.3 GRPs	134	25	\$14,357.00
Online (Hulu)	78,386 IMP	N/A	N/A	\$3,000.00
Outdoor – Bulletin	2,334,544 IMP	N/A	N/A	\$6,450.00
Total				\$23,807.00

September 2016 Click It or Ticket Campaign

The primary target audience for this campaign was men between the ages of 18 and 34 years old.

Table 6.7 Details of Media Buy for Click It or Ticket

	Exposure	Spots	Bonus Spots	Net Cost
TV	506.2 GRPs	1,277	196	\$114,079.00
Radio	456.8 GRPs	782	192	\$29,436.00
Outdoor – Bulletin	6,016,912 IMP	N/A	N/A	\$17,200.00
Outdoor- bus kings; bus tails	1,876,853 IMP	N/A	N/A	\$11,600.00
Online (Hulu, Pandora)	1,862,055 IMP	N/A	N/A	\$19,296.00
Total				\$191,611.00

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7

Financial Summary

Table 7.1 Highway Safety Program Cost Summary

Funding Source and Description		Total Obligated	Expenditures	Balance
Planning and Administration				
402 PA-2016-16-00-00	Audit Fees	\$1,250.00	\$502.02	\$747.98
402 PA-2016-16-01-00	Memberships and Dues	\$8,000.00	\$4,671.00	\$3,329.00
402 PA-2016-16-02-00	Office Equipment	\$8,000.00	\$3,396.76	\$4,603.24
402 PA-2016-16-03-00	Office Supplies	\$20,000.00	\$6,109.41	\$13,890.59
402 PA-2016-16-04-00	OHS Vehicle	\$30,000.00	\$0.00	\$30,000.00
402 PA-2016-16-05-00	Preparation of Highway Safety Performanc	\$60,000.00	\$59,547.03	\$452.97
402 PA-2016-16-06-00	Travel and Training	\$23,000.00	\$2,570.79	\$20,429.21
Planning and Administration Total		\$150,250.00	\$76,797.01	\$73,452.99
Police Traffic Services				
402 PT-2016-16-01-00	Creative Media (PT)	\$145,000.00	\$4,212.65	\$140,787.35
402 PT-2016-16-02-00	Municipalities Speed Enforcement	\$258,721.00	\$219,777.64	\$38,943.36
402 PT-2016-16-03-00	Salaries (Speed)	\$100,000.00	\$65,517.29	\$34,482.71
402 PT-2016-16-04-00	State Agencies (RIMPA) Law Enforcement H	\$43,000.00	\$33,661.55	\$9,338.45
402 PT-2016-16-05-00	State Agencies (RISP) Speed Enforcement	\$101,000.00	\$93,538.18	\$7,461.82
402 PT-2016-16-06-00	State Agencies (URI) Speed Enforcement	\$2,000.00	\$788.00	\$1,212.00
Police Traffic Services Total		\$649,721.00	\$417,495.31	\$232,225.69
Safe Communities				
402 SA-2016-16-01-00	Cranston Child Opportunity Zone (COZ)	\$50,000.00	\$31,822.61	\$18,177.39
402 SA-2016-16-02-00	Safe Communities Partnership Woonsocket	\$46,053.00	\$43,228.82	\$2,824.18
402 SA-2016-16-03-00	The BAY Team – Teen Driving Project – Ba	\$11,000.00	\$6,397.19	\$4,602.81
402 SA-2016-16-04-00	Young Voice – Youth-to-Youth Reduce Text	\$16,464.00	\$16,461.96	\$2.04
Safe Communities Total		\$123,517.00	\$97,910.58	\$25,606.42
Traffic Records				
402 TR-2016-16-01-00	Salaries(Traffic Records Research)	\$100,000.00	\$11,297.22	\$88,702.78
Traffic Records Total		\$100,000.00	\$11,297.22	\$88,702.78

Funding Source and Description		Total Obligated	Expenditures	Balance
Motorcycle Safety				
402 MC-2016-16-01-00	Creative Media (MC) Awareness Personal	\$50,000.00	\$0.00	\$50,000.00
402 MC-2016-16-02-00	Motorcycle Public Education Awareness and Outreach Campaign	\$30,000.00	\$0.00	\$30,000.00
402 MC-2016-16-03-00	Paid Media (MC) Awareness Campaign (May)	\$35,005.00	\$35,005.00	\$0.00
402 MC-2016-16-04-00	Salaries (Motorcycle)	\$50,000.00	\$28,914.23	\$21,085.77
402 MC-2016-16-05-00	State Agencies (CCRI) Online Registration and Database Development	\$100,000.00	\$0.00	\$100,000.00
Motorcycle Safety Total		\$265,005.00	\$63,919.23	\$201,085.77
Occupant Protection				
402 OP-2016-16-01-00	Connecting for Children and Families Primary seat belt education and public outreach	\$50,000.00	\$40,613.01	\$9,386.99
402 OP-2016-16-02-00	Municipalities Seat Belt Law Enforcement Patrols	\$252,000.00	\$175,372.84	\$76,627.16
402 OP-2016-16-03-00	Municipalities Child Passenger Safety (CPS)	\$189,000.00	\$124,776.90	\$64,223.10
402 OP-2016-16-04-00	Buckle Up Saves Lives	\$10,000.00	\$6,242.12	\$3,757.88
402 OP-2016-16-05-00	State Agencies (RISP) Rollover Simulator Demonstrations	\$16,400.00	\$15,612.10	\$787.90
402 OP-2016-16-06-00	State Agencies (RISP) Child Passenger Safety (CPS)	\$4,000.00	\$3,704.48	\$295.52
402 OP-2016-16-07-00	State Agencies (RISP) Seat Belt Law Enforcement Patrols	\$10,000.00	\$10,000.00	\$0.00
402 OP-2016-16-08-00	Program Assessment Occupant Protection	\$40,000.00	\$24,813.75	\$15,186.25
402 OP-2016-16-09-00	Creative Media (OP)	\$100,000.00	\$4,212.65	\$95,787.35
402 OP-2016-16-10-00	Salaries (OP)	\$22,167.45	\$12,074.60	\$10,092.85
Occupant Protection Total		\$693,567.45	\$417,422.45	\$276,145.00
Paid Advertising				
402 PM-2016-16-01-00	Paid Media (OP)	\$201,250.00	\$200,638.91	\$611.09
402 PM-2016-16-02-00	Paid Media (PT)	\$150,000.00	\$148,759.10	\$1,240.90
402 PM-2016-16-03-00	Paid Media (YD) Occupant Protection, Dis	\$100,000.00	\$0.00	\$100,000.00
Paid Advertising Total		\$451,250.00	\$349,398.01	\$101,851.99
Pedestrian/Bicycle Safety				
402 PS-2016-16-01-00	AAA Northeast Pedestrian Safety& Occupan	\$28,848.00	\$19,240.50	\$9,607.50
402 PS-2016-16-02-00	Bike Newport Road Share Education	\$27,400.00	\$27,400.00	\$0.00
402 PS-2016-16-03-00	Salaries (Pedestrian/Bicycle)	\$45,000.00	\$34,601.66	\$10,398.34
402 PS-2016-16-04-00	Pedestrian/Bicycle Enforcement Patrols	\$211,866.62	\$10,277.26	\$201,589.36
Pedestrian/Bicycle Safety Total		\$313,114.62	\$91,519.42	\$221,595.20

Funding Source and Description		Total Obligated	Expenditures	Balance
164 Alcohol				
164AL-2016-16-01-00	African Alliance Alcohol Impaired Drinking and Driving	\$10,467.86	\$1,281.50	\$9,186.36
164AL-2016-16-02-00	Alcohol Program Resources	\$25,000.00	\$0.00	\$25,000.00
164AL-2016-16-03-00	Alcohol Survey	\$11,000.00	\$11,000.00	\$0.00
164AL-2016-16-04-00	Connecting for Children and Families Preventing Impaired Driving	\$40,000.00	\$20,274.19	\$19,725.81
164AL-2016-16-05-00	Creative Media (AL)	\$151,600.00	\$6,071.69	\$145,528.31
164AL-2016-16-06-00	Incentive Rewards Program (Chiefs Challenge)	\$3,400.00	\$0.00	\$3,400.00
164AL-2016-16-07-00	Nobidade TV Cape Verdean Communities Don't Drink and Drive	\$40,000.00	\$39,950.17	\$49.83
164AL-2016-16-08-00	Program Assessments DUI and SFST	\$100,000.00	\$22,989.89	\$77,010.11
164AL-2016-16-09-00	Town of Narragansett Designated Drive Program	\$36,265.00	\$21,008.44	\$15,256.56
164AL-2016-16-10-00	Municipalities DRE: Data Collection and Management	\$108,224.73	\$0.00	\$108,224.73
164AL-2016-16-11-00	State Agencies (RISP) RI Impaired Driving Task Force	\$400,000.00	\$278,306.54	\$121,693.46
164AL-2016-16-12-00	RI Indian Council Alcohol Impaired Drinking and Driving	\$5,133.29	\$5,133.29	\$0.00
164AL-2016-16-13-00	Youth Educator and Influencer Program (MADD)	\$43,000.00	\$35,662.80	\$7,337.20
164AL-2016-16-14-00	Alcohol Images & Impact Program AAA	\$17,830.00	\$4,184.14	\$13,645.86
164 Alcohol Total		\$991,920.88	\$445,862.65	\$546,058.23
164 Paid Media				
164PM-2016-16-01-00	Paid Media (AL)	\$369,529.48	\$349,413.79	\$20,115.69
164 Paid Media Total		\$369,529.48	\$349,413.79	\$20,115.69
164 Planning and Administration				
164PA-2016-16-00-00	Audit Fees	\$2,650.00	\$511.33	\$2,138.67
164PA-2016-16-01-00	Salaries (Impaired Driving)	\$165,000.00	\$121,123.19	\$43,876.81
164 Planning and Administration Total		\$167,650.00	\$121,634.52	\$46,015.48
405b Low Community CPS Services				
M2CPS-2016-16-01-00	RI Hospital Child Passenger Safety in Rhode Island	\$130,063.00	\$129,079.73	\$983.27
405b Low Community CPS Services Total		\$130,063.00	\$129,079.73	\$983.27

Funding Source and Description		Total Obligated	Expenditures	Balance
405b Low Public Education				
M2PE-2016-16-01-00	African Alliance (AARI) Seat Belt Education	\$4,331.15	\$4,284.77	\$46.38
M2PE-2016-16-02-00	CIOT DMV Intercept Survey	\$11,000.00	\$11,000.00	\$0.00
M2PE-2016-16-03-00	CIOT Observational Surveys	\$61,876.61	\$60,000.00	\$1,876.61
M2PE-2016-16-04-00	Creative Media (OP)	\$281.79	\$0.00	\$281.79
M2PE-2016-16-05-00	Oasis International Buckle Up Before You Start Up	\$23,691.00	\$22,685.00	\$1,006.00
M2PE-2016-16-07-00	Paid Media(CPS)	\$25,000.00	\$24,849.80	\$150.20
M2PE-2016-16-08-00	Providence Community Opportunity Corporation)	\$35,509.06	\$34,962.33	\$546.73
M2PE-2016-16-09-00	Student Safety Education	\$0.00	\$0.00	\$0.00
M2PE-2016-16-12-00	Paid Media (OP)	\$26,250.00	\$26,250.00	\$0.00
M2PE-2016-16-13-00	RI Indian Council Seat Belt Education	\$5,788.26	\$5,481.71	\$306.55
M2PE-2016-16-10-00	ThinkFast Interactive Save A Life Tour High School Program	\$64,913.00	\$64,881.25	\$31.75
M2PE-2016-16-11-00	Youth Educator and Influencer Program (MADD)	\$38,600.00	\$37,485.88	\$1,114.12
405b Low Public Education Total		\$297,240.87	\$291,880.74	\$5,360.13
405b OP Low				
M2X-2016-16-00-00	Audit Fees	\$650.00	\$236.16	\$413.84
M2X-2016-16-01-00	Salaries (Occupant Protection)	\$97,000.00	\$93,535.34	\$3,464.66
405b OP Low Total		\$97,650.00	\$93,771.50	\$3,878.50
405c Data Program				
M3DA-2016-16-00-00	Audit Fees	\$1,500.00	\$226.01	\$1,273.99
M3DA-2016-16-01-00	Salaries (Traffic Records)	\$110,400.00	\$110,329.87	\$70.13
M3DA-2016-16-02-00	Crash MMUCC Revision	\$0.00	\$0.00	\$0.00
M3DA-2016-16-03-00	Enhancement to LE Data Modules	\$200,000.00	\$180,139.62	\$19,860.38
M3DA-2016-16-04-00	State Agencies (DOH) Integration	\$0.00	\$0.00	\$0.00
M3DA-2016-16-05-00	Providence Brought Into E Citation	\$150,000.00	\$134,890.16	\$15,109.84
M3DA-2016-16-06-00	RI Police Chiefs Association Statewide R	\$275,000.00	\$45,000.00	\$230,000.00
M3DA-2016-16-07-00	Traffic Records Data Warehouse	\$33,000.00	\$0.00	\$33,000.00
M3DA-2016-16-08-00	Trauma Registry	\$156,590.44	\$0.00	\$156,590.44
M3DA-2016-16-09-00	TRCC Consultant Services	\$37,000.00	\$37,000.00	\$0.00
M3DA-2016-16-10-00	State Agencies (URI) PD E Citation	\$24,923.00	\$24,393.00	\$530.00
M3DA-2016-16-11-00	LRS Project	\$274,050.00	\$82,650.00	\$191,400.00
405c Data Program Total		\$1,262,463.44	\$614,628.66	\$647,834.78

Funding Source and Description		Total Obligated	Expenditures	Balance
405d Impaired Driving Mid				
M5X-2016-16-00-00	Audit Fees	\$1,500.00	\$713.52	\$786.48
405d Impaired Driving Mid Total		\$1,500.00	\$713.52	\$786.48
405d Low HVE				
M2HVE-2016-16-01-00	Incentive Rewards Program (Chiefs Challenge)	\$0.00	\$0.00	\$0.00
M2HVE-2016-16-02-00	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (including DRE)	\$26,900.00	\$25,100.00	\$1,800.00
M2HVE-2016-16-03-00	State Agencies (URI) Seat Belt Law Enforcement	\$2,000.00	\$1,600.00	\$400.00
405d Low HVE Total		\$28,900.00	\$26,700.00	\$2,200.00
405d Mid BAC Testing/Reporting				
M5BAC-2016-16-01-00	Municipalities Impaired Driving BAT Mobile	\$302,783.00	\$70,384.32	\$232,398.68
405d Mid BAC Testing/Reporting Total		\$302,783.00	\$70,384.32	\$232,398.68
405d Mid Court Support				
M5CS-2016-16-01-00	Court Monitoring (MADD) AL	\$65,000.00	\$42,530.80	\$22,469.20
M5CS-2016-16-02-00	State Agencies (HEALTH) Forensic Toxicologist (TSRFT) and Preliminary Breath Te	\$254,120.00	\$254,119.20	\$0.80
M5CS-2016-16-03-00	State Agencies (AG) Traffic Safety Resource Prosecutor (TSRP)	\$138,653.00	\$133,522.50	\$5,130.50
405d Mid Court Support Total		\$457,773.00	\$430,172.50	\$27,600.50
405d Mid HVE				
M5HVE-2016-16-01-00	Municipalities Impaired Driving Law Enforcement Patrols	\$310,000.00	\$217,707.50	\$92,292.50
M5HVE-2016-16-02-00	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator	\$96,123.00	\$96,116.06	\$6.94
M5HVE-2016-16-03-00	State Agencies (URI) Impaired Driving Law Enforcement Patrols	\$2,000.00	\$624.00	\$1,376.00
M5HVE-2016-16-04-00	State Agencies (RISP) Impaired Driving Law Enforcement Patrols	\$150,000.00	\$149,876.87	\$123.13
405d Mid HVE Total		\$558,123.00	\$464,324.43	\$93,798.57
405d Mid ID Coordinator				
M5IDC-2016-16-01-00	Salaries (Impaired Driving)	\$230,000.00	\$84,965.06	\$145,034.94
405d Mid ID Coordinator Total		\$230,000.00	\$84,965.06	\$145,034.94
405d Mid other Based on Problem ID				
M5OT-2016-16-02-00	SIDNE High School Education Program	\$26,500.00	\$11,812.20	\$14,687.80
M5OT-2016-16-03-00	The BAY Team Teen Driving Project Barrington	\$11,000.00	\$11,000.00	\$0.00
M5OT-2016-16-04-00	ThinkFast Interactive Save A Life Tour High School Program	\$64,912.00	\$59,581.25	\$5,330.75
M5OT-2016-16-05-00	Youth Educator and Influencer Program (MADD)	\$43,000.00	\$38,808.75	\$4,191.25
405d Mid other Based on Problem ID Total		\$145,412.00	\$121,202.20	\$24,209.80

Funding Source and Description	Total Obligated	Expenditures	Balance
405d Mid Paid/Earned Media			
M5PEM-2016-16-01-00 Paid Media (AL) Impaired Riding	\$241,897.53	\$0.00	\$241,897.53
405d Mid Paid/Earned Media Total	\$241,897.53	\$0.00	\$241,897.53
405e DD Law Enforcement			
M8DDLE-2016-16-01-00 State Agencies (RISP) Distracted Driving	\$118,376.63	\$63,501.36	\$54,875.27
405e DD Law Enforcement Total	\$118,376.63	\$63,501.36	\$54,875.27
405e Distracted Driving			
M8X-2016-16-00-00 Audit Fees	\$72.90	\$31.75	\$41.15
405e Distracted Driving Total	\$72.90	\$31.75	\$41.15
405f Motorcycle Programs			
M9X-2016-16-00-00 Audit Fees	\$50.00	\$0.00	\$50.00
405f Motorcycle Programs Total	\$50.00	\$0.00	\$50.00
405f Motorcyclist Awareness			
M9MA-2016-16-01-00 Motorcycle Public Education Awareness and Outreach Campaign	\$27,430.98	\$0.00	\$27,430.98
M9MA-2016-16-02-00 Paid Media (MC) Awareness Campaign (May)	\$63,696.72	\$61,884.55	\$1,812.17
405f Motorcyclist Awareness Total	\$91,127.70	\$61,884.55	\$29,243.15

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