

ANNUAL EVALUATION



REPORT



OHIO DEPARTMENT
OF PUBLIC SAFETY
SAFETY • SERVICE • PROTECTION



What will you do today to contribute to a safer Ohio?

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Overview

Housed under the Ohio Department of Public Safety (ODPS) within the Ohio State Highway Patrol (OSHP), the Ohio Traffic Safety Office (OTSO) administers the Section 402 State and Community grants, related National Highway Traffic Safety Administration (NHTSA) awards and initiatives, and contracts for traffic safety activities.

This Annual Evaluation Report summarizes activities that occurred between October 1, 2014 and September 30, 2015. Activities listed in this report that can be directly tied to a specific county reached 93.86 percent of Ohio's population (approximately 10.8 million people). Grants with the Ohio State Highway Patrol (OSHP) and our Paid Media contract potentially reach the entire state, for 100 percent reach.

Mission Statement

The Ohio Traffic Safety Office (OTSO) mission is to save lives and reduce injuries on Ohio's roads through leadership and partnering efforts with others interested in traffic safety, utilizing the most innovative and efficient methods possible of managing state and federal resources.

Accomplishments

As of the last graduating class, Ohio has 132 DREs. As Ohio's DRE program continues to grow, the number of evaluations has increased to 724 in 2015. Ohio has an aggressive goal of 200 DREs by the end of 2016.

Safe Communities programs reported almost 400 events/activities that received over 48,000,000 gross impressions using print, radio, television and web. Volunteers also donated over 3,100 hours to the program for a value of \$72,093.75.

Ohio conducted a pilot Seat Belt Tac Squad grant with the Ohio State Highway Patrol. Two districts were granted 100 hours per week for the month of May, 2015. These 800 hours generated over 1,300 restraint violations. In FFY 2016, this program will be expanded to all nine districts to conduct Seat Belt Tac Squads during November 2015 and May 2016.

Crash Data

Ohio Performance Measures

CORE OUTCOME MEASURES			2010	2011	2012	2013	2014
C-1	Traffic Fatalities (FARS)	Annual	1,080	1,017	1,121	989	1,006
		5-Year Moving Average	1,157	1,113	1,086	1,046	1,043
Reduce traffic fatalities 7.45 percent from 1,086 (2008 – 2012) average to 1,006 by 2015.							
C-2	Serious Injuries in Traffic Crashes (State Crash Data)	Annual	10,186	9,662	9,780	9,231	8,785
		5-Year Moving Average	10,249	10,041	9,902	9,727	9,529
Reduce serious traffic injuries 6.74 percent from 9,902 (2008 – 2012 average) to 9,234 by 2015.							
C-3a	Fatalities/VMT (FARS/FHWA)	Annual	0.97	0.91	0.99	0.88	0.95
		5-Year Moving Average	1.05	1.01	0.98	0.93	0.94
Reduce the fatalities/VMT rate 6.12 percent from 0.98 (2008 – 2012 average) to 0.92 by 2015.							
C-3b	Rural Fatalities/VMT (FARS/FHWA)	Annual	1.97	1.82	1.75	1.54	1.49
		5-Year Moving Average	2.09	2.00	1.90	1.78	1.71
Reduce the rural fatalities/VMT rate 5.79 percent from 1.90 (2008 – 2012 average) to 1.79 by 2015.							
C-3c	Urban Fatalities/VMT (FARS/FHWA)	Annual	0.48	0.47	0.63	0.59	0.64
		5-Year Moving Average	0.54	0.52	0.53	0.53	0.56
Reduce the urban fatalities/VMT rate 5.66 percent from 0.53 (2008 – 2012 average) to 0.50 by 2015.							
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	404	358	416	352	375
		5-Year Moving Average	455	426	404	386	381
Reduce unrestrained passenger vehicle occupants fatalities (all seat positions) 2.97 percent from 404 (2008 – 2012 average) to 392 by 2015.							
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	335	310	389	271	310
		5-Year Moving Average	357	342	342	326	323
Reduce alcohol impaired driving fatalities 3.81 percent from 342 (2008 – 2012 average) to 328 by 2015.							
C-6	Speeding-Related Fatalities (FARS)	Annual	321	299	354	273	274
		5-Year Moving Average	282	291	306	307	304
Reduce speed-related fatalities 3.59 percent from 306 (2008 – 2012 average) to 295 by 2015.							
C-7	Motorcyclist Fatalities (FARS)	Annual	170	165	162	132	136
		5-Year Moving Average	179	181	175	159	153
Reduce motorcyclist fatalities 17.14 percent from 175 (2008 – 2012 average) to 145 by 2015.							

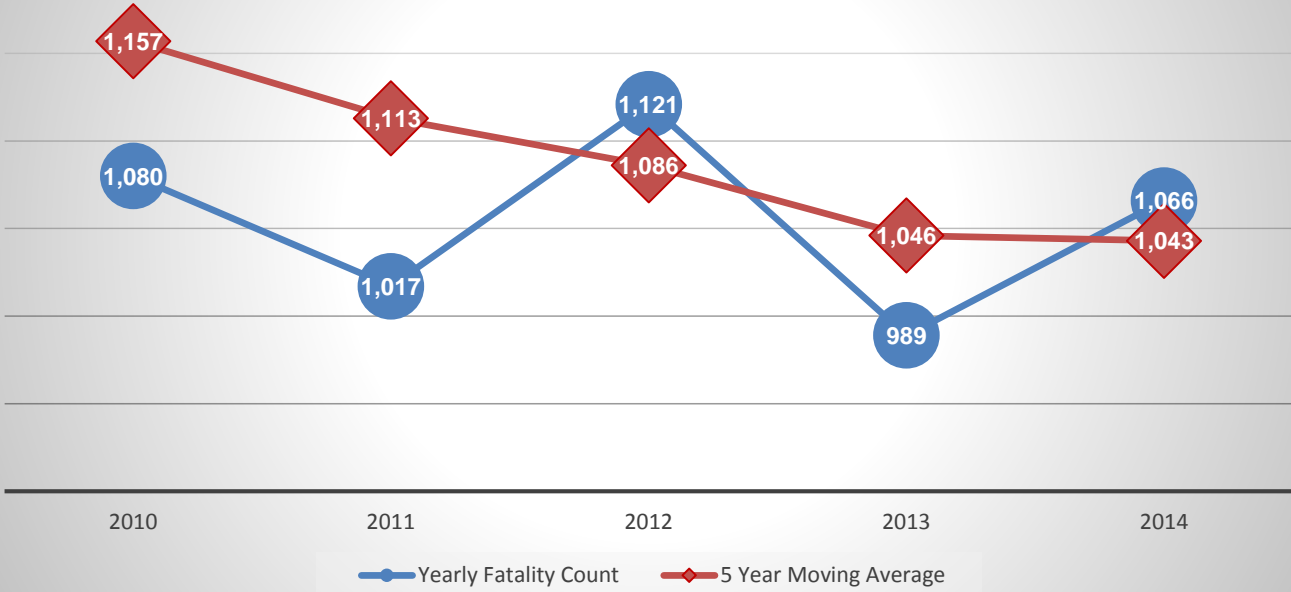
CORE OUTCOME MEASURES			2010	2011	2012	2013	2014
C-8	Un-helmeted Motorcyclist Fatalities (FARS)	Annual	125	120	124	87	91
		5-Year Moving Average	128	129	129	117	109
Reduce un-helmeted motorcyclist fatalities 10.85 percent from 129 (2008 – 2012 average) to 115 by 2015.							
C-9	Drivers Age 20 or Younger involved in Fatal Crashes (FARS)	Annual	159	160	150	123	138
		5-Year Moving Average	195	181	167	153	146
Reduce drivers age 20 and younger involved in fatal crashes 16.17 percent from 167 (2008 – 2012 average) to 140 by 2015.							
C-10	Pedestrian Fatalities (FARS)	Annual	93	104	113	85	86
		5-Year Moving Average	96	98	99	96	96
Reduce pedestrian fatalities 4.04 percent from 99 (2008 – 2012 average) to 95 by 2015.							
C-11	Bicyclist Fatalities (FARS)	Annual	11	16	18	19	11
		5-Year Moving Average	16	16	16	17	15
Reduce bicyclist fatalities 6.25 percent from 16 (2008 – 2012 Average) to 15 by 2015.							

CORE BEHAVIOR MEASURES			2011	2012	2013	2014	2015
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)		84.1	82.0	84.5	85.0	83.9
	Increase observed seat belt use for passenger vehicles, front seat outboard occupants 0.59 percent from 84.5 (2013 baseline) to 85.0 by 2015.						

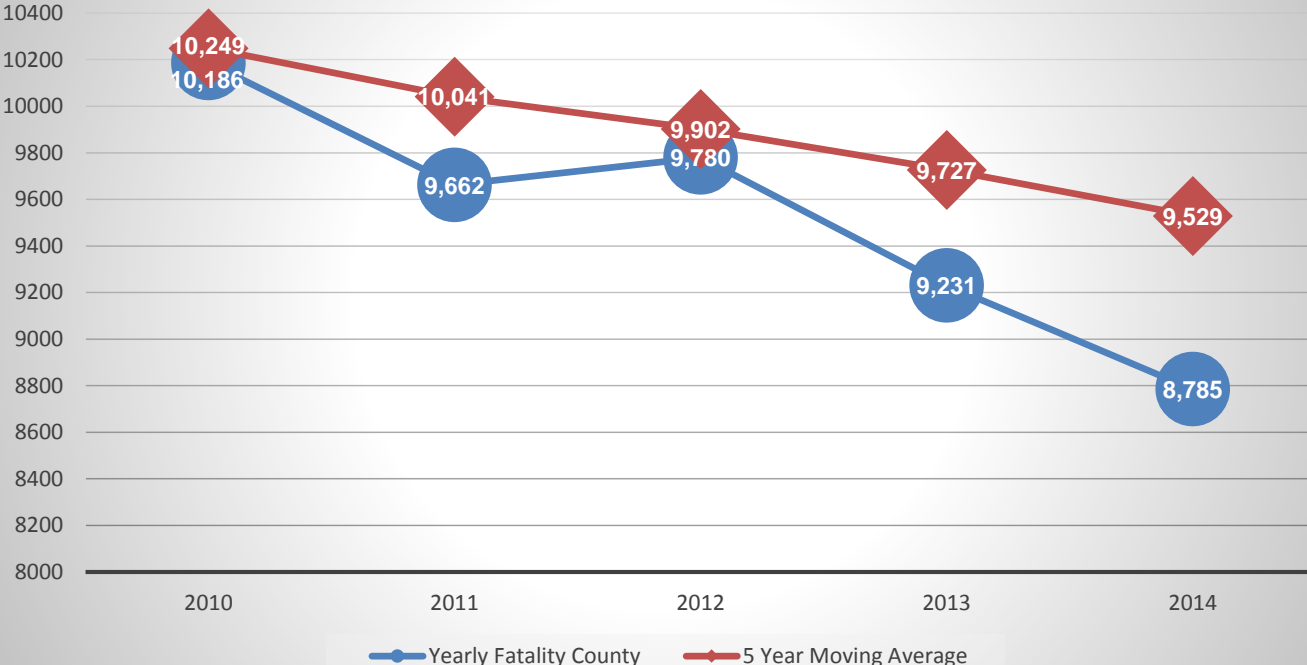
CORE ACTIVITY MEASURES			2011	2012	2013	2014	2015
A-1	Number of seat belt citations (Ohio GRANTS)		39,715	41,397	46,135	37,881	43,663
A-2	Number of impaired driving arrests (Ohio GRANTS)		8,079	8,298	8,140	7,155	8,315
A-3	Number of speeding citations issued (Ohio GRANTS)		128,464	128,488	150,142	266,995	154,880

OHIO VEHICLE MILES OF TRAVEL	
2010	113,503,615,650 (Ohio Department of Transportation)
2011	111,748,348,900 (Ohio Department of Transportation)
2012	111,467,908,450 (Ohio Department of Transportation)
2013	112,737,236,100 (Ohio Department of Transportation)
2014	112,751,463,800 (Ohio Department of Transportation)

Traffic Fatalities



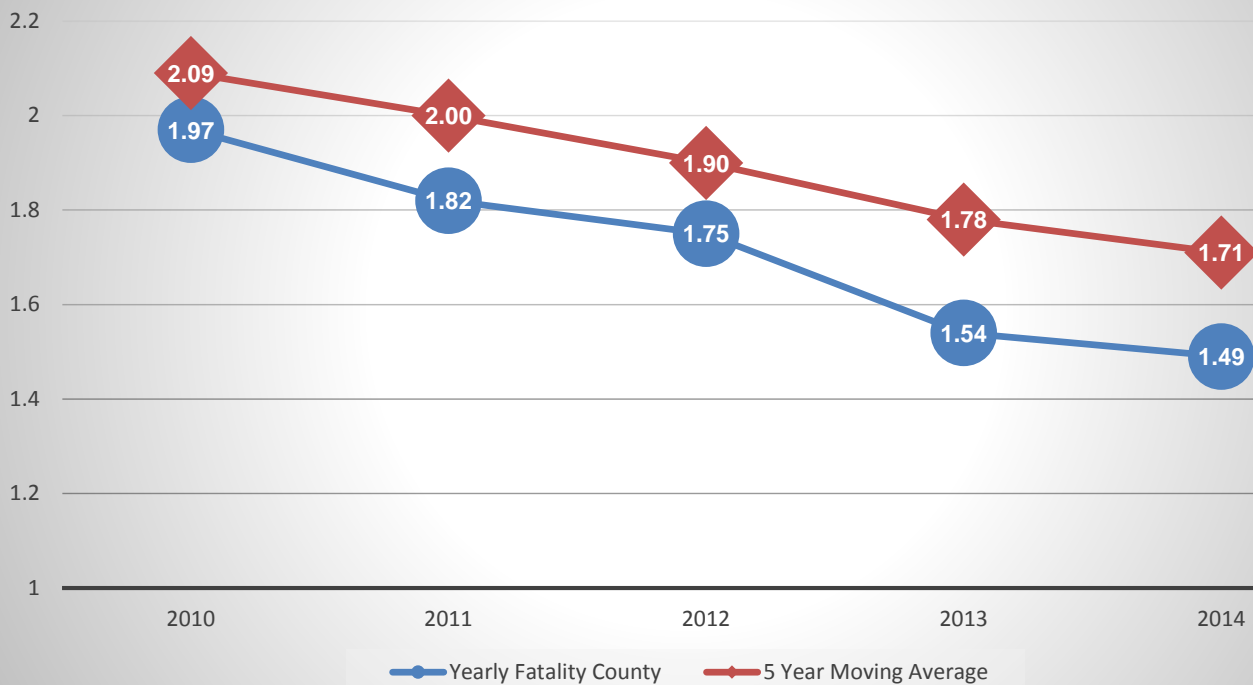
Serious Injuries



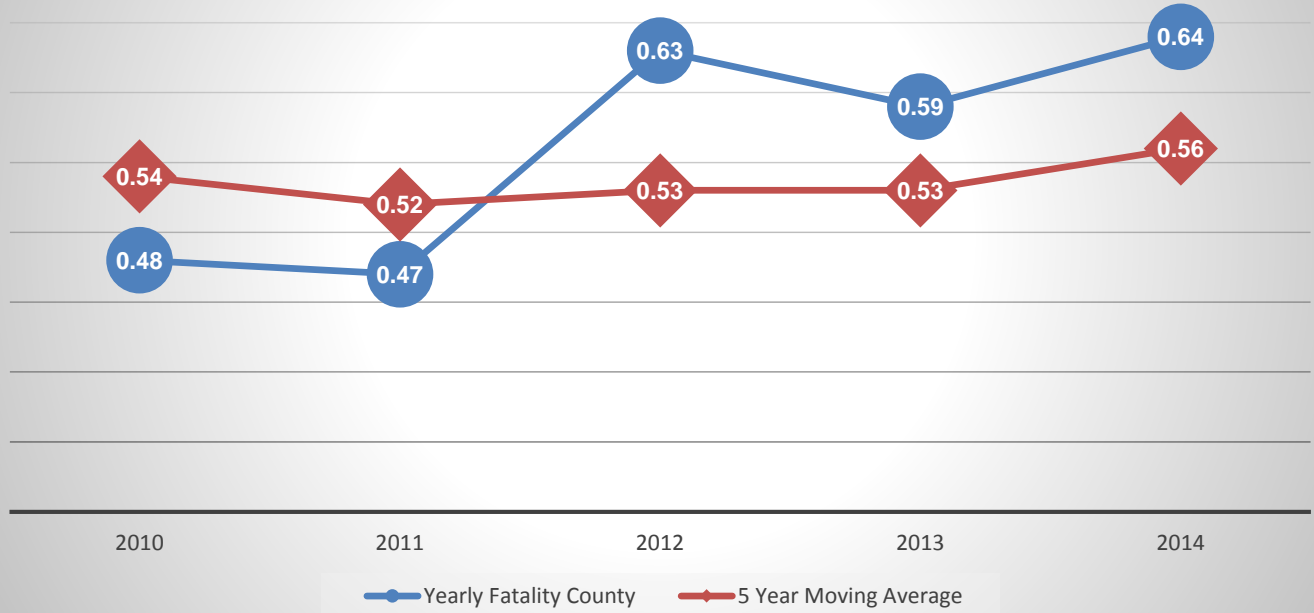
Fatalities/VMT



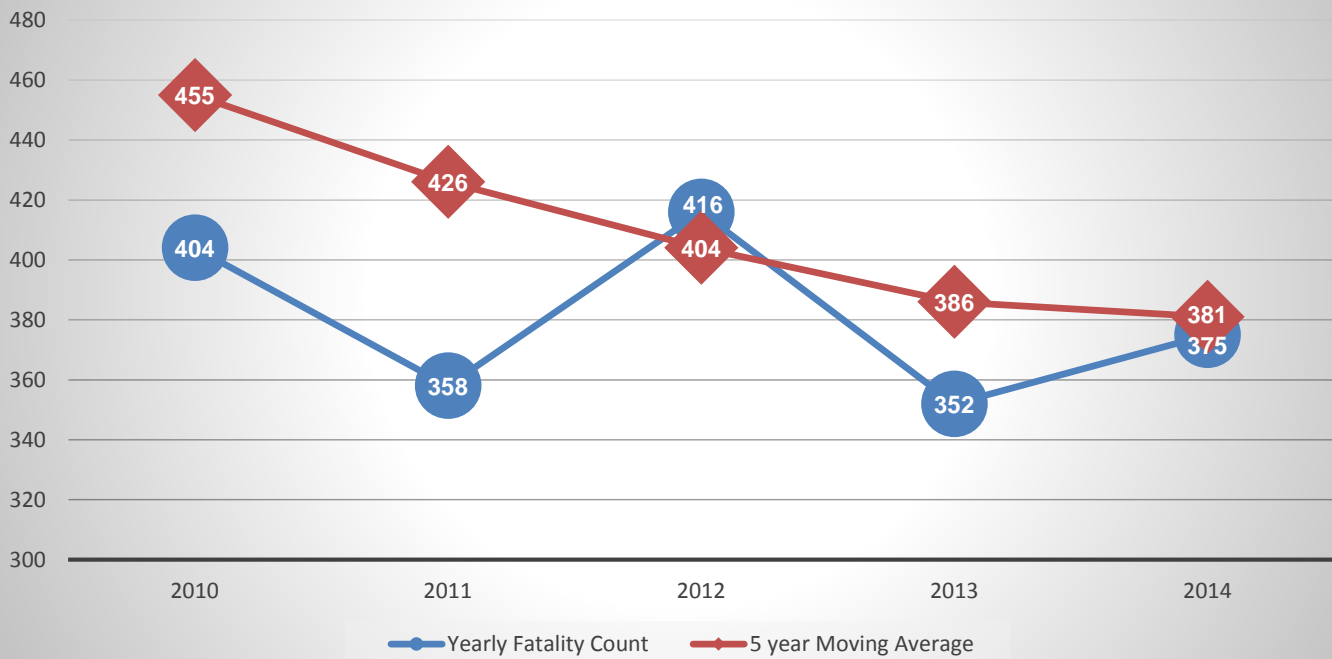
Rural Fatalities/VMT



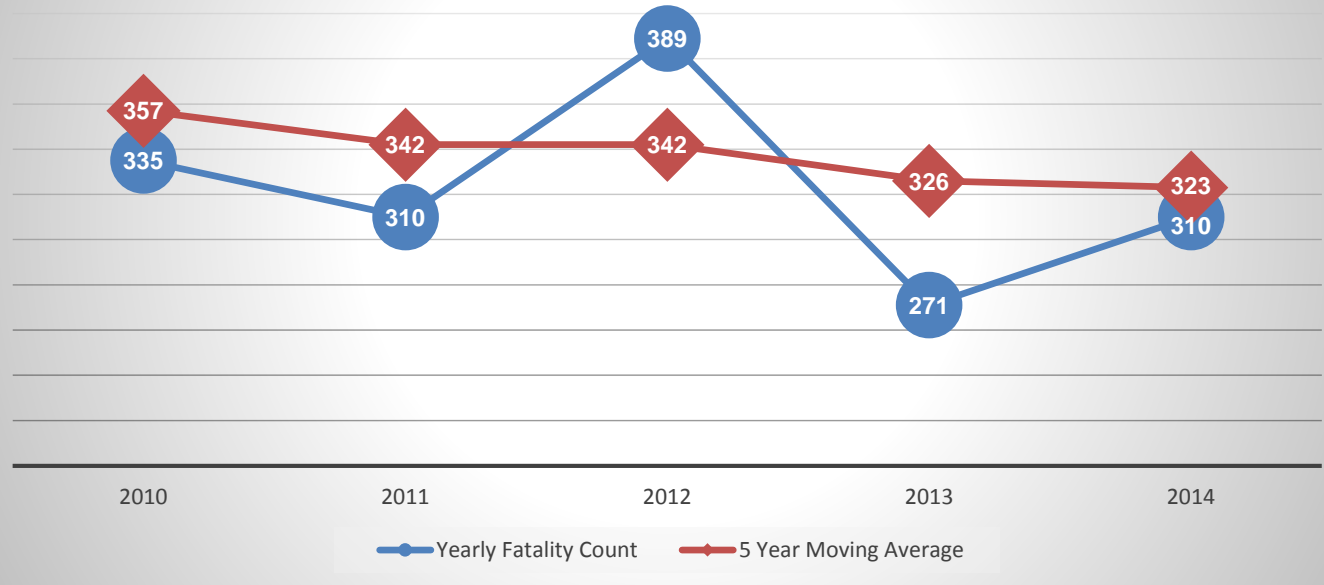
Urban Fatalities/VMT



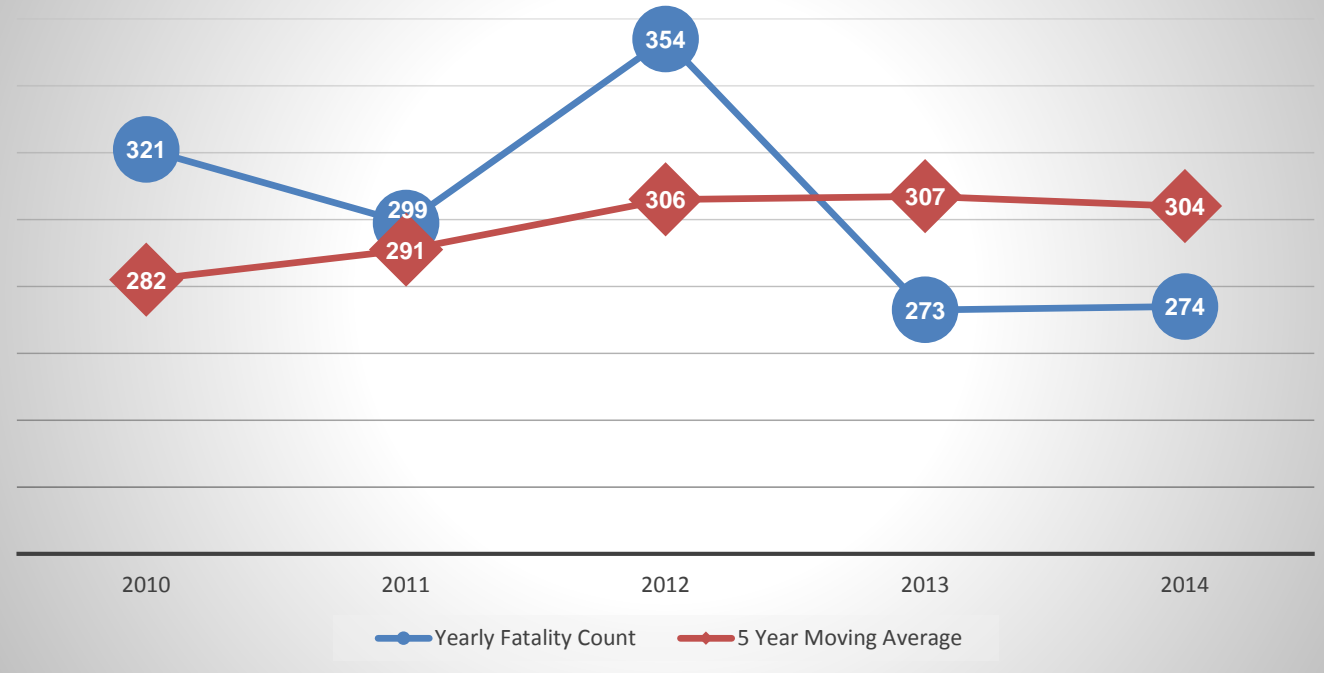
Unrestrained Passenger Fatalities



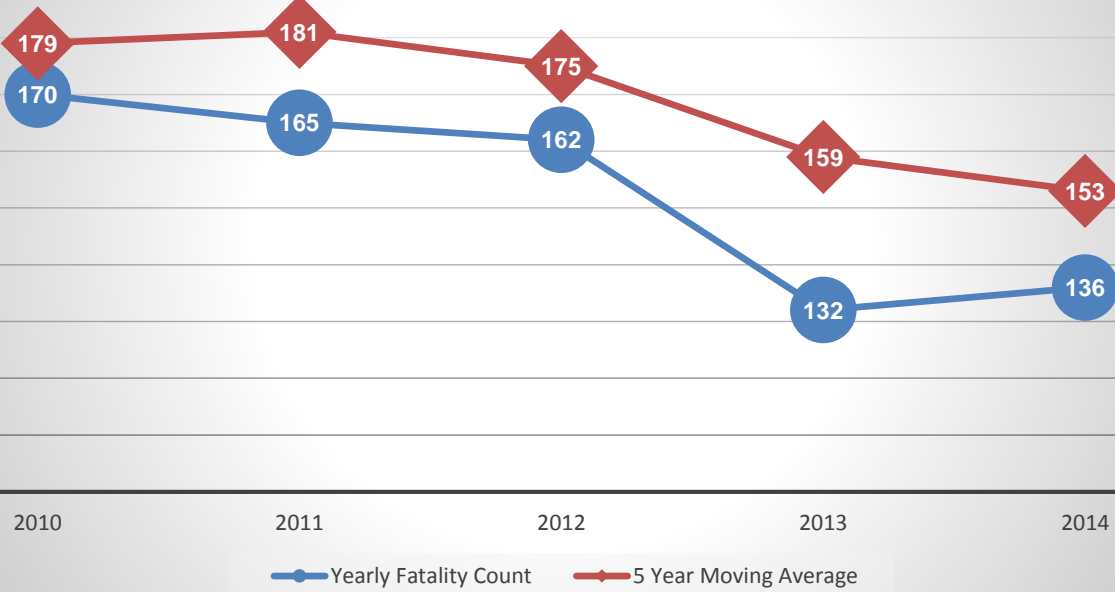
Fatalities Involving a Driver or Motorcycle Operator with a BAC .08 or Higher



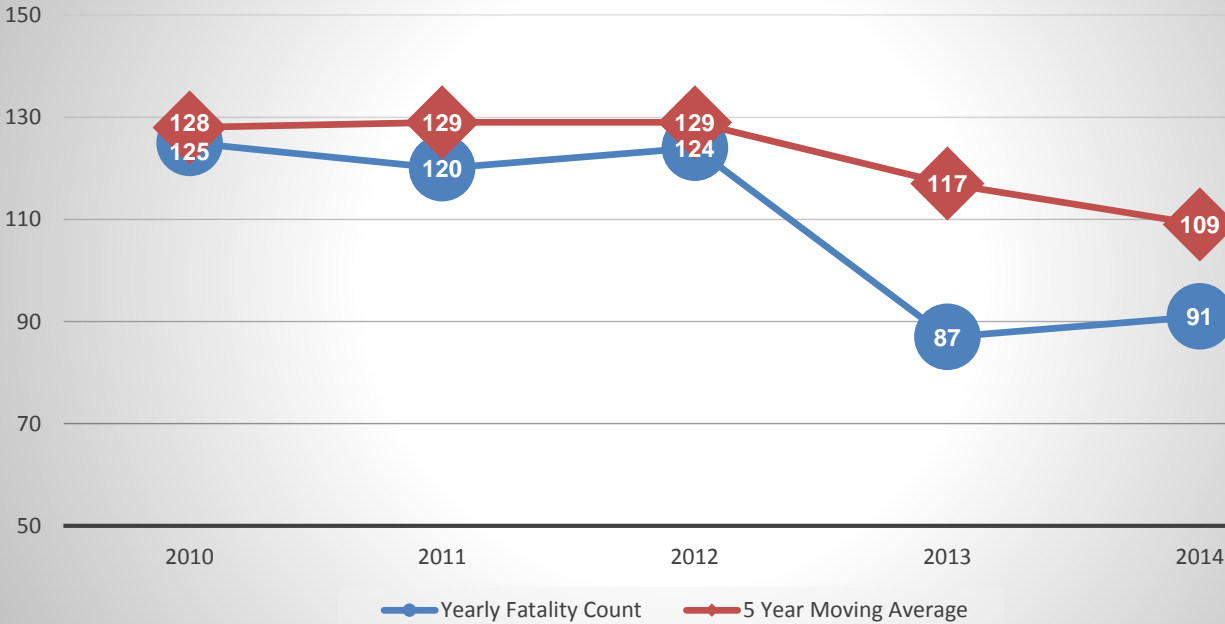
Speed-Related Fatalities



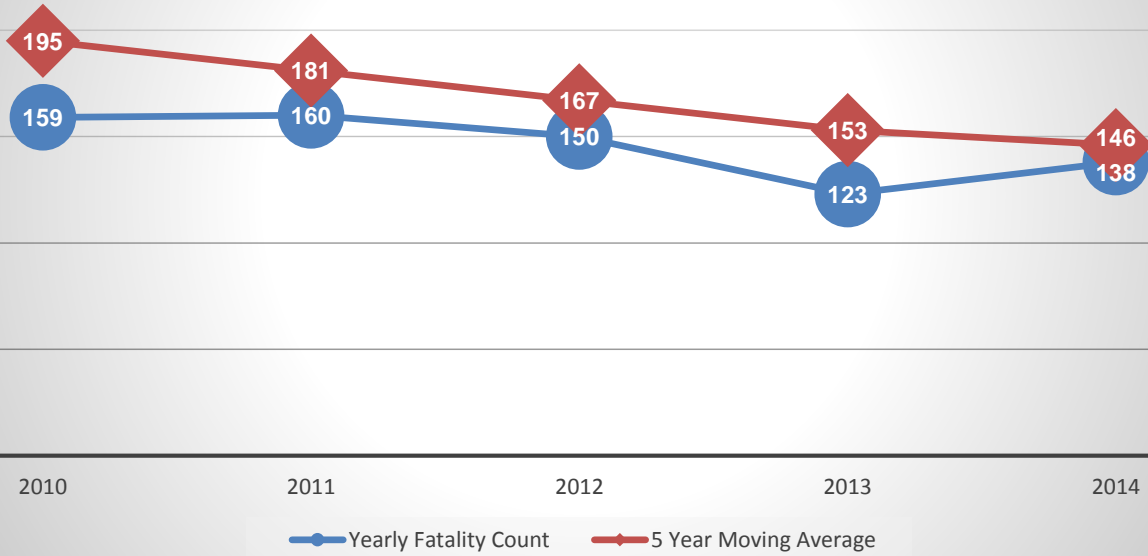
Motorcycle Fatalities



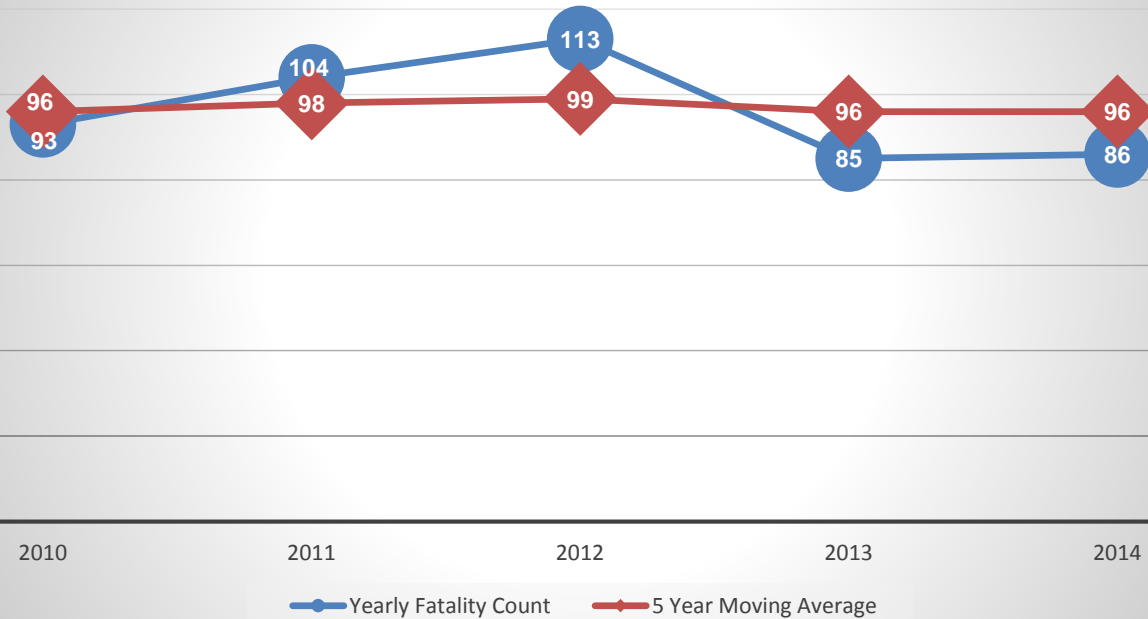
Un-helmeted Motorcycle Fatalities

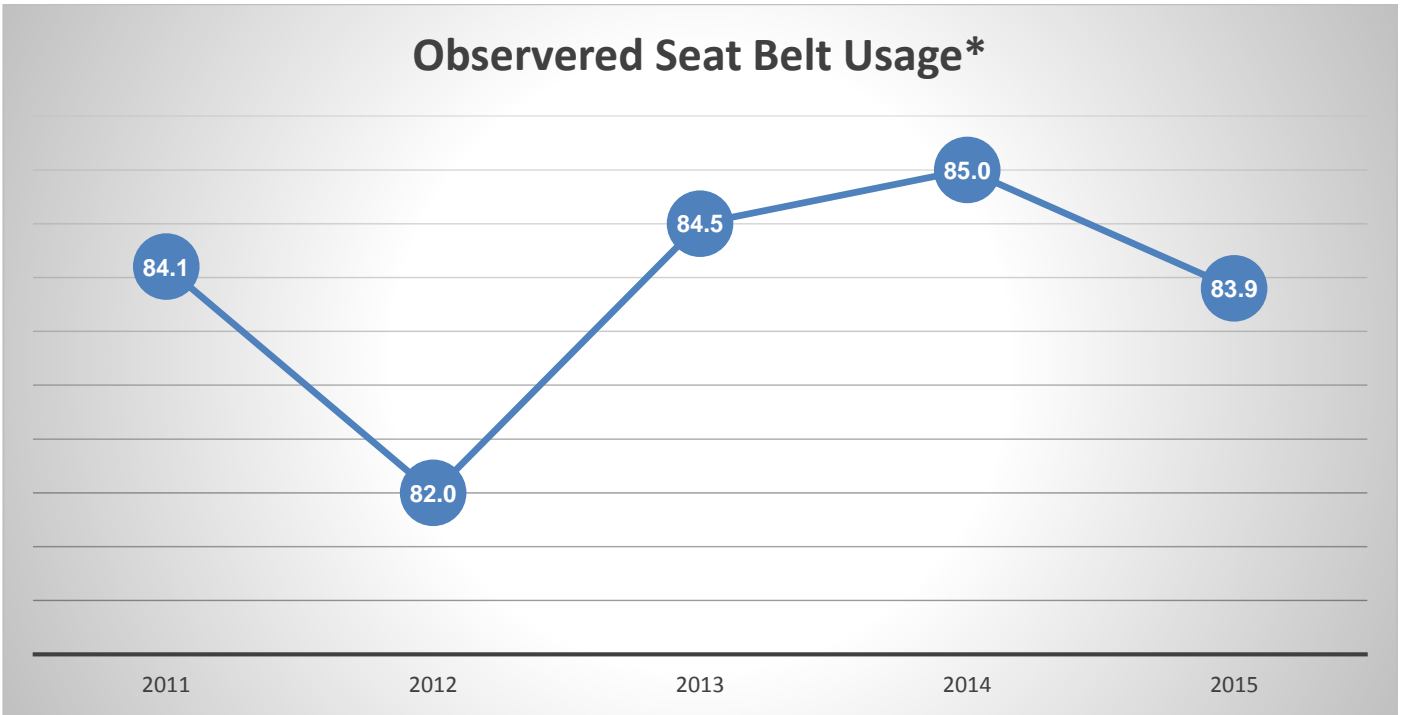
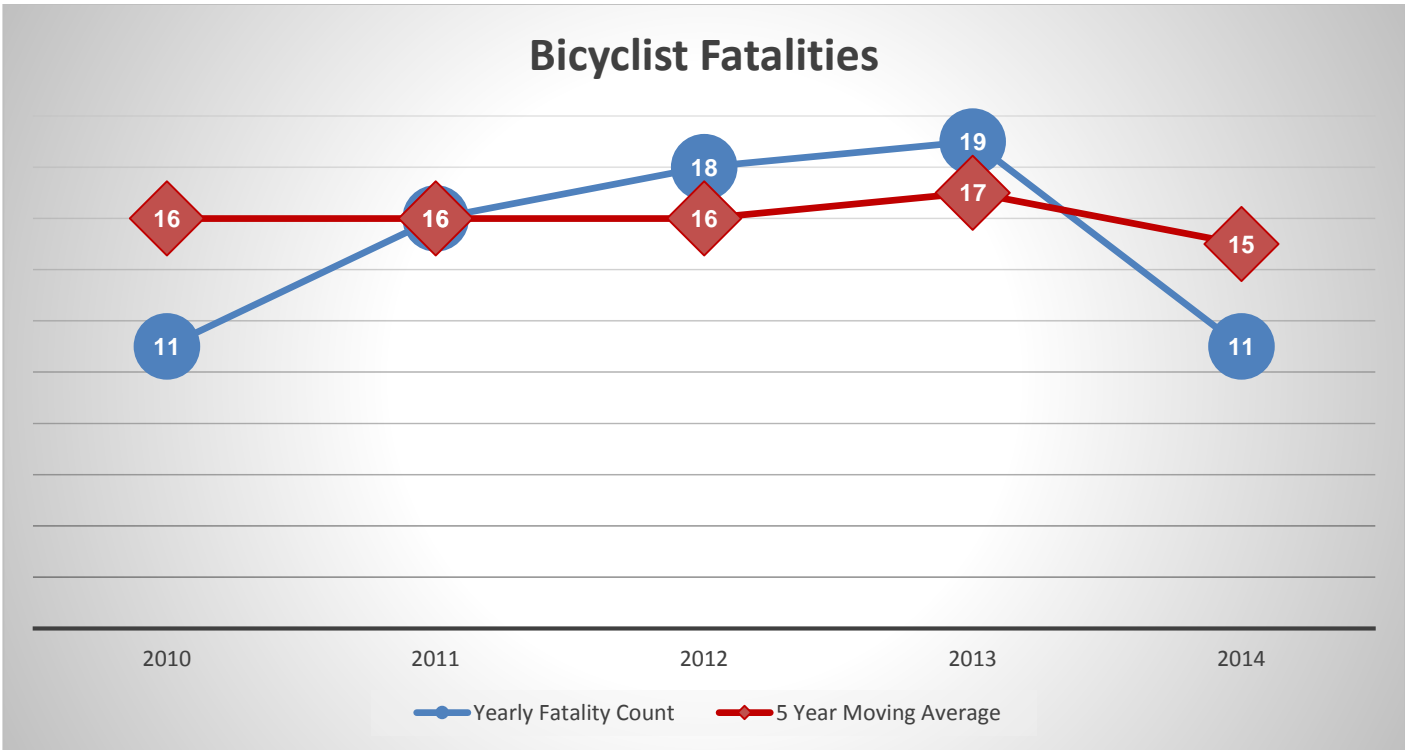


Drivers 20 or Younger Involved in a Fatal Crash



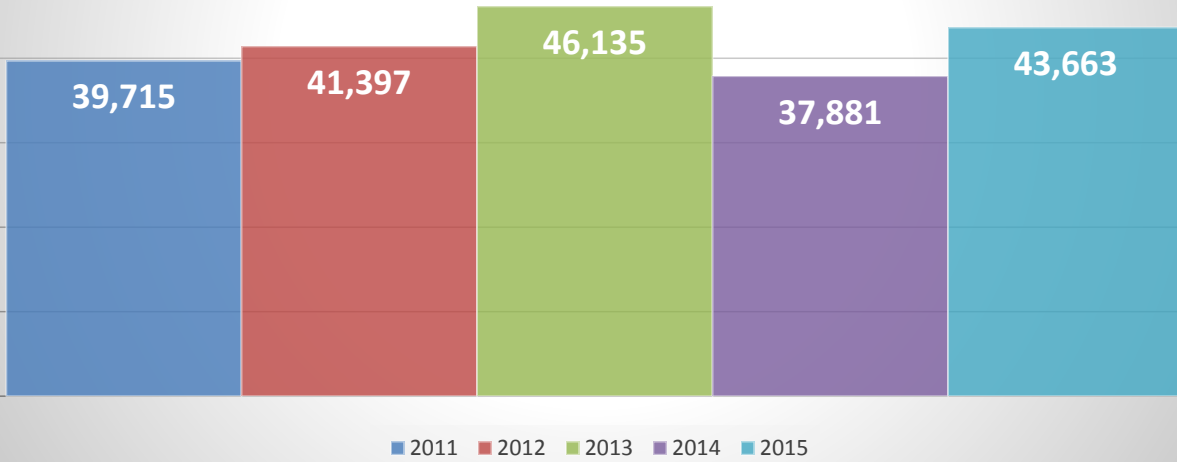
Pedestrian Fatalities



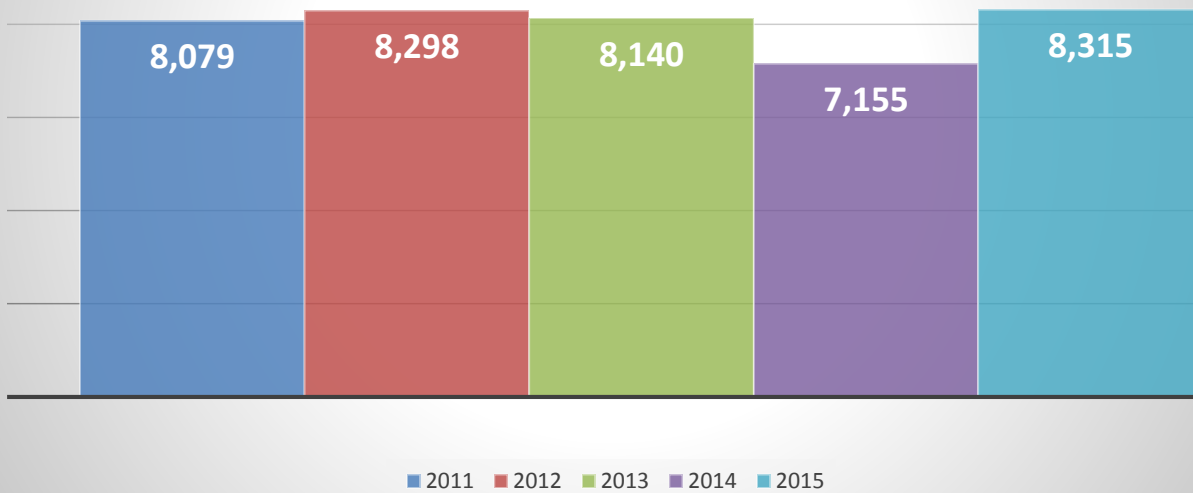


*Began using the new NHTSA approved methodology in 2012.

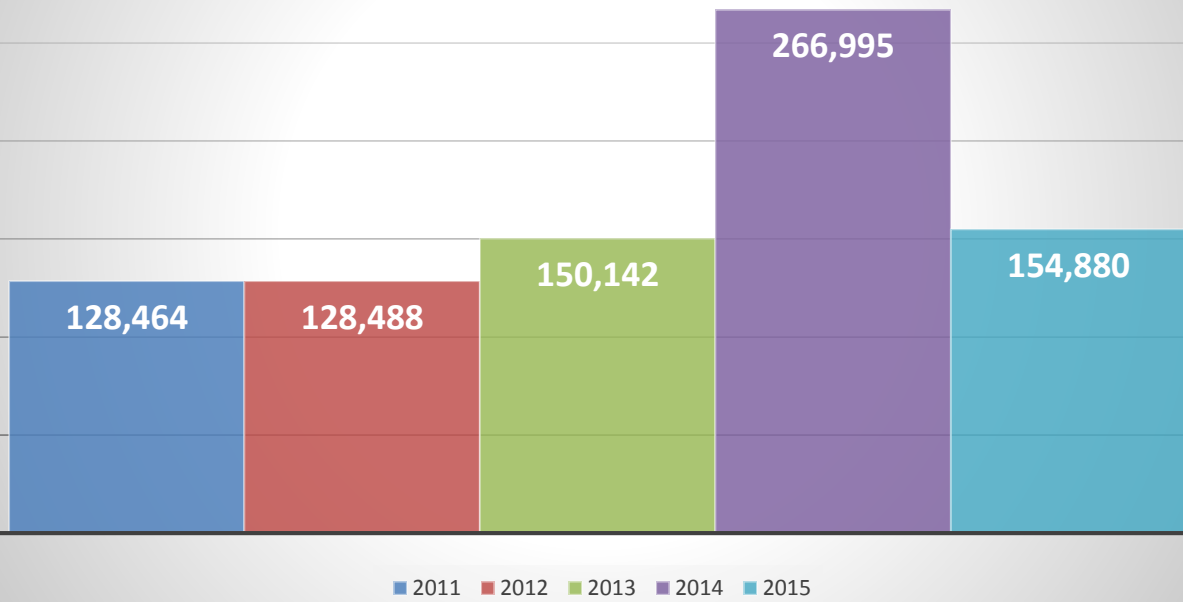
Grant Funded Seat Belt Citations



Grant Funded Impaired Driving Arrests



Grant Funded Speed Citations



Fatal/Serious Injury Program Area

Overview

- C-1) Reduce traffic fatalities 7.45 percent from 1,087 (2008 – 2012 average) to 1,006 by 2015.
- C-2) Reduce serious traffic injuries 6.74 percent from 9,901 (2008 – 2012 average) to 9,234 by 2015.
- C-3a) Reduce the fatalities/VMT rate 6.12 percent from 0.98 (2008 – 2012 average) to 0.92 by 2015.
- C-3b) Reduce the rural fatalities/VMT rate 5.79 percent from 1.90 (2008 – 2012 average) to 1.79 by 2015.
- C-3c) Reduce the urban fatalities/VMT rate 5.66 percent from .53 (2008 – 2012 average) to .50 by 2015.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities (all seat positions) 2.97 percent from 404 (2008 – 2012 average) to 392 by 2015.
- C-5) Reduce impaired driving fatalities (.08 and above) 3.81 percent from 341 (2008 – 2012 average) to 328 by 2015.
- Increase the number of DRE evaluations 6.09 percent from 575 (2012 – 2013 average) to 610 by 2015.*
- Increase the number of DREs from 112 (2014 baseline) to 136 by 2015.
- C-6) Reduce speed-related fatalities 3.59 percent from 306 (2008 – 2012 average) to 295 by 2015.
- C-7) Reduce motorcyclist fatalities 17.14 percent from 175 (2008 – 2012 average) to 145 by 2015.
- C-8) Reduce un-helmeted motorcyclist fatalities 10.85 percent from 129 (2008 – 2012 average) to 115 by 2015.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes 16.17 percent from 167 (2008 – 2012 average) to 140 by 2015.
- C-10) Reduce pedestrian fatalities 4.04 percent from 99 (2008 – 2012 average) to 95 by 2015.**
- C-11) Reduce bicycle fatalities 6.25 percent from 16 (2008 – 2012 average) to 15 by 2015.**
- Reduce distracted driving fatal crashes 7.69 percent from 13 (2008 – 2012 average) to 12 by 2015.***
- Reduce distracted driving injury crashes 3.72 percent from 1,612 (2008 – 2012 average) to 1,552 by 2015.***
- B-1) Increase statewide seat belt compliance 0.59 percent from 84.5 (2013 baseline) to 85.0 by 2015.
- Ohio has 76 out of 88 counties that are LBRS (Location Based Response System) compliant with an additional 5 counties that are in the process. Ohio's goal is to have 79 counties compliant by December 31, 2015
- Currently 45 percent of Ohio's crash reports are submitted electronically. Ohio's goal is to increase this to 47 percent by December 31, 2015.
- Currently Ohio does not have a statewide citation tracking system. Ohio's goal is to have a pilot project up and running by December 31, 2014.

- Ohio will process sub-grantee reimbursement claims in an average of 6 days. In FFY 2013, the average was 13.6 days.
- Ohio will award at least 45 percent of awarded grant funds to local benefit. Currently 48.4 percent is awarded to local benefit.
- Ohio will liquidate 60 percent of its funds in FFY 2015. In FFY 2012, Ohio liquidated 39.82 percent.****
- Ohio will increase mobilization reporting to 85 percent from 71.32 percent in FFY 2013.
- The FFY 2015 goal is for the TSRP to attend regional and national training and to provide at least 30 training opportunities statewide for prosecutors and law enforcement.

*2012 was the first full year of DRE evaluations in Ohio. Once multiple years of data have been collected, Ohio will begin using the same goal setting methods based on trends.

**The trends for speed, pedestrian, and bicycle were increases. A standard 1.25 percent per year from 2012 reduction was used for each of these goals to ensure the goal was a reduction by 2015.

*** In 2011, Ohio began adding fields to the OH-1 (Crash Report) to capture distracted driving data. The revised OH-1 was available for use in 2012, but was not mandatory until 2013. Distracted driving data is incomplete for 2011 and 2012. The trend method was used to set the goals, however the goals may need to be re-evaluated as the new data becomes available.

**** Liquidation rate does not include 164-HE funds.

Programming Efforts

Project Number: NF-2015-00-00-00

Project Title: Ohio Strategic Highway Safety Plan (SHSP) Coordinating Committee

Project Description:

Ohio's SHSP identifies the State's most critical traffic safety issues and problems, countermeasures being implemented and partners contributing resources to impact those problems and issues. OTSO participates in the SHSP coordinating committee and chairs the High-Risk Behaviors/Drivers subcommittee. MAP 21 requires the HSP and the SHSP coordinate. Ohio has had an active role in the SHSP committee since the inception and this will continue.

Project Results:

In FFY 2015, OTSO participated in the SHSP coordinating committee and chaired the High-Risk Behaviors/Drivers subcommittee. Ohio continued their active role in the SHSP committee. The committee focused on updating the plan and encouraging more active participation in the subcommittees to ensure coordination among all agencies.

Awarded:	N/A	Expended:	N/A	Funding Source:	N/A
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Project Number: SA-2015-00-00-00

Project Title: Safe Communities

Funded Agencies: See Chart below under Project Results

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013, lists Communication and Outreach as an effective strategy for impaired driving, seat belt usage, speed, distracted driving, motorcycle safety, older drivers and pedestrians. According to NHTSA’s website, “the U.S. Department of Transportation has made a commitment to the philosophy that communities are in the best position to affect improvements in motor vehicle and other transportation-related safety problems.” In FFY 2015, the OTSO conducted an in-depth analysis of traffic crash data to identify and prioritize traffic safety problems and to target fatal crash locations for traffic safety programming. Maximum amounts for each county were set based on the average number of fatal crashes for 2011, 2012 and 2013. New programs had to have a minimum of a 3 year average of 2 fatal crashes to be eligible for funding.

Project Results:

Funded Agencies

Agency	County	Population	Awarded Amount	Expended Amount
Adams County Economic Development Office	Adams*	28,550	24,999.05	16,922.71
Anazao Community Partners	Holmes	42,366	25,000.00	24,989.58
Anazao Community Partners	Wayne	114,520	42,000.00	43,428.29
Atrium Medical Center	Warren*	212,693	50,000.00	16,043.16
Belmont County Health Department	Belmont*	70,400	41,171.99	9,898.80
Bethesda North Hospital	Hamilton	802,374	100,000.00	62,792.36
Bowling Green State University	Wood*	125,488	50,229.37	48,976.21
Brunswick Division of Police	Medina	172,332	35,982.78	15,710.82
Carroll County General Health District	Carroll*	28,836	25,000.00	21,322.41
Cedar Ridge Behavioral Health Solutions	Guernsey*	40,087	35,000.00	7,729.75
Clark County Combined Health	Clark	138,333	42,000.00	37,177.50
Columbus Health Department	Franklin	1,163,414	125,000.00	106,383.39
Coshocton County Health Department	Coshocton*		25,000.00	13,725.28
Delaware General Health District	Delaware*	174,214	41,999.83	41,999.81
Educational Service Center of Lake Erie West	Lucas	441,815	84,999.83	76,930.36
Erie County Health Department	Erie*	77,079	35,000.00	34,409.20
Family & Community Services, Inc.	Portage	161,419	42,000.00	40,964.63
Family Recovery Center	Columbiana	107,841	42,000.00	41,960.22
Fowler Township Police Department	Trumbull	210,312	65,000.00	58,529.02
Fulton County Health Department	Fulton*	42,698	31,482.50	21,524.73
Greene County Combined Health District	Greene	161,573	42,000.00	39,075.71
Knox County Health Department	Knox	60,921	25,000.00	18,406.19
Lake County General Health	Lake	230,041	42,000.00	40,570.73
Licking County Health Department	Licking	166,492	50,000.00	49,723.86
Lima-Allen County Regional Planning Commission	Allen	106,331	35,000.00	32,236.24
Lorain County General Health District	Lorain	301,356	71,348.74	51,671.70
Madison County London City Health District	Madison*	43,435	25,000.00	19,656.72
Mental Health and Recovery Services Board	Seneca*	56,745	36,402.17	22,184.62
Miami Valley Hospital – Injury Prevention Center	Montgomery*	535,153	103,145.79	30,353.39
New Middletown Police Department	Mahoning	238,823	64,984.49	61,629.35

Perry County EMA	Perry*	36,058	25,000.00	25,000.00
Pickaway County Sheriff's Office	Pickaway	55,698	42,000.00	31,201.53
Pike County General Health District	Pike*	28,709	35,000.00	25,820.58
Putnam County Educational Service Center	Putnam*	34,499	25,000.00	0.00
Richland Public Health	Richland	124,475	35,709.01	18,064.50
Ross County Health District	Ross	78,064	42,000.00	25,598.21
Safety Council of Southwestern Ohio	Butler	368,130	51,198.94	46,413.00
Sandusky County Health Department	Sandusky*	60,944	35,000.00	29,667.50
Stark County Sheriff's Office	Stark	375,586	66,500.00	62,478.97
Summit County Division of Public Safety	Summit*	541,781	81,085.23	40,779.82
UHHS Memorial Hospital of Geneva	Ashtabula*	101,497	50,000.00	35,679.49
Union County Health District	Union	52,300	25,000.00	16,606.43
University Hospitals of Cleveland	Cuyahoga	1,280,122	126,500.00	123,974.31
University of Cincinnati	Brown	44,846	25,000.00	18,998.22
Williams County Combined Health	Williams	37,642	25,000.00	24,894.64
Wyandot County Health Department	Wyandot*	22,615	24,999.84	17,302.38
Zanesville-Muskingum County Health Department	Muskingum*	86,074	42,000.00	23,667.31

*Counties that did not have a Safe Communities program in all years (2011 – 2015). Crash numbers are not included for these counties in the table below.

Safe Community Counties			
Year	Fatal Crashes	Alcohol-Related Fatal Crashes	Seat Belt Usage
2011	492	184	84.1
2012	518	226	82.0
2013	416	135	84.5
2014	467	160	85.0
2015*	423	121	83.9

*2015 only includes preliminary numbers January 1, 2015 through October 31, 2015. It is only included to show progress toward stated goals.

These coordinated communities played an active role in addressing traffic safety issues. Each program focused on seat belt use, impaired driving and motorcycle safety. Ohio's Safe Communities network used local coalitions to deliver traffic safety messages and programs throughout the year at the local level. Safe Communities provided the education/earned media portion of our enforcement campaigns while our law enforcement agencies including the Ohio State Highway Patrol conducted the enforcement portion.

Since Safe Communities are multi-jurisdictional with many different agencies and organizations within the county making up the coalitions, traffic safety was addressed through partnerships with local businesses, law enforcement, engineering, hospitals, health care providers, schools, faith-based organizations, ethnic/non-English speaking communities, community groups and others that had a vested interest in traffic safety.

Each Safe Community program was required to conduct Fatal Data Review meetings to review each fatal in the county to determine if trends or patterns could be identified. The committees made recommendations to the coalition on how the fatal crash might have been avoided. Overall, Safe

Community coordinators reported that 155 countermeasures were recommended last year and 118 have been or are in the process of being implemented.

Safe Community programs reported \$51,426.25 in monetary donations to their programs in addition to donations of advertising, space, food, time, door prizes, etc.

Volunteers donated 3,125 hours to the Safe Communities program. Using the national estimated dollar value of volunteer time of \$23.07 per hour, volunteers contributed \$72,093.75.

Coordinators reported 395 events, including 25 that were “in-kind”. The “in-kind” activities were traffic safety related activities conducted by the coordinators or coalition members that were not charged to the grant. The reported activities reached over 8 million people of all population types (teens, mature drivers, minorities, etc.). These activities received the following gross impressions:

Type of Media	Gross Impressions
Print	35,538,572
Radio	6,634,900
Television	3,140,060
Web	3,039,957
Other	242,382

In FFY 2015, Ohio funded 47 countywide Safe Communities programs which involved more than 1,370 communities. These counties reached 81.67 percent of Ohio’s population (approximately 9.4 million people) through earned media and education.

Awarded: 2,217,151.40 Expended: 1,673,073.63 Funding Source: 402 SA

Project Number: RS-2015-00-00-00

Project Title: Roadway Safety Training

Funded Agency: Ohio Department of Transportation (ODOT)

Project Description:

In conjunction with Ohio’s SHSP, Ohio worked with ODOT to provide safety related courses for engineers and surveyors from ODOT as well as locals (county and municipal governments). Courses were approved by OTSO prior to scheduling to ensure that topics were highway safety related.

Project Results:

ODOT provided highway safety related training to state, county and local municipal employees to educate them on current roadway safety and traffic practices. The courses were determined based on a training needs assessment and by individual division or district needs.

Training Course	Number of Courses	Number of Students Taught	Number of Agencies
Roadway Safety Design	1	28	5
Designing for Pedestrian Safety	5	132	79
Integrating Geometric Design and Traffic Control for Improved Safety	2	35	13
Road Safety Audits	5	81	30
Modern Roundabouts	3	104	46
Principals and Tools for Road Weather Management	3	49	16
Guardrail Installation Training	3	86	26

Awarded: 156,000.00 Expended: 155,144.34 Funding Source: 402 RS

Project Number: 164HE-2015-00-00-00

Project Title: ODOT 164 HE

Funded Agency: Ohio Department of Transportation (ODOT)

Project Description:

ODOT/ODPS split the 164 penalty funds each year. ODOT received 95 percent to be used for roadway safety improvement and OTSO receives five percent to be used for alcohol programming.

Project Results:

In FFY 2015, ODOT continued to spend the remainder of the FFY 2012 164 HE award on hazard elimination projects.

Awarded: 3,417,693.23 Expended: 1,389,677.45 Funding Source: 164 HE

Evaluation

- C-1) Ohio had 1,006 traffic fatalities in 2014. The goal was to reduce traffic fatalities to 1,006 by 2015. Ohio met this goal.
- C-2) Ohio had 8,785 serious traffic injuries in 2014. The goal was to reduce serious injuries to 9,234 by 2015. Ohio met this goal.
- C-3a) Ohio’s fatalities/VMT rate for 2014 was 0.95. The goal was to reduce it to 0.92 by 2015. Ohio did not meet this goal.
- C-3b) Ohio’s rural fatalities/VMT rate for 2014 was 1.49. The goal was to reduce it to 1.79 by 2015. Ohio met this goal.
- C-3c) Ohio’s urban fatalities/VMT rate for 2014 was 0.64. The goal was to reduce it to 0.50 by 2015. Ohio did not meet this goal.
- C-4) Ohio had 375 unrestrained passenger vehicle occupant fatalities (all seat positions) in 2014. The goal was to reduce unrestrained fatalities to 392 by 2015. Ohio met this goal.

- C-5) Ohio had 310 impaired driving fatalities (.08 and above) in 2014. The goal was to reduce impaired driving fatalities (.08 and above) to 328 by 3015. Ohio met this goal.
- Ohio completed 724 DRE evaluations in 2015. Ohio met the goal of 610.
- Ohio had 115 DREs by September 30, 2015. Ohio will not meet the goal of 136 by the end of 2015.
- C-6) Ohio had 274 speed-related fatalities in 2014. The goal was to reduce speed-related fatalities to 295 by 2015. Ohio met this goal.
- C-7) Ohio had 136 motorcycle fatalities in 2014. The goal was to reduce motorcycle fatalities to 145 by 2015. Ohio met this goal.
- C-8) Ohio had 91 un-helmeted fatalities in 2014. The goal was to reduce un-helmeted motorcycle fatalities to 115 by 2015. Ohio met this goal.
- C-9) Ohio had 138 drivers aged 20 or younger involved in fatal crashes in 2014. The goal was to reduce this number to 140 by 2015. Ohio met this goal.
- C-10) Ohio had 86 pedestrian fatalities in 2014. The goal was to reduce pedestrian fatalities to 95 by 2015. Ohio met this goal.
- C-11) Ohio had 11 bicycle fatalities in 2014. The goal was to reduce bicycle fatalities to 15 by 2015. Ohio met this goal.
- Ohio had 45 distracted driving fatal crashes in 2014. The goal was to reduce this to 12 by 2015. Ohio did not meet this goal.
- Ohio had 5,931 distracted driving injury crashes in 2014. The goal was to reduce this to 1,552 by 2015. Ohio did not meet this goal.
- B-1) Ohio's certified 2014 observed seat belt compliance rate is 85.0 percent. The goal was to reach 85.0 percent by 2015. Ohio met this goal. However, the 2015 observed rate is 83.9 percent.
- Ohio has 78 counties LBRS (Location Based Response System) compliant. The goal was to have 79 compliant by December 31, 2015. Ohio did not meet this goal.
- Ohio had 60 percent of Ohio's crash reports submitted electronically. The goal was to have 47% submitting crash reports electronically. Ohio met this goal.
- Ohio has a pilot of the statewide citation tracking system running in the Ohio State Highway Patrol and 16 courts. The goal was to have the pilot running by December 31, 2014. Ohio met this goal.
- Ohio processed FFY2015 sub-recipient reimbursement claims in an average of 11 days. The goal was 6 days. Ohio did not meet this goal.
- Ohio spent 51.6 percent of grant funds to local benefit. The goal was 45 percent. Ohio met this goal.
- Ohio liquidated 38.57 percent of its funds in FFY2015. The goal was 60 percent. Ohio did not meet this goal.
- Ohio had 92.0 percent of agencies report mobilization efforts in FFY 2015. The goal was 85 percent. Ohio met this goal.
- Ohio's TSRP provided eight training opportunities statewide in FFY 2015. The goal was to provide 30 opportunities. Ohio did not meet this goal.

All of these goals are listed under the Fatal/Serious Injury Program Area, however only C-1, C-2, C-3a, C-3b, and C-3c are exclusive to this program area. Out of these goals, Ohio met all except C-3a and C-3c. See each program area for specific strategies that were either put in place or are being

developed to target areas of concern. Additional goal evaluations will also be addressed in each program area.

Impaired Program Area

Overview

- C-5) Reduce impaired driving fatalities (.08 and above) 3.81 percent from 341 (2008 – 2012 average) to 328 by 2015.
- Increase the number of DRE evaluations 6.09 percent from 575 (2012 – 2013 average) to 610 by 2015.*
- Increase the number of DREs from 112 (2014 baseline) to 136 by 2015.

*2012 was the first full year of DRE evaluations in Ohio. Once multiple years of data have been collected, Ohio will begin using the same goal setting methods based on trends .

Programming Efforts

Project Number: NF-2015-00-00-00

Project Title: Drive Sober or Get Pulled Over Earned Media Plan

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013, states there are four basic strategies to reduce impaired driving: deterrence, prevention, communications and outreach, and alcohol treatment. Mass Media Campaigns are specifically mentioned as an effective countermeasure. Earned media was one of Ohio's communication and outreach strategies to inform the public of the dangers of impaired driving.

Project Results:

Ohio used many different networks to ensure earned media was achieved statewide (e.g. law enforcement, Safe Communities, Ohio Partnership for Traffic Safety (OPTS), etc.). OPTS is a statewide network of employers and safety advocates that Ohio uses to distribute messages and materials to reach the 21 – 40 year old age group. The earned media plan spanned the entire federal fiscal year with the heaviest emphasis during the Drive Sober or Get Pulled Over Crackdown. Messaging was consistent with the National Communication Plan and consisted of the following components:

- Campaign toolkit distributed to Ohio's law enforcement partners, Safe Communities programs, corporate partners and others.
- The toolkit included updated sample news releases, letter to the editors, fact sheets, newsletter articles and artwork.
- Broadcast e-mails to all safety partners directing them to the National Highway Traffic Safety Administration (NHTSA) Web site as the mini-planners were released.
- Coordinated media events by the Ohio Department of Public Safety (ODPS), Ohio's Safe Communities programs and law enforcement partners.
- Weekly traffic safety e-mail broadcast.

Earned Media	
Press conferences	44
TV news stories	876
Radio news stories	907
Print news Stories	216
On-line (e.g. articles, social media – Facebook, Twitter, etc.)	1,106

Awarded: N/A **Expended:** N/A **Funding Source:** N/A

Project Number: K8-2015-00-00-00

Project Title: Impaired Driving Outreach/Educational Materials

Funded Agency: Ohio Traffic Safety Office

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013, states there are four basic strategies to reduce impaired driving: deterrence, prevention, communications and outreach, and alcohol treatment. Impaired driving outreach/educational materials were one of Ohio’s communication and outreach strategies to inform the public of the dangers of impaired driving. The national Drive Sober or Get Pulled Over alcohol crackdown around the Labor Day Holiday combined highly visible law enforcement with both local and national media exposure. Paid media during the crackdown highlighted that law enforcement would be strictly enforcing impaired driving laws. All law enforcement agencies across the state were encouraged and funded agencies were required to participate in the 2015 crackdown scheduled for August 21 – September 7, 2015.

Project Results:

OTSO allocated funds to purchase/print materials to promote the Drive Sober or Get Pulled Over campaign. Materials purchased in FFY 2015 include bumper magnets, coasters, banners, litter bags and napkins. Materials were distributed to Safe Communities, Law Enforcement, and business partners to raise awareness among their community and/or employees of the dangers of impaired driving. The materials provided a visual reminder to the public and provided our partners a great educational opportunity while engaging the public. In FFY 2015, Ohio budgeted funds for uniform collateral pieces to be used throughout the state to provide earned media to compliment the paid media and enforcement efforts aimed at reducing impaired driving.

Awarded: 250,000.00 **Expended:** 153,712.73 **Funding Source:** 410

Project Number: K8PM-2015-00-00-00

Project Title: Drive Sober or Get Pulled Over Alcohol Crackdown Paid Media

Funded Agency: Ohio Traffic Safety Office

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013, states there are four basic strategies to reduce impaired driving: deterrence, prevention, communications and outreach, and alcohol treatment. Mass Media Campaigns are specifically mentioned as an effective countermeasure. Paid media was a big component of Ohio’s communication and outreach strategies to inform the public of the dangers of impaired driving. The national Drive Sober or Get Pulled Over alcohol crackdown around the Labor Day holiday combined highly visible law enforcement with both local and national media exposure. Advertising during the crackdown highlights that law enforcement were strictly enforcing impaired driving laws during the crackdown period. Law enforcement agencies across the state were encouraged to participate in the 2015 crackdown scheduled tentatively for August 21 – September 7, 2015.

The goal of the paid media plan for the 2015 alcohol crackdown was to decrease the number of impaired drivers and alcohol related fatalities. The media objective was to increase awareness of highly visible law enforcement with both local and national media exposure.

Project Results:

The OTSO paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airing or print ads prior to FFY 1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 15,159,964.

Medium	Paid Spots	Bonus Spots	Totals Spots	Cost
TV/Cable	19	19	38	\$ 14,425.50
Radio	612	612	1,224	\$ 29,477.36
Internet				\$ 37,627.38
Out of Home/Other				\$ 146,316.21
			Total Media Cost	\$ 227,846.45

Awarded: 400,000.00 Expended: 227,846.45 Funding Source: 410 PM

Project Number: K8-2015-00-00-00

Project Title: Drive Sober or Get Pulled Over Mobilization

Funded Agency: Ohio Traffic Safety Office

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013 states that Short-Term, High-Visibility Impaired Driving Enforcement has demonstrated to be effective. Ohio continued to implement and expand the national impaired driving mobilization efforts in FFY 2015. Campaign components included earned media (education and outreach), paid media, high visibility law enforcement and evaluation.

With approximately 671 law enforcement agencies in the state, OTSO was unable to fund high visibility enforcement overtime for all agencies to support the mobilizations. Offering equipment rewards has been proven to be an effective incentive to participate and generates a large amount of earned media during the national mobilization.

Project Results:

OTSO worked to increase the level of law enforcement participation, partner reporting levels and expand its partnership network. More than 500 agencies participated in the 2015 enforcement mobilization.

Traffic safety related equipment was awarded to agencies who participated in the 2014 national mobilizations. Awards were based on the level of involvement, including high visibility enforcement, media outreach and timely reporting. The DSOGPO evaluation strategy is detailed under evaluation strategies.

With Ohio working toward decreasing the number of impaired driving crashes and deaths on Ohio roads, the OTSO made it a priority for sub-grantees and non-grantees to participate in the 2015 crackdown. All four LELs again gained the support of the statewide OVI Task Forces during *Drive Sober or Get Pulled Over* and unified the participating agencies to conduct OVI checkpoints and saturation patrols. Media events were coordinated and agencies were required to conduct public education processes before and after each checkpoint.

Drive Sober or Get Pulled Over Crackdown Agency Participation			
Law Enforcement Agencies	Total in State	Participating	Reporting
Highway Patrol	59	59	59
County Sheriffs	88	73	70
City / Town Police	633	479	386
Other	20	16	11
Totals	800	627	526

Drive Sober or Get Pulled Over Crackdown Activity					
Enforcement Activity	FFY 2011	FFY 2012	FFY 2013	FFY 2014	FFY 2015
Number of Checkpoints	92	69	71	27	33
Enforcement Hours	152,582	141,374	165,081	108,837	159,533
OVI Arrests	2,844	2,974	3,210	1,531	2,988
Restraint Citations	10,665	11,503	12,852	3,067	11,561

Child Restraint Citations	479	437	606	333	516
Speed Citations	43,048	40,338	50,213	156,321	49,274
Driving Under Suspension	6,220	6,988	8,850	7,252	7,497
Felony Arrests	1,443	1,520	2,406	2,644	2,029

Materials and Equipment Awards

Agencies across the state were encouraged to participate in the National CIOT and Drive Sober or Get Pulled Over mobilizations. Law enforcement agencies who participated and submitted activity for both mobilizations qualified for equipment. Over 500 agencies participated in the mobilization. Following is the impaired driving equipment purchased for the incentive.

Equipment Incentives	
Quantity	Item
320	HgPEN
80	PBT

Awarded: 100,000.00 Expended: 39,564.80 Funding Source: 410

Project Number: K8-2015-00-00-00

Project Title: Holiday Drive Sober or Get Pulled Over Alcohol Crackdown Paid Media

Funded Agency: Ohio Traffic Safety Office

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013, states there are four basic strategies to reduce impaired driving:




deterrence, prevention, communications and outreach, and alcohol treatment. Mass Media Campaigns are specifically mentioned as an effective countermeasure. Paid media was a big component of Ohio’s communication and outreach strategies to inform the public of the dangers of impaired driving. The goal of the paid media plan for the December/January crackdown was to decrease the number of impaired drivers and alcohol related fatalities. The media objective

was to increase awareness of highly visible law enforcement with both local and national media exposure.

Project Results:

The OTSO paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airings or print ads prior to FFY 1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 7,731,404.

Medium	Paid Spots	Bonus Spots	Totals Spots	Cost
TV/Cable	117	117	234	\$ 20,448.84
Radio	2,655	2,655	5,310	\$ 13,718.87
Internet				\$ 47,739.95
Out of Home/Other				\$ 17,285.73
			Total Media Cost	\$ 99,193.39

Awarded: 150,000.00 Expended: 99,193.39 Funding Source: 410 PM

Project Number: ID-14-02-05

Project Title: Sustained Impaired Driving Paid Media Plan

Funded Agency: Ohio Traffic Safety Office

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013, states there are four basic strategies to reduce impaired driving: deterrence, prevention, communications and outreach, and alcohol treatment. Mass Media Campaigns are specifically mentioned as an effective countermeasure. Paid media was a big component of Ohio's communication and outreach strategies to inform the public of the dangers of impaired driving. In FFY 2015, Ohio continued to model the national communications media plan to bridge the media gaps around the national alcohol crackdowns with an appropriate mix of media, enforcement and social-norming initiatives to extend highway safety messages.



The goal was to sustain alcohol messaging throughout the year with the highest concentration of paid media conducted during the Drive Sober or Get Pulled Over Crackdown and the December/January crackdown. Between these times, using other recognized brands like *Fans Don't Let Fans Drive Drunk.* and *Buzzed Driving is Drunk Driving.* provided an opportunity to extend the core safety messages. Embracing social-norming messages allowed us to look for marketing alliances with businesses and organizations already branded and important to our target audiences.

Project Results:

An emphasis was placed on working with media partners who not only reached our target audience, but also embraced traffic safety messages and were willing to go above and beyond the traditional media buy to provide additional bonus spots, public service announcements with high profile talent, on the ground events and integrating traffic safety messaging into social media and enforcement campaigns, live reads during major events and other innovative and unique options that will help reach specific segments of our targeted audience.

The OTSO paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airing or print ads prior to FFY 1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 35,043,449.

Medium	Cost
Internet	\$ 67,081.50
TV/Cable	\$ 163,815.24
Radio	\$ 61,945.84
Other (Out of Home)	\$ 155,247.51
Total	\$ 448,090.09

The Fox Sports Ohio (FSO) partnership continued to be a good fit in reaching our male target audience. This partnership has grown to include seat belt use, impaired driving, motorcycles, distracted driving, and teen driving messages. In addition to television/radio advertising, FSO conducted several on ground events and added social media to increase the reach of our message.

Awarded: 600,000.00 Expended: 448,090.09 Funding Source: 410 PM

Evaluating Effectiveness of Alcohol Impaired Media Messages

During FFY2015, the Ohio Traffic Safety Office (OTSO) paid media components consisted primarily of television, radio, and outdoor media “buys” combined with earned media. The following is a summary of information collected by statewide telephone surveys used to evaluate the effectiveness of the FFY2015 paid media plan for preventing alcohol impaired driving.

The Applied Research Center (ARC) for Policy Research at Miami University conducted four random-digit dialing statewide telephone surveys of drivers across the nine designated Ohio State Highway Patrol districts (it is important to note that the 2009 through 2012 survey results were stratified by five specified Ohio regions, and 2013 and 2014 survey results were stratified by eight specified Ohio regions). Each survey consisted of approximately 1,000 respondents; overall, 4,142 interviews were completed. The surveys were conducted between April and October 2015 to identify changes in public opinion resulting from Ohio’s media campaigns and law enforcement initiatives. The questionnaires covered a variety of topics, including general driving habits; seat belt use; opinions and actions regarding drinking and driving; and opinions and actions pertaining to Ohio laws and law enforcement. Also, in accordance with a 2010 National Highway Traffic Safety

Administration (NHTSA) initiative, the 2015 survey collected data on distracted driving (i.e., cell phone use, texting, etc. while driving) and speeding in Ohio.

Fifty-six percent of the 2015 survey participants reported that during the 30 days prior to participating in the survey, they had seen or heard messages in Ohio discouraging drinking and driving (representing a seven percent decrease from 2014).

During each survey, respondents who reported seeing or hearing an alcohol-impaired driving slogan identified the following slogans without prompting:

- Drunk Driving. Over the Limit: Under Arrest - five percent (baseline survey), seven percent (survey- 2), five percent (survey- 3), and one percent (survey- 4)
- Buzzed Driving is Drunk Driving - six percent (baseline), 10 percent (survey- 2), eight percent (survey- 3), and three percent (survey- 4)
- Drive Sober or Get Pulled Over - 11 percent (baseline), 14 percent (survey- 2), 11 percent (survey- 3), and 13 percent (survey- 4).

The fourth telephone survey was conducted immediately after the media and enforcement initiatives on alcohol-impaired driving. Overall, recall of the NHTSA slogans to reduce alcohol-impaired driving from survey- 3 to survey- 4 decreased five percent overall as a result of media and enforcement initiatives; however, a two percent increase was observed for the Drive Sober or Get Pulled Over campaign.

Respondents who maintained they had not heard or seen a slogan discouraging drinking and driving during the 30 days prior to the survey, as well as those who claimed to have seen or heard a slogan, were then read a list of slogans. Overall, when prompted with the list of slogans, 63 percent claimed to have heard Drive Sober or Get Pulled Over. Additionally, 46 percent indicated they had heard the slogan Buzzed Driving is Drunk Driving and 25 percent said they had heard Drunk Driving. Over the Limit. Under Arrest.

Based on the statewide telephone survey results, earned media, paid media education, and enforcement efforts will be re-evaluated to determine proper segmentation and geographic location of campaign components.

Funding: Incl. in Traffic Safety Program Management

Project Number: 164AL-2015-00-00-00

Project Title: OVI Task Force Program

Funded Agencies: See chart below under Project Results

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013, states there are four basic strategies to reduce impaired driving: deterrence, prevention, communications and outreach, and alcohol treatment. High Visibility Sobriety checkpoints and High Visibility Saturation Patrols are both specifically mentioned

as effective Enforcement Deterrence strategies. Ohio's OVI Task Force program is a countywide initiative to conduct high visibility enforcement, public awareness and education focusing on impaired driving. In order to reach our goal of reducing fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher, Ohio concentrated its OVI Task Force program in the counties that experience the highest number of alcohol-related crashes. The counties that have a yearly average of at least six alcohol related fatal crashes were eligible to apply. Each OVI Task Force was required to conduct a minimum of 16 checkpoints* (2 during the Drive Sober or Get Pulled Over Crackdown), 3 press events (1 during Drive Sober or Get Pulled Over). Saturation patrols are conducted in conjunction with the checkpoints.

*Clark and Medina County did not meet the eligibility requirements for a task force. Both counties were funded through an exit strategy. Medina County was funded at the 75 percent of the FFY 2013 level (9 checkpoints) and Clark County was funded at 50 percent of FFY 2012 level (6 checkpoints).

Project Results:

Funded Agencies

Agency	County	Population	Awarded	Expended
AAA Allied Group, Inc.	Montgomery	535,153	224,870.84	161,005.99
Blue Ash Police Department	Hamilton	802,374	224,909.96	195,118.10
Brunswick Division of Police	Medina	172,332	125,778.22	83,931.81
Canfield Police Department	Mahoning	238,823	224,952.37	213,538.30
Clark County Combined Health	Clark	138,333	81,608.59	55,226.52
Fairfield Police Department	Butler	368,130	226,071.63	206,376.67
Franklin County Sheriff's Office	Franklin	1,163,414	223,538.12	174,373.90
Lucas County Sheriff's Office	Lucas	441,815	224,826.09	173,737.51
Summit County Sheriff's Office	Summit	541,781	224,940.60	137,696.42
University Hospitals of Cleveland	Cuyahoga	1,280,122	225,000.00	206,290.04
University of Akron Research Foundation	Stark	375,589	211,266.54	108,147.10
Warren Police Department	Trumbull	210,312	149,859.70	108,272.35

A summary of all task force activity is listed below.

Total Checkpoint Activity	FFY 2011	FFY 2012	FFY 2013	FFY 2014	FFY 2015
OVI Checkpoints Conducted	199	201	228	262	242
Vehicles Through Checkpoint	107,24	102,483	105,136	107,378	88,981
Vehicles Checked	76,606	82,492	93,834	96,957	79,345
OVI Arrests Under 21	21	15	19	13	16
OVI Arrests 21 and Over	279	327	281	274	192
Refusals	92	87	99	77	64
Driving Under Suspension	574	502	489	536	425
No Operator License Citations	305	255	233	247	209
Restraint Citations	395	378	296	267	225
Other Citations Issued	1,092	935	660	736	556
Vehicles Seized	294	305	247	317	251
Felony Arrests	32	61	34	54	30

Daytime Checkpoint Activity**	FFY 2013	FFY 2014	FFY 2015
OVI Checkpoints Conducted	9	10	3
Vehicles Through Checkpoint	6,262	4,456	1,113
Vehicles Checked	4,928	3,519	1,052
OVI Arrests Under 21	0	0	0
OVI Arrests 21 and Over	7	2	2
Refusals	2	0	0
Driving Under Suspension	26	8	0
No Operator License Citations	18	3	0
Adult Restraint Citations	14	2	0
Child Restraint Citations	4	0	0
Other Citations Issued	14	11	4
Vehicles Seized	3	3	2
Felony Arrests	0	2	0

Nighttime Checkpoint Activity**	FFY 2013	FFY 2014	FFY 2015
OVI Checkpoints Conducted	219	252	239
Vehicles Through Checkpoint	98,874	102,922	87,868
Vehicles Checked	88,906	93,438	78,293
OVI Arrests Under 21	19	13	16
OVI Arrests 21 and Over	274	274	190
Refusals	97	77	64
Driving Under Suspension	463	528	425
No Operator License Citations	215	244	209
Adult Restraint Citations	203	198	165
Child Restraint Citations	75	67	60
Other Citations Issued	646	725	552
Vehicles Seized	244	314	249
Felony Arrests	34	52	30

Total Saturation Patrol Activity	FFY 2011	FFY 2012	FFY 2013	FFY 2014	FFY 2015
Daytime Overtime Hours	*	763	989	1,092	421
Nighttime Overtime Hours	*	15,992	17,414	19,422	18,943
Total Overtime Hours	17,712	16,755	18,403	20,514	19,364
Number of Traffic Stops	22,139	23,462	23,619	28,852	28,670
OVI Arrests Under 21	88	95	93	82	77
OVI Arrests 21 and Over	626	734	537	713	564
Refusals	*	*	170	277	228
Adult Restraint Citations	1,458	1,574	1,264	1,382	1,249
Child Restraint Citations	100	106	118	129	97
Speed Citations	3,948	4,259	4,142	4,620	4,706
Distracted Driving	*	*	68	134	181
Driving Under Suspension	1,389	1,459	1,468	1,485	1,555
No Operator License	*	*	394	576	608
Felony Arrests	122	178	151	253	196
Other Citations	*	*	4,539	4,919	4,578

Daytime Saturation Patrol Activity**	FFY 2013	FFY 2014	FFY 2015
Daytime Overtime Hours	989	1,092	421
Number of Traffic Stops	1,331	1,852	619
OVI Arrests Under 21	1	3	2
OVI Arrests 21 and Over	8	9	2
Refusals	0	8	2
Adult Restraint Citations	125	165	46
Child Restraint Citations	11	10	0
Speed Citations	453	531	176
Distracted Driving	17	1	11
Driving Under Suspension	79	61	37
No Operators License	11	22	6
Felony Arrests	6	7	1
Other Citations	124	128	73

Nighttime Saturation Patrol Activity**	FFY 2013	FFY 2014	FFY 2015
Nighttime Overtime Hours	17,414	19,422	18,943
Number of Traffic Stops	22,288	27,000	28,051
OVI Arrests Under 21	92	79	75
OVI Arrests 21 and Over	529	704	562
Refusals	170	269	226
Adult Restraint Citations	1,139	1,217	1,203
Child Restraint Citations	107	119	97
Speed Citations	3,689	4,089	4,530
Distracted Driving	51	133	170
Driving Under Suspension	1,389	1,424	1,518
No Operators License	383	554	602
Felony Arrests	145	246	195
Other Citations	4,415	4,791	4,505

*Data was not collected that FFY.

**Data was not broken out into daytime/nighttime prior to FFY 2013.

Of the 242 checkpoints conducted by the Countywide OVI Task forces, 210 or 86.8 percent were low-manpower (14 officers or less). Thirty-three checkpoints were conducted during Drive Sober or Get Pulled Over.

Highlights from the OVI checkpoints included over 50 mentions of drug related arrests. The most common drug found was marijuana. Charges ranged from misdemeanors to felonies for possession and trafficking.

OVI Task Forces reached 54.33 percent of Ohio's population (approximately 6.2 million people) through earned media, education and high visibility enforcement.

Alcohol-Related Fatal Crashes			
Year	Statewide	Task Force Counties*	Percent in Task Force Counties
2011	342	153	44.74%
2012	431	175	40.60%
2013	272	110	40.44%
2014	297	143	48.15%
2015**	239	93	38.91%

*Only counties that were Task Force Counties all five years were included in the chart above. (Butler, Clark, Cuyahoga, Franklin, Hamilton, Lucas, Montgomery, Stark, Summit, Trumbull)

**2015 only includes preliminary numbers January 1, 2015 through October 31, 2015. It is only included to show progress toward stated goals.

Program Total Funding:

Awarded:	2,367,622.66	Expended:	1,823,714.71	Funding Source:	164 AL
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Project Number: M6OT-2015-00-00-00
Project Title: Metro Checkpoint Grant
Funded Agency: Columbus Police Department

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013, states there are four basic strategies to reduce impaired driving: deterrence, prevention, communications and outreach, and alcohol treatment. High Visibility Sobriety checkpoints and High Visibility Saturation Patrols are both specifically mentioned as effective Enforcement Deterrence strategies. There were 156 alcohol related fatal crashes and 2,356 alcohol related injury crashes in Franklin County between 2008 and 2012. Of these, 109 fatal (69.87 percent) and 1,586 injury (67.32 percent) crashes occurred inside Columbus city limits. Until late FFY 2010, checkpoints were not conducted inside the city limits.

Project Results:

In an effort to enhance the Franklin County OVI Task Force’s efforts to reduce alcohol-related fatal crashes, Columbus Police Department (CPD) increased the number of checkpoints inside the city limits. The City of Columbus also accounts for 61.15 percent of Franklin County’s population. CPD reaches 6.17 percent of Ohio’s population (over 700,000 people) through earned media, education and high visibility enforcement.

Total Checkpoint Activity	FFY 2011	FFY 2012	FFY 2013	FFY 2014	FFY 2015
OVI Checkpoints Conducted	5	8	12	19	21
Vehicles Through Checkpoint	3,611	6,346	13,143	8,363	6,921
Vehicles Checked	1,630	2,204	3,696	5,273	4,907
OVI Arrests Under 21	0	1	7	9	1
OVI Arrests 21 and Over	30	33	31	42	48
Refusals	8	7	9	13	17
Driving Under Suspension	51	72	87	47	46
No Operator License Citations	29	67	73	35	26
Restraint Citations	12	48	91	77	68
Other Citations Issued	18	101	97	137	121
Vehicles Seized	1	1	56	38	60
Felony Arrests	5	9	1	3	2

Daytime Checkpoint Activity*	FFY 2013	FFY 2014	FFY 2015
OVI Checkpoints Conducted	4	2	0
Vehicles Through Checkpoint	4,787	1,872	0
Vehicles Checked	1,119	447	0
OVI Arrests Under 21	2	0	0
OVI Arrests 21 and Over	5	2	0
Refusals	2	2	0
Driving Under Suspension	26	21	0
No Operator License Citations	30	10	0
Adult Restraint Citations	21	8	0
Child Restraint Citations	22	5	0
Other Citations Issued	32	13	0
Vehicles Seized	22	3	0
Felony Arrests	0	1	0

Nighttime Checkpoint Activity*	FFY 2013	FFY 2014	FFY 2015
OVI Checkpoints Conducted	8	17	21
Vehicles Through Checkpoint	8,356	6,491	6,921
Vehicles Checked	2,577	4,826	4,907
OVI Arrests Under 21	5	9	1
OVI Arrests 21 and Over	26	40	48
Refusals	7	11	17
Driving Under Suspension	61	26	46
No Operator License Citations	43	26	26
Adult Restraint Citations	37	43	45
Child Restraint Citations	11	21	23
Other Citations Issued	65	124	23
Vehicles Seized	34	35	60
Felony Arrests	1	2	2

*Checkpoint data was not broken out into daytime/nighttime prior to FFY 2013.

Seventeen of the 21 (80.9 percent) checkpoints were low manpower checkpoints (14 officers or less). In addition to conducting checkpoints, CPD also mans a mobile BAC Truck. The BAC truck is available during checkpoints for BAC testing and during other problem ID nights for mobile BAC testing for road officers. CPD has made this truck available to any other agency in the central Ohio area.

Columbus	
Year	Alcohol-Related Fatal Crashes
2011	19
2012	25
2013	9
2014	13
2015*	10

*2015 only includes preliminary numbers January 1, 2015 through October 31, 2015. It is only included to show progress toward stated goals.

Awarded: 224,438.39 Expended: 171,152.81 Funding Source: 405d

Project Number: M6OT-2015-00-00-00

Project Title: Impaired Driving Enforcement Program (IDEP)

Funded Agency: See chart below under Project Results

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013 lists High Visibility Enforcement as a countermeasure that produces different results. High Visibility is designed to convince the public that there are consequences to traffic violations. Grants were awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2011, 2012 and 2013. Each agency conducted impaired driving enforcement activity to impact their fatal crashes.

Project Results:

Funded Agencies

65 Sheriff's Office and 33 local jurisdictions

Agency	County	Population	Award Amount	Total Expended
Allen Co. Sheriff's Office	Allen	106,331	29,746.76	24,589.45
Lima Police Department	Allen		24,676.62	16,869.56
Ashland Co. Sheriff's Office	Ashland	53,139	18,378.73	7,550.00
Ashtabula Co. Sheriff's Office	Ashtabula*		37,606.64	18,053.51
Athens Co. Sheriff's Office	Athens*	64,757	15,705.84	14,278.75
Auglaize Co. Sheriff's Office	Auglaize*		20,250.75	11,814.62
Belmont Co. Sheriff's Office	Belmont*	70,400	13,395.64	3,197.69
Brown Co. Sheriff's Office	Brown*	44,846	15,912.91	7,807.22
Butler Co. Sheriff's Office	Butler	368,130	47,680.93	44,148.42
Hamilton Police Dept.	Butler		26,131.19	19,532.85
Middletown Police Dept.	Butler		30,933.79	11,804.38
Carroll Co. Sheriff's Office	Carroll*	28,836	15,898.25	7,718.58
Clark Co. Sheriff's Office	Clark	138,333	26,202.27	22,014.00
Springfield Police Dept.	Clark		22,890.66	19,161.89
Clermont Co. Sheriff's Office	Clermont	197,363	26,202.27	21,080.07
Miami Twp. Police Dept.	Clermont		31,015.12	26,065.16
Union Twp. Police Dept.	Clermont		27,832.30	25,969.23
Coshocton Co Sheriff's Office	Coshocton*	36,901	13,870.61	6,275.71
Crawford Co. Sheriff's Office	Crawford	43,784	16,620.59	16,620.59
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,280,122	40,822.75	39,228.63
Cleveland Police Dept.	Cuyahoga		38,448.42	16,525.41
Euclid Police Dept.	Cuyahoga		30,809.41	27,030.77
Garfield Heights Police Dept	Cuyahoga		29,151.01	25,020.72
Delaware Co. Sheriff's Office	Delaware	174,214	41,848.75	22,680.07
Erie Co. Sheriff's Office	Erie	77,079	21,012.33	11,137.87
Perkins Twp. Police Dept.	Erie		23,105.19	7,923.43
Fayette Co. Sheriff's Office	Fayette*		15,693.30	0.00
Franklin Co. Sheriff's Office	Franklin	1,163,414	60,503.64	41,168.19
Columbus Police Dept.	Franklin		60,446.61	54,101.05
Fulton Co. Sheriff's Office	Fulton*	42,698	18,587.35	16,592.00

Geauga Co. Sheriff's Office	Geauga	93,389	27,741.74	23,408.21
Greene Co. Sheriff's Office	Greene*	161,573	23,734.48	8,998.98
Beavercreek Police Dept.	Greene		29,996.00	23,417.82
Guernsey Co. Sheriff's Office	Guernsey*	40,087	6,281.94	5,473.43
Hamilton Co. Sheriff's Office	Hamilton	802,374	43,701.24	30,496.02
Cincinnati Police Dept.	Hamilton		56,964.08	49,628.42
Colerain Twp. Police Dept.	Hamilton		14,505.69	12,744.83
Sharonville Police Dept.	Hamilton		33,715.43	8,714.42
Hancock Co. Sheriff's Office	Hancock	74,782	20,770.43	19,438.65
Hardin Co. Sheriff's Office	Hardin	32,058	15,057.97	10,457.36
Harrison Co. Sheriff's Office	Harrison	15,864	13,142.15	11,906.92
Highland Co. Sheriff's Office	Highland	43,589	15,939.49	12,470.50
Hocking Co. Sheriff's Office	Hocking*	29,380	13,269.12	1,870.47
Holmes Co. Sheriff's Office	Holmes*	42,366	16,995.80	16,351.15
Jefferson Co. Sheriff's Office	Jefferson	69,709	15,652.70	6,158.48
Knox Co. Sheriff's Office	Knox*	60,921	19,691.38	3,071.29
Lake Co. Sheriff's Office	Lake	230,041	27,067.24	10,224.76
Willoughby Police Dept.	Lake		33,343.30	30,798.41
Licking Co. Sheriff's Office	Licking	166,492	21,567.93	6,944.26
Newark Police Department	Licking		9,390.72	6,121.31
Logan Co. Sheriff's Office	Logan	45,858	22,129.72	17,120.41
Lorain Co. Sheriff's Office	Lorain	301,356	35,881.48	34,978.80
Elyria Police Dept.	Lorain		27,299.79	7,789.21
North Ridgeville	Lorain		26,216.56	23,823.41
Lucas Co. Sheriff's Office	Lucas	441,815	39,625.12	14,598.93
Toledo Police Dept.	Lucas		43,943.13	40,488.97
Mahoning Co. Sheriff's Office	Mahoning	238,823	31,135.16	24,711.81
Boardman Police Dept.	Mahoning		24,574.47	21,872.71
Youngstown Police Dept.	Mahoning		22,873.04	13,186.01
Marion Co. Sheriff's Office	Marion	66,501	23,529.42	20,134.72
Medina Co. Sheriff's Office	Medina	172,332	48,964.50	18,614.02
Mercer Co. Sheriff's Office	Mercer*	40,814	16,994.68	14,288.01
Miami Co. Sheriff's Office	Miami	102,506	32,305.78	29,492.55
Monroe Co. Sheriff's Office	Monroe*		15,473.51	7,909.68
Montgomery Co Sheriff's Office	Montgomery	535,153	49,345.83	35,742.76
Clay Twp. Police Dept.	Montgomery		15,934.12	6,465.14
Dayton Police Dept.	Montgomery		41,775.35	36,603.42
Moraine Police Division	Montgomery		24,359.99	10,550.08
Trotwood Police Dept.	Montgomery		24,440.30	16,463.08
Morrow Co. Sheriff's Office	Morrow*	34,827	14,576.78	13,060.50
Muskingum Co. Sheriff's Office	Muskingum	86,074	18,956.97	9,407.49
Ottawa Co. Sheriff's Office	Ottawa	41,428	17,477.11	5,946.37
Paulding Co. Sheriff's Office	Paulding*	19,614	15,850.37	11,660.14
Pickaway Co. Sheriff's Office	Pickaway	55,698	18,372.75	17,492.47
Pike Co. Sheriff's Office	Pike	28,709	15,631.54	3,286.76
Portage Co. Sheriff's Office	Portage	161,419	13,532.56	9,148.93
Putnam Co. Sheriff's Office	Putnam	34,499	18,353.07	15,564.46
Richland Co. Sheriff's Office	Richland	124,475	37,035.82	30,374.04
Sandusky Co. Sheriff's Office	Sandusky	60,944	21,171.43	18,014.07
Scioto Co. Sheriff's Office	Scioto	79,499	19,748.59	17,657.19
Seneca Co. Sheriff's Office	Seneca	56,745	19,174.59	14,000.05
Stark Co. Sheriff's Office	Stark	375,586	42,845.75	22,438.83

Canton Police Dept.	Stark		20,882.01	13,655.11
Jackson Twp. Police Dept.	Stark		29,555.31	16,758.45
Summit Co. Sheriff's Office	Summit	541,781	49,719.55	13,783.97
Akron Police Dept.	Summit		40,138.81	28,720.78
Trumbull Co. Sheriff's Office	Trumbull	210,312	29,640.27	26,673.09
Howland Twp. Police Dept.	Trumbull		12,158.75	4,035.93
Warren Police Dept.	Trumbull		23,412.92	10,288.16
Tuscarawas Co. Sheriff's Office	Tuscarawas	92,582	17,468.49	11,088.21
Vinton Co. Sheriff's Office	Vinton*	13,435	11,249.91	1,529.71
Warren Co. Sheriff's Office	Warren	212,693	41,376.29	39,803.33
Clearcreek Twp. Police Dept.	Warren		24,815.71	22,405.33
Washington Co. Sheriff's Office	Washington	61,778	20,667.29	5,716.31
Wayne Co. Sheriff's Office	Wayne*	114,520	19,927.68	8,774.88
Williams Co. Sheriff's Office	Williams*		7,981.86	4,037.77
Wood Co. Sheriff's Office	Wood	125,488	32,003.02	26,956.13
Lake Twp. Police Dept.	Wood		21,125.20	17,804.75
Wyandot Co. Sheriff's Office	Wyandot	22,615	18,216.29	16,498.43

*Counties that did not have HVEO activities in all years (2011 – 2015). Crash numbers are not included for these counties in the table below.

Highly visible enforcement activities were conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar.

Dates	Blitz/National Campaign
October 24 – October 31, 2014	Halloween
November 21 – November 30, 2014	Thanksgiving
December 12, 2014 – January 2, 2015	Christmas/New Years
February 1 – February 2, 2014	Super Bowl
March 14 – March 18, 2015	St. Patrick's Day
April – May 2015	Prom
July 3 – July 5, 2015	4 th of July
August 21 – September 7, 2015	Drive Sober or Get Pulled Over
October 2014 and/or September 2015	Homecoming

2011 – 2015 IDEP Counties				
Year	Fatal Crashes	Alcohol-Related Injury Crashes	Alcohol-Related Fatal Crashes	Injury Crashes
2011	692	4,116	263	61,492
2012	727	4,184	312	60,113
2013	648	3,942	189	57,749
2014	670	4,086	225	58,459
2015*	610	3,233	180	49,611

*2015 only includes preliminary numbers (January 1, 2015 through October 31, 2015). It is only included to show progress toward stated goals.

Total Overtime Enforcement	FFY 2015*
Daytime Overtime Hours	2,419
Nighttime Overtime Hours	31,636
Total Overtime Hours	34,055
Number of Traffic Stops	47,529
OVI Arrests Under 21	118
OVI Arrests 21 and Over	656
Refusals	215
Adult Restraint Citations	1,866
Child Restraint Citations	183
Speed Citations	11,232
Distracted Driving	222
Driving Under Suspension	2,588
No Operator License Citations	982
Felony Arrests	307
Other Citations Issued	6,459

Daytime Overtime Enforcement	FFY 2015*
Daytime Overtime Hours	2,419
Number of Traffic Stops	4,059
OVI Arrests Under 21	1
OVI Arrests 21 and Over	3
Refusals	1
Adult Restraint Citations	117
Child Restraint Citations	3
Speed Citations	1,168
Distracted Driving	38
Driving Under Suspension	143
No Operator License Citations	27
Felony Arrests	9
Other Citations Issued	283

Nighttime Overtime Enforcement	FFY 2015*
Nighttime Overtime Hours	31,636
Number of Traffic Stops	43,470
OVI Arrests Under 21	117
OVI Arrests 21 and Over	653
Refusals	214
Adult Restraint Citations	1,749
Child Restraint Citations	180
Speed Citations	10,064
Distracted Driving	143
Driving Under Suspension	2,445
No Operator License Citations	955
Felony Arrests	298
Other Citations Issued	6,176

Checkpoint Activity**	FFY 2015*
OVI Checkpoints Conducted	2
Vehicles Through Checkpoint	617
Vehicles Checked	617
OVI Arrests Under 21	0
OVI Arrests 21 and Over	0
Refusals	0
Driving Under Suspension	0
No Operator License Citations	1
Adult Restraint Citations	0
Child Restraint Citations	0
Other Citations Issued	0
Vehicles Seized	0
Felony Arrests	0

*2015 was the first year HVEO was split into two separate grants, IDEP and STEP. All stats from previous years are reported under the speed category under STEP.

**Both checkpoints were conducted during the night timeframe (6:00 pm to 6:00 am).

IDEP agencies reached 90.86 percent of Ohio's population (approximately 10.4 million people) through earned media and high visibility enforcement.

Awarded: 2,559,690.79 Expended: 1,736,070.87 Funding Source: 405d

Project Numbers: K8-2015-00-00-00/M6OT-2015-00-00-00

Project Title: District Impaired Driving Model

Funded Agency: Not funded in FFY 2015

Project Description:

In 2011, Ohio experienced 341 alcohol-related fatal crashes. Although this represents a 37 percent decrease over the past three year (2009 – 2011) it still makes up more than 36 percent of all fatal crashes in Ohio. It is important that we continue to aggressively attack the problem of impaired driving with countermeasures that have been proven to be effective. Based on evidence based research using a problem identification approach, Ohio has implemented several successful countermeasures. One of the countermeasures that have been successful in Ohio is the Countywide OVI Task Force Model. This approach combines high visibility enforcement via checkpoints and saturations patrols that include law enforcement within a county. This approach also includes strong education/media and evaluation components. The District Impaired Driving Model is an expansion of the Countywide OVI Task force concept to include all OSP Districts using the same methods to achieve the goal of reducing alcohol-related fatalities within the district.

Project Results:

This project was not funded in FFY 2015.

Awarded: 695,000 Expended: 0.00 Funding Source: 410
2,500,000 0.00 405d

Project Number: M6OT-2015-00-00-00

Project Title: Statewide Impaired Driving Enforcement

Funded Agency: Ohio State Highway Patrol

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013, states there are four basic strategies to reduce impaired driving: deterrence, prevention, communications and outreach, and alcohol treatment. High Visibility Sobriety checkpoints and High Visibility Saturation Patrols are both specifically mentioned as effective Enforcement Deterrence strategies. There were 1,932 alcohol related fatal crashes and 27,715 alcohol related injury crashes in Ohio between 2008 and 2012.



Project Results:

In FFY 2015, the Ohio State Highway Patrol (OSHP) continued their Impaired Driving Enforcement grant. The OSHP focused on increasing manpower at problem locations throughout the year and used low manpower sobriety checkpoints to be more visible on Ohio roads during blitz periods and mandatory campaigns. They conducted 101 checkpoints and saturation patrols. Twenty-one of these checkpoints were conducted during Drive Sober or Get Pulled Over and 68 of the 101 (67.33 percent) checkpoints were low-man power checkpoints. OSHP offered training courses through the OSHP Academy to train law enforcement officers throughout the state on issues related to impaired driving.

Total Overtime Enforcement	FFY 2011	FFY 2012	FFY 2013	FFY 2014	FFY 2015
Daytime Overtime Hours	*	795	834	1,760	510
Nighttime Overtime Hours	*	5,166	7,084	17,739	34,217
Total Overtime Hours	5,387	5,961	7,918	19,499	34,727
Number of Traffic Stops	11,415	16,378	15,015	34,831	47,293
OVI Arrests Under 21	70	53	55	100	129
OVI Arrests 21 and Over	379	420	422	867	1303
Refusals	*	*	91	220	328
Adult Restraint Citations	1,032	986	1,299	3,458	5,821
Child Restraint Citations	41	40	52	105	184
Speed Citations	2,383	3,029	3,489	10,908	18,142
Distracted Driving	*	*	12	15	69
Driving Under Suspension	289	351	490	1,077	1,891
No Operator License Citations	*	*	85	322	482
Felony Arrests	28	42	64	174	347
Other Citations Issues	845	888	1,501	3,199	5,257

Daytime Overtime Enforcement**	FFY 2013	FFY 2014	FFY 2015
Daytime Overtime Hours	834	1,760	510
Number of Traffic Stops	1,459	3,885	907
OVI Arrests Under 21	3	0	0
OVI Arrests 21 and Over	5	11	3
Refusals	4	3	2
Adult Restraint Citations	199	536	140
Child Restraint Citations	9	16	0
Speed Citations	676	2,349	457
Distracted Driving	4	1	0
Driving Under Suspension	28	79	18
No Operator License Citations	14	11	6
Felony Arrests	1	7	3
Other Citations Issued	139	257	66

Nighttime Overtime Enforcement**	FFY 2013	FFY 2014	FFY 2015
Nighttime Overtime Hours	7,084	17,739	34,214
Number of Traffic Stops	13,556	30,946	46,386
OVI Arrests Under 21	52	100	129
OVI Arrests 21 and Over	417	856	1,300
Refusals	87	217	326
Adult Restraint Citations	1,100	2,922	5,681
Child Restraint Citations	43	89	184
Speed Citations	2,813	8,559	17,685
Distracted Driving	8	14	69
Driving Under Suspension	462	998	1,873
No Operator License Citations	71	311	476
Felony Arrests	63	167	344
Other Citations Issued	1,362	2,942	5,191

Total Checkpoint Activity	FFY 2011	FFY 2012	FFY 2013	FFY 2014	FFY 2015
OVI Checkpoints Conducted***	14	21	28	187	101
Vehicles Through Checkpoint	8,890	8,867	10,540	68,835	43,053
Vehicles Checked	6,980	8,308	9,027	66,007	40,213
OVI Arrests Under 21	3	3	3	18	7
OVI Arrests 21 and Over	46	49	34	241	99
Refusals	15	23	7	56	30
Driving Under Suspension	17	16	19	110	47
No Operator License Citations	5	7	25	43	30
Restraint Citations	2	10	10	77	27
Other Citations Issued	35	57	7	257	165
Vehicles Seized	5	3	1	3	3
Felony Arrests	0	1	2	32	17

Daytime Checkpoint Activity**	FFY 2013	FFY 2014	FFY 2015
OVI Checkpoints Conducted	0	1	0
Vehicles Through Checkpoint	0	564	0
Vehicles Checked	0	564	0
OVI Arrests Under 21	0	0	0
OVI Arrests 21 and Over	0	1	0
Refusals	0	0	0
Driving Under Suspension	0	0	0
No Operator License Citations	0	0	0
Adult Restraint Citations	0	0	0
Child Restraint Citations	0	1	0
Other Citations Issued	0	0	0
Vehicles Seized	0	0	0
Felony Arrests	0	0	0

Nighttime Checkpoint Activity**	FFY 2013	FFY 2014	FFY 2015
OVI Checkpoints Conducted	28	186	101
Vehicles Through Checkpoint	10,540	68,271	43,053
Vehicles Checked	9,027	65,443	40,213
OVI Arrests Under 21	3	18	7
OVI Arrests 21 and Over	34	240	99
Refusals	7	56	30
Driving Under Suspension	19	110	47
No Operator License Citations	25	43	30
Adult Restraint Citations	8	68	26
Child Restraint Citations	2	8	1
Other Citations Issued	7	257	165
Vehicles Seized	1	3	3
Felony Arrests	2	32	17

*Data was not collected that FFY.

**Data was not broken out into daytime/nighttime prior to FFY 2013.

***An additional 17 checkpoints were conducted in FFY 2011, an additional 29 checkpoints were conducted in FFY 2012, and an additional 12 checkpoints were conducted in FFY 2013 using state dollars. Low-manpower checkpoints have become an integrated part of operations to reduce alcohol-related fatalities.

Alcohol Related Training

Training Course	Number of Courses	Number of Students Taught	Number of Agencies
Standardized Field Sobriety Test (SFST)	2	35	21
SFST Judges & Prosecutors Seminar	1	20	13

Total Awarded:	1,785,341.77	Expended:	1,675,788.87	Funding Source:	405d
Enforcement	1,773,986.37		1,673,046.62		
Training	11,355.40		2,742.25		

Project Number: M6OT-2015-00-00-00

Project Title: Officer Training (Impaired)

Funded Agency: Ohio Attorney General's Office – Ohio Peace Officer's Training Academy (OPOTA)

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013, lists enforcement as an effective strategy for impaired driving, seat belts, speeding, distracted driving, young drivers, and pedestrians. The Attorney General's Office/Ohio Peace Officer Training Academy (OPOTA) offered training to law enforcement throughout the state. Training Ohio's officers allows them to conduct effective enforcement programs to remove impaired, speeding and drivers displaying other unsafe driving behaviors from Ohio's roads before fatal crashes occur.

Project Results:

OPOTA continued to train Ohio officers in SFST Instructor and Advanced Roadside Impaired Driving Enforcement (ARIDE). Under grant OPOTA provided law enforcement training to 245 officers in the various courses listed in the following chart.

Grant Funded Training Course	Number of Courses	Number of Students Taught	Number of Agencies
SFST Instructor	2	40	28
Advanced Roadside Impaired Driving Enforcement (ARIDE)	6	205	108

Awarded: 66,000.00 Expended: 49,000.00 Funding Source: 405d

Project Number: M6OT-2015-00-00-00

Project Title: Trace Back Program

Funded Agency: Ohio State Highway Patrol

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013, states there are four basic strategies to reduce impaired driving: deterrence, prevention, communications and outreach, and alcohol treatment. Responsible Beverage Service is mentioned as a prevention strategy that shows different effectiveness. The guide states that enforcement of alcohol service laws is key, but often lacking. The Ohio State Highway Patrol, Ohio Investigative Unit continued to implement a statewide Trace Back program that was initiated in FFY 2013 where Agents are called out to alcohol-involved fatal and serious injury

crashes to interview suspect/witnesses to “trace back” where the alcohol was consumed prior to crash. Agents open a case to determine if alcohol was served or consumed in violation of the law in an effort to hold establishments accountable for over serving and/or selling to minors. Grant funding paid for trace back investigations that were completed in an overtime status.

Project Results:

OIU conducted 229 trace back investigations during FFY 2015. These investigations have resulted in enforcement action being taken against the establishment as well as positive media coverage. Federal funding is only used for overtime.

Result	Number
Dismissed – Paid Court Costs	0
Dismissed with Prejudice	0
Guilty	6
Nolle Pros	2
Pending	4
Reprimanded & Released	6
Sealed	0

Awarded: 78,156.00 Expended: 37,056.77 Funding Source: 405d

Project Number: M6OT-2015-00-00-00

Project Title: Drug Recognition Expert (DRE) Program

Funded Agency: Ohio Traffic Safety Office

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013, states there are four basic strategies to reduce impaired driving: deterrence, prevention, communications and outreach, and alcohol treatment. Enforcement of Drugged Driving is mentioned as an enforcement strategy that is likely to be effective. The Ohio Drug Evaluation and Classification (DEC) program is entering the fifth year of programming. Ohio currently has 115 certified DREs.

Project Results:

Three DRE training courses were conducted; training an additional 26 DREs in FFY 2015. At the end of FFY 2015, Ohio had 115 fully certified DREs and 13 DRE Instructors. Seventeen ARIDE courses were conducted with 400 officers trained.

Drug Category Name	Evaluations with completed Toxicology	Confirmed Matches of Completed Toxicology	Rate of Accuracy of Completed Toxicology
Stimulants	128	101	79.81%
Depressants	141	91	64.54%
Hallucinogens	2	1	50.00%
Dissociative Anesthetic	10	2	20.00%
Narcotic	166	130	78.31%
Inhalant	3	0 (Not Possible)	0.00%
Cannabis	128	114	89.06%

Awarded: 180,000.00 **Expended:** 133,373.85 **Funding Source:** 405d

Project Number: K8-2015-00-00-00

Project Title: Drug Recognition Expert (DRE) Conference

Funded Agency: Ohio State Highway Patrol

Project Description:

Ohio hosted the 2015 national DRE Conference in Cincinnati, Ohio.

Project Results:

The majority of the funds were utilized for travel and registration for Ohio DREs to attend the conference. Additional funds were used for conference supplies such as pads, paper and printing. In addition, Ohio paid for some of the presenters at the conference.

Awarded: 100,000.00 **Expended:** 86,720.88 **Funding Source:** 410

Project Number: M6OT-2015-00-00-00

Project Title: OVI Toxicology Program

Funded Agency: Ohio State Highway Patrol

Project Description:

The grant for the OSHP is used to process the increased number of samples that are being sent to the lab from agencies (state and local) for testing from the increased impaired driving enforcement in the state.

Project Results:

The OSHP lab provided toxicology services for hundreds of law enforcement agencies throughout Ohio. In FFY 2014 a new alcohol headspace instrument was installed. In 2015, the OSHP lab has shown a seven percent increase in evidence submissions.

Awarded: 183,361.21 **Expended:** 152,644.81 **Funding Source:** 405d

Project Number: ID-14-02-16

Project Title: Court Monitoring

Funded Agency: Mothers Against Drunk Driving

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013 lists Court Monitoring as a highly effective, low cost countermeasure that can be implemented quickly. Mothers Against Drunk Driving (MADD) will train volunteers in advanced data collection, tracking/disseminating results to increase courtroom visibility and collect the data/results. Data will be compiled by the program coordinator to track strengths, weaknesses and inconsistencies. The program Coordinator will meet with judges, prosecutors and bailiffs to strengthen court relationships.

Project Results:

MADD monitored 2,308 cases in 18 venues in 12 counties during FFY 2015.

Court	Cases Monitored	Guilty	OVI Charges	Reduced Charges
Circleville	70	51	33	18
Franklin County	190	110	75	35
Portage County-Ravenna	240	165	105	60
Kent	156	115	65	50
Berea Municipal	210	140	95	45
Hamilton County	260	199	143	56
Lebanon Municipal	110	65	40	25
Dayton Municipal	143	110	80	30
Reynoldsburg Mayors Court	72	23	34	11
Cleveland Municipal Court	290	205	140	65
City of Delaware Municipal	115	81	45	36
Grove City Mayors Court	63	41	23	18
City of Hamilton Municipal Court	43	31	28	5
Elyria Municipal	138	103	70	33
Westerville Mayors Court	32	31	15	16
Toledo Municipal Court	45	36	19	17
Maumee Municipal Court	110	65	40	25
Noble County Municipal Court	21	15	5	10
Total	2,308	1,586	1,055	555

Evaluation

- C-5) Ohio had 310 impaired driving fatalities (.08 and above) in 2014. The goal was to reduce impaired driving fatalities (.08 and above) to 328 by 3015. Ohio met this goal.
- Ohio completed 724 DRE evaluations in 2015. Ohio met the goal of 610.
- Ohio had 115 DREs by September 30, 2015. Ohio will not meet the goal of 136 by the end of 2015.

Alcohol-Related / Total Fatal Crashes			
Year	Alcohol-Related Fatal Crashes	Total Fatal Crashes	Percent of Total Fatal Crashes
2011	342	942	36.3
2012	431	1,024	42.1
2013	272	915	29.7
2014	297	919	32.3
2015*	239	836	28.6

*2015 only includes preliminary numbers January 1, 2015 through October 31, 2015. It is only included to show progress toward stated goals.

Ohio met the Core Measure and one of the two additional goals under Impaired Driving. Ohio will continue to review data and implement impaired driving countermeasures to impact the impaired driving fatal and serious injury crashes.

Occupant Protection Program Area

Overview

- C-4) Reduce unrestrained passenger vehicle occupant fatalities (all seat positions) 2.97 percent from 404 (2008 – 2012 average) to 392 by 2015.
- B-1) Increase statewide seat belt compliance 0.59 percent from 84.5 (2013 baseline) to 85.0 by 2015.

Programming Efforts

Project Number: NF-2015-00-00-00

Project Title: Click It or Ticket (CIOT) Earned Media Plan

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013 states that effective, high-visibility communications and outreach are an essential part of successful seat belt law high-visibility enforcement programs.

Ohio’s earned media plan will span the entire federal fiscal year with the heaviest emphasis during the national CIOT mobilization.

Project Results:

Ohio used many different networks to ensure earned media was achieved statewide (e.g. law enforcement, Safe Communities, Ohio Partnership for Traffic Safety (OPTS), etc.). OPTS is a statewide network of employers and safety advocates that Ohio uses to distribute messages and materials to reach the 21 – 40 year old age group. Messaging was consistent with the National Communications Plan and consisted of the following components:

- Campaign toolkit developed for distribution to Ohio’s law enforcement partners, Safe Communities programs, corporate partners and others that have a vested interest in traffic safety.
- The toolkit will include updated sample new releases, letter to the editors, fact sheets, newsletter articles and artwork.
- Broadcast e-mails to all safety partners directing them to the National Highway Traffic Safety Administration (NHTSA) web site as the mini-planners are released.
- Coordinated media kick off events by both the Ohio Department of Public Safety (ODPS) and Ohio’s Safe Communities programs.
- Weekly traffic safety e-mail broadcast.

Earned Media	
Press conferences	56
TV news stories	1,132
Radio news stories	1,301
Print news Stories	168
On-line (e.g. articles, social media – Facebook, Twitter, etc.)	1,866

Awarded: N/A **Expended:** N/A **Funding Source:** N/A

Project Number: OP-14-03-02

Project Title: Seat Belt Outreach/Educational Materials

Funded Agency: Ohio Traffic Safety Office

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013 states that effective, high-visibility communications and outreach are an essential part of successful seat belt law high-visibility enforcement programs. In FFY 2015, Ohio continued to use the CIOT for sustained seat belt messaging throughout the year. The goal of the sustained effort was to increase statewide usage of seat belts. The objective was to elevate awareness of the seat belt message while coupled with paid media and heightened enforcement throughout the state of Ohio during periods in addition to the CIOT mobilization.

Project Results:

In FFY 2015, Ohio used the Click It or Ticket (CIOT) campaign messages for its sustained seat belt campaign throughout the year. Sustained materials were used in conjunction with high visibility enforcement efforts during time periods outside of the CIOT mobilization to help increase statewide seat belt usage.

Materials purchased in FFY 2015 include bumper magnets, coasters, and napkins. Materials were distributed to Safe Communities, Law Enforcement, and business partners to raise awareness among their community and/or employees of the importance of buckling up. The materials provide a nice visual reminder to the public and provide our partners a great educational opportunity while engaging the public. In FFY 2015, Ohio budgeted funds for uniform collateral pieces to be used throughout the state to provide earned media to compliment the paid media and enforcement efforts aimed at increasing seat belt usage.

Awarded:	250,000.00	Expended:	156,992.52	Funding Source:	402 OP
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Project Number: M2X-2015-00-00-00

Project Title: Click It or Ticket Paid Media

Funded Agency: Ohio Traffic Safety Office


Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013 states that effective, high-visibility communications and outreach are an essential part of successful seat belt law high-visibility enforcement programs. Ohio continued to implement and expand the national seat belt mobilization model in FFY 2015. Campaign components included earned media (education and outreach), paid media, high visibility law enforcement and evaluation.

Media tactics included a combination of television, radio and print media that were used to maximize the amount of resources for the paid media plan. Bonus inventory was required by each station. Regional radio was negotiated in counties receiving less significant impact from the larger cities. Additional cost-efficiency and greater message reach were available in many of the smaller regions by also employing a statewide radio network in part for this effort.

Project Results:

The OTSO paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for seat belts. There were no non-paid PSA airing or print ads prior to FFY 1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 33,344,565.

Medium	Paid Spots	Bonus Spots	Totals Spots	Cost
TV/Cable	552	555	1,107	\$ 131,610.26
Radio	3,239	3,510	6,779	\$ 68,095.35
Internet				\$ 96,535.42
Print Ads				\$ 3,697.20
Out of Home				\$ 188,433.95
			Total Media Cost	\$ 488,372.18

Awarded: 600,000.00 Expended: 488,372.18 Funding Source: 405b

Project Number: PT-2015-00-00-00
Project Title: Click It or Ticket Mobilization
Funded Agency: Ohio Traffic Safety Office

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013 states that Short-Term, High-Visibility Belt Law Enforcement has demonstrated to be effective. Ohio continued to implement and expand the national seat belt mobilization efforts in FFY 2015. Campaign components included earned media (education and outreach), paid media, high visibility law enforcement and evaluation.

With approximately 671 law enforcement agencies in the state, OTSO was unable to fund high visibility enforcement overtime for all agencies to support the mobilizations. Offering equipment rewards has been proven to be an effective incentive to participate and generates a large amount of earned media during the national mobilization.

Project Results:

OTSO worked to increase the level of law enforcement participation, partner reporting levels and expand its partnership network. More than 500 agencies participated in the 2015 enforcement mobilization.

Traffic safety related equipment was awarded to agencies who participate in the 2014 national mobilizations. Awards were based on the level of involvement, including high visibility enforcement, media outreach and timely reporting.

The OTSO made it a priority for grantees and non-grantee partners to participate in the mobilization in 2015.

Click It or Ticket Mobilization Agency Participation			
Law Enforcement Agencies	Total in State	Participating	Reporting
Highway Patrol	59	59	59
County Sheriffs	88	73	66
City / Town Police	633	479	437
Other	20	16	15
Totals	800	627	577

Click It or Ticket Mobilization Activity					
Enforcement Activity	FFY 2011	FFY 2012	FFY 2013	FFY 2014	FFY 2015
Enforcement Hours	127,694	132,135	194,952	151,650	160,185
OVI Arrests	2,204	2,018	2,019	2,378	1,907
Restraint Citations	13,812	13,561	15,997	16,995	14,179
Child Restraint Citations	538	468	530	767	402
Speed Citations	37,219	36,977	42,608	47,221	47,055
Driving Under Suspension	5,479	5,861	6,709	7,450	6,320
Felony Arrests	1,174	1,581	1,458	1,576	1,172

Materials and Equipment Awards

Agencies across the state were encouraged to participate in the National CIOT and Drive Sober or Get Pulled Over mobilizations. Law enforcement agencies who participated and submitted activity for both mobilizations qualified for equipment. Over 500 agencies participated in the mobilization. Following is the equipment purchased for the incentive.

Equipment Incentives	
Quantity	Item
52	Lasers
178	Radars

Awarded: 300,000.00 **Expended:** 299,140.00 **Funding Source:** 402 PT

Project Number: M2X-2015-00-00-00

Project Title: Sustained Belt Paid Media Plan

Funded Agency: Ohio Traffic Safety Office

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013 states that effective, high-visibility communications and outreach are an essential part of successful seat belt law high-visibility enforcement programs. In FFY 2015, Ohio continued to model the national communications media plan to bridge the media

gaps around the national seat belt mobilization with an appropriate mix of media, enforcement and social-norming initiatives to extend highway safety messages.

The goal was to sustain the message throughout the year and to hit the highest peak during the national mobilization when we are deploying what we know works best in changing behavior. Throughout the year, using other recognized brands like What's Holding You Back? provided an opportunity to extend the core safety messages. Embracing social-norming messages allowed us to look for marketing alliances with businesses and organizations already branded and important to our target audiences. We have learned that many partners are not comfortable spending their resources to aggressively promote a strong enforcement message. A year-round mix of enforcement and social-norming messages helped to avoid these conflicts and provided us with more opportunities to keep our messages in front of the public and our target audiences.

Project Results:

An emphasis was placed on working with media partners who not only reached our target audience, but also embraced traffic safety messages and were willing to go above and beyond the traditional media buy to provide additional bonus spots, public service announcements with high profile talents, on the ground event and integrating traffic safety messaging into social media and enforcement campaigns, live reads during major events and other innovative and unique options that will help reach specific segments of our targeted audience.

Media tactics included a combination of radio, television, outdoor advertising, theater ads and print materials to maximize the amount of resources for the sustained belt paid media plan.

High Risk Populations

Teens

Ohio worked to target rural teen seat belt usage. Huddle High Schools, Inc. distributed high school tickets for regular season events (sports, plays, etc.) for high schools throughout Ohio. Last year, OTSO cosponsored 137 high schools (2 million ticket backs) in southeast Ohio, Columbus and Cleveland markets with a "Buckle-Up in Your Truck" seat belt message during the school year to direct target this audience.

Rural

Ohio worked to target rural seat belt usage. Through Huddle, high school sport tickets are printed with the "Buckle-Up in Your Truck" message in rural areas. Currently, 50 rural school bus shelter locations statewide are also printed with the same message. These bus shelters are located along rural routes. The message is placed on the outside of the shelter for passing traffic to see.

18 – 34 year old Male

This target audience was identified throughout the state of Ohio as a low-usage population. Qualitative research information has generally identified the younger men (16 -24 years) within this demographic as the most "high risk" drivers and passengers. These men are also less likely to use safety belts if they travel in pick-up trucks, consume alcohol, or ride at night and/or are African American and Latino. Ohio worked closely with both the state and national media buyer to target 18 – 34 year old male seat belt usage. Ohio ran seat belt messages during home games throughout the season with the following sports teams in Ohio to target this high risk population: Cincinnati

Reds, Cleveland Indians, Columbus Clippers, Toledo Mudhens, The Ohio State University and the Columbus Crew.

The OTSO paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for seat belts. There were no non-paid PSA airings or print ads prior to FFY 1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 18,168,656.

Medium	Cost
TV/Cable	\$ 13,094.24
Radio	\$ 17,022.53
Out of Home	\$ 277,965.27
Total	\$ 308,082.04

Awarded: 250,000.00 Expended: 308,082.04 Funding Source: 405b

Evaluating Effectiveness of Seat Belt Usage Media Messages

The Ohio Traffic Safety Office’s (OTSO) paid media components pertaining to seat belt use consisted primarily of television and radio “buys” with earned media television, radio, and outdoor advertising. An information summary of data collected via statewide telephone surveys was used to evaluate the effectiveness of the FFY2015 paid media plan for enhancing the statewide use of seat belts.

As reported in the Impaired Driving Program Area, the ARC conducted four random-digit dialing statewide telephone surveys of 4,142 drivers across the nine designated Ohio State Highway Patrol districts. These four surveys, conducted between April and October 2015, provided data to identify changes in public opinion in reaction to media campaigns and law enforcement initiatives. The surveys covered an array of topics pertaining to highway safety, including general driving habits; seat belt use; opinions and actions regarding drinking and driving; distracted driving; and opinions and actions related to Ohio laws and law enforcement.

Overall, 62 percent of survey participants reported that during the 30 days prior to completing the survey, they had “definitely” or “probably” seen or heard messages in Ohio encouraging people to wear their seat belts. Approximately 44 percent of those respondents saw or heard the message on television while 15 percent reported being exposed to seat belt messages through the radio. Additionally, eight percent of respondents reported they were exposed to these messages through both the television and the radio. When respondents were asked to identify other places they had seen or heard messages encouraging seat belt use, 29 percent cited billboards and 32 percent said road signs. Other places respondents reported seeing messages regarding seat belt use included electronic roadway signs (17 percent), banners (six percent), and signs on buses (four percent).

During FFY 2015, the majority of respondents (84 percent) reported that the number of seat belt messages they had seen or heard in the 30 days prior to the survey had been about the same, while 11 percent claimed they had seen or heard more messages than usual. Those who reported seeing or hearing a slogan identified the following specific slogan names without prompting: During the first (baseline) survey, respondents mentioned *Click It or Ticket* (73 percent) and *What’s Holding You*

Back? (one percent). During the second survey, which was congruent with the first paid media initiative, respondents mentioned *Click It or Ticket* (87 percent) and *What's Holding You Back?* (one percent). During the third survey, which preceded the second paid media initiative, respondents mentioned *Click It or Ticket* (79 percent) and *What's Holding You Back?* (two percent). Regarding the fourth survey, which followed the second paid media initiative, respondents mentioned *Click It or Ticket* (75 percent) and *What's Holding You Back?* (one percent). As expected, recall of slogans encouraging seat belt use increased from survey- 1 to survey- 2; specifically, recall of *Click It or Ticket* increased 14 percent from survey- 1 to survey- 2.

Finally, it is also significant that respondents who maintained that they had not heard or seen a slogan encouraging seat belt use during the 30 days prior to the survey as well as those who saw or heard a slogan were then questioned specifically about the *Click It or Ticket* and *What's Holding You Back?* slogans by name. When prompted, 78 percent of those respondents had heard *Click It or Ticket* and 24 percent said they had heard the *What's Holding You Back?* slogan.

Based on results from the Miami University ARC's statewide telephone surveys, earned media, paid media, and education and enforcement efforts will be re-evaluated to establish proper campaign segmentation and geographic location.

Funding: Incl. in Traffic Safety Program Management

Project Number: M2X-2015-00-00-00

Project Title: State Seat Belt Tac Squads

Funded Agency: Ohio State Highway Patrol

Project Description:

The OTSO conducted a pilot project with two Ohio State Highway Patrol Districts. Each district utilized hours each week in May 2015 for seat belt tac squads between 6 a.m. and 6 p.m. in areas that have high numbers of unbelted fatalities.

Project Results:

Daytime Overtime Enforcement	FFY 2015
Daytime Overtime Hours	798
Number of Traffic Stops	1,755
OVI Arrests Under 21	0
OVI Arrests 21 and Over	4
Refusals	1
Adult Restraint Citations	1,287
Child Restraint Citations	20
Speed Citations	174
Distracted Driving	1
Driving Under Suspension	75
No Operator License Citations	3
Felony Arrests	4
Other Citations Issued	68

Project Number: M2X-2015-00-00-00

Project Title: Occupant Protection Coordinator (OPC) Program

Funded Agency: Ohio Department of Health

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013 list Communications and Outreach Strategies for Booster Seat Use, Child Restraint Distribution Programs, and Inspection Stations as countermeasures producing different results. In FFY 2015, Ohio Department of Health (ODH) will continue to be the lead agency for the OPC program. ODH contracted with seven OPC Coordinators to provide occupant restraint programming to all 88 Ohio counties. The OPC responsibilities included coordinating a child safety seat distribution program for low-income families, conducting car seat check-up events, coordinating the NHTSA 32-hour Standardized CPS Technician Training course and associated refresher course, disseminating occupant protection education and training for youth, and the National Campaigns for CPS and booster seats.

Project Results:

The OPC program continued to emphasize Ohio's booster seat law. In addition to checking car seat and/or booster seats, technicians use the opportunity to provide seat belt education and tips to the entire family (parents, caregivers and older siblings). ODH oversaw a program to provide special needs child safety seat clinics; provide training on how to safely transport children with special needs, and provide special needs safety seats to low income families. The OPC Coordinator that oversees the special needs program served as a statewide resource.

The Ohio Department of Health (ODH) was again the lead agency for the OPC program. ODH contracted with seven regional OPC Coordinators to provide occupant restraint programming to all 88 Ohio counties. This program was responsible for coordinating the child safety seat distribution program for low-income families. Last year this program distributed a total of 5,692 seats. Other activities conducted by the regional OPC coordinators are listed below. During FFY 2015, OPC coordinators and ODH received \$10,797 in donations from local businesses. The seven regional OPC Coordinators not only helped get children properly restrained in child safety seats and/or booster seats, they distributed 17,512 pieces of occupant protection educational materials, 14,112 pieces of booster seat educational materials and 1,237 law enforcement cards. This program not only ensures children are properly restrained, but also stresses the importance of buckling up to the adults and older children.

Activity	FFY 2011	FFY 2012	FFY 2013	FFY 2014	FFY 2015
Car Seat Check Events	121	137	114	121	127
Car Seats Checked at Events	1,191	1,699	1,402	1,542	1,506
32-Hour Technician Classes	10	14	17	12	14
New CPS Technicians	140	167	174	134	143
Refresher Courses	40	67	63	49	0
Refresher Course Attendees	237	585	317	155	0

Awarded: 427,535.70 **Expended:** 375,943.90 **Funding Source:** 405b

Project Number: M2X-2015-00-00-00
Project Title: University Evaluation
Funded Agency: Miami University of Ohio

Project Description:

Miami University of Ohio (MU) assisted by conducting the both the statewide and county seat belt observation surveys.

Project Results:

Statewide Observation Survey of Seat Belt Use FFY2015

During 2011, the National Highway Traffic Safety Administration (NHTSA) issued new Uniform Criteria for conducting state observational surveys of seat belt use. The ARC’s Director and staff submitted a proposal adhering to those guidelines, which was approved; consequently, the methodology used in the observational surveys of seat belt use in 2012 through 2015 uses the NHTSA’s updated requirements.

The policy-related goal of this annual research is to determine the percentage of Ohio drivers and/or passengers who wear seat belts while traveling in a motor vehicle. The observation survey was conducted by retired Ohio State Highway Patrol officers during April/May and June of FFY2015. For this project, the ARC reviewed, monitored, and, when necessary, updated observation site information for newly selected sites between 2012 and 2015; collected data from observers; completed data entry and statistical analysis; and reported the findings of the annual statewide observation survey data to the OTSO and NHTSA. Data were collected in the 57 Ohio counties that comprise 85 percent of highway fatalities. During the April/May survey, direct observations were made of 17,364 drivers and 3,140 front-seat passengers throughout the state; Ohio’s baseline seat belt use rate for 2015 was 83.6 percent with a standard error of .01 and a 95 percent confidence interval between 78.7 percent and 83.8 percent. In June, 17,401 drivers and 3,556 passengers were observed, and the seat belt use rate increased to 83.9 percent, with a standard error of .01 and a 95 percent confidence interval from 81.9 percent to 85.9 percent. This is a very slight decrease from the statewide record of 85 percent set during June 2014 observations.

County Seat Belt Survey FFY2015

Prior to FFY2013, OTSO required county sub-grantees to conduct seat belt observations to determine a county seat belt rate. Beginning in FFY2013, OTSO removed this requirement from sub-grantees and requested the surveys, as well as the analysis, to be conducted by the ARC. In 2015, the ARC used the same sites (sampling additional sites as necessary in counties not already covered in the statewide survey) and methodology as in the statewide survey to collect data for the county surveys, including the use of trained retired Ohio State Highway Patrolmen to conduct vehicle observations.

The ARC completed data entry, analyzed the data, and completed reports for sub-grantees on the findings. In April and May, 23,577 drivers and front-seat passengers were observed for the county surveys; in June, 24,332 drivers and front-seat passengers were observed. The seat belt use rate for the baseline observations in May 2015 was 83 percent, and the rate for the June 2015 follow-up observations increased to 85 percent, an increase of two percent. The improved methodology will continue to provide more consistent and accurate data collection, so subsequent years' results can be directly compared to results from 2013 through 2015.

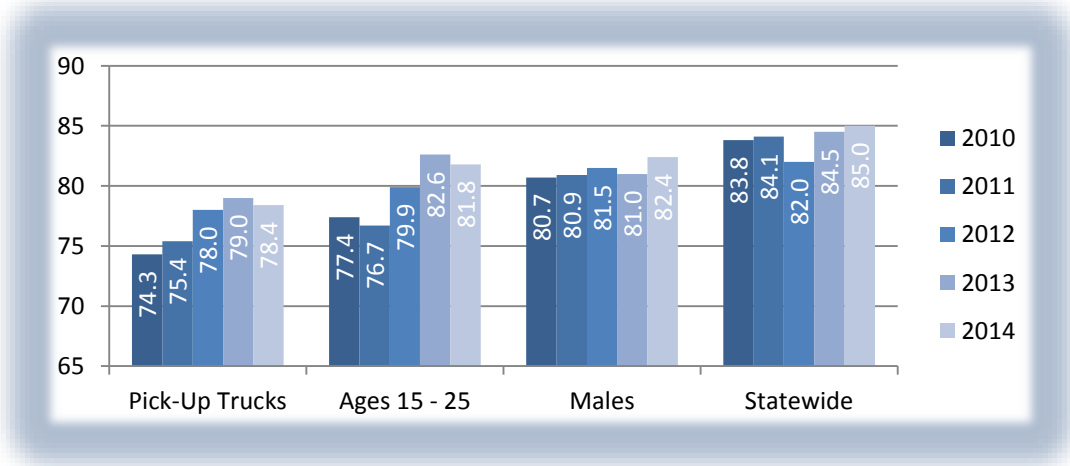
Report Collaboration

The ARC worked collaboratively with the OTSO to prepare specific reports for NHTSA as needed.

Awarded: 240,000.00 Expended: 213,852.42 Funding Source: 405b

Evaluation

- C-4) Ohio had 375 unrestrained passenger vehicle occupant fatalities (all seat positions) in 2014. The goal was to reduce unrestrained fatalities to 392 by 2015. Ohio met this goal.
- B-1) Ohio's certified 2014 observed seat belt compliance rate is 85.0 percent. The goal was to reach 85.0 percent by 2015. Ohio met this goal. However, the 2015 observed rate is 83.9 percent.



Ohio's seat belt observations were completed using the new NHTSA approved methodology. Ohio met both the Core Performance Measure and the Core Behavior Measure, however, Ohio's

Statewide observed seat belt usage rate declined in 2015. In FFY 2015, Ohio piloted a Seat Belt Tac Squad program with two OSHP Districts to concentrate enforcement efforts on unbelted fatalities. Based on these results, Ohio will expand this program to all nine OSHP districts in FFY 2016 during November and May along with paid media to address the unbelted fatalities in Ohio.

Speed Program Area

Overview

- C-1) Reduce traffic fatalities 7.45 percent from 1,087 (2008 – 2012 average) to 1,006 by 2015.
- C-2) Reduce serious traffic injuries 6.74 percent from 9,901 (2008 – 2012 average) to 9,234 by 2015.
- C-3a) Reduce the fatalities/VMT rate 6.12 percent from 0.98 (2008 – 2012 average) to 0.92 by 2015.
- C-3b) Reduce the rural fatalities/VMT rate 5.79 percent from 1.90 (2008 – 2012 average) to 1.79 by 2015.
- C-3c) Reduce the urban fatalities/VMT rate 5.66 percent from .53 (2008 – 2012 average) to .50 by 2015.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities (all seat positions) 2.97 percent from 404 (2008 – 2012 average) to 392 by 2015.
- C-5) Reduce impaired driving fatalities (.08 and above) 3.81 percent from 341 (2008 – 2012 average) to 328 by 2015.
- C-6) Reduce speed-related fatalities 3.59 percent from 306 (2008 – 2012 average) to 295 by 2015.
- C-7) Reduce motorcyclist fatalities 17.14 percent from 175 (2008 – 2012 average) to 145 by 2015.
- C-8) Reduce un-helmeted motorcyclist fatalities 10.85 percent from 129 (2008 – 2012 average) to 115 by 2015.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes 16.17 percent from 167 (2008 – 2012 average) to 140 by 2015.
- C-10) Reduce pedestrian fatalities 4.04 percent from 99 (2008 – 2012 average) to 95 by 2015.**
- C-11) Reduce bicycle fatalities 6.25 percent from 16 (2008 – 2012 average) to 15 by 2015.**
- B-1) Increase statewide seat belt compliance 0.59 percent from 84.5 (2013 baseline) to 85.0 by 2015.

**The trends for speed, pedestrian, and bicycle were increases. A standard 1.25 percent per year from 2012 reduction was used for each of these goals to ensure the goal was a reduction by 2015.

Programming Efforts

Project Number: PT-2015-00-00-00

Project Title: Selective Traffic Enforcement Program

Funded Agencies: See chart under Project Results

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013 lists High Visibility Enforcement as a countermeasure that produces different results. High Visibility is designed to convince the public that there are consequences to traffic violations. Grants were awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2011, 2012 and 2013. Each agency conducted enforcement activity (i.e., speed, seat belt, aggressive, etc.) to impact their fatal crashes.

Project Results:

Funded Agencies

65 Sheriff's Office and 33 local jurisdictions

Agency	County	Population	Award Amount	Total Expended
Allen Co. Sheriff's Office	Allen	106,331	19,831.17	15,599.27
Lima Police Department	Allen		16,451.08	11,942.29
Ashland Co. Sheriff's Office	Ashland	53,139	12,252.49	8,319.81
Ashtabula Co. Sheriff's Office	Ashtabula*		23,926.00	13,486.02
Athens Co. Sheriff's Office	Athens*	64,757	10,470.56	10,470.56
Auglaize Co. Sheriff's Office	Auglaize*		13,500.50	10,271.70
Belmont Co. Sheriff's Office	Belmont*	70,400	8,930.43	0.00
Brown Co. Sheriff's Office	Brown*	44,846	6,525.44	2,387.28
Butler Co. Sheriff's Office	Butler	368,130	31,787.29	30,615.12
Hamilton Police Dept.	Butler		17,420.79	13,332.48
Middletown Police Dept.	Butler		20,622.53	8,626.73
Carroll Co. Sheriff's Office	Carroll*	28,836	10,598.83	5,507.43
Clark Co. Sheriff's Office	Clark	138,333	22,924.94	18,268.02
Springfield Police Dept.	Clark		16,023.46	12,568.67
Clermont Co. Sheriff's Office	Clermont	197,363	16,876.04	14,201.85
Miami Twp. Police Dept.	Clermont		20,677.16	18,747.82
Union Twp. Police Dept.	Clermont		18,554.87	18,494.88
Coshocton Co Sheriff's Office	Coshocton*	36,901	10,453.21	4,740.35
Crawford Co. Sheriff's Office	Crawford	43,784	11,080.39	10,822.08
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,280,122	30,544.87	28,385.01
Cleveland Police Dept.	Cuyahoga		25,632.87	12,010.17
Euclid Police Dept.	Cuyahoga		20,497.09	18,923.16
Garfield Heights Police Dept	Cuyahoga		19,434.01	16,522.66
Delaware Co. Sheriff's Office	Delaware	174,214	27,899.17	22,688.53
Erie Co. Sheriff's Office	Erie	77,079	14,008.22	9,259.04
Perkins Twp. Police Dept.	Erie		15,403.46	8,464.36
Fayette Co. Sheriff's Office	Fayette*		10,462.20	0.00
Franklin Co. Sheriff's Office	Franklin	1,163,414	40,335.76	19,039.23
Columbus Police Dept.	Franklin		40,287.74	34,477.18
Fulton Co. Sheriff's Office	Fulton*	42,698	12,095.11	10,980.19
Geauga Co. Sheriff's Office	Geauga	93,389	18,464.08	15,341.10
Greene Co. Sheriff's Office	Greene*	161,573	25,171.03	16,000.69
Beavercreek Police Dept.	Greene		19,997.33	16,268.87
Guernsey Co. Sheriff's Office	Guernsey	40,087	4,216.65	2,737.86
Hamilton Co. Sheriff's Office	Hamilton	802,374	29,134.16	12,787.19

Cincinnati Police Dept.	Hamilton		37,976.05	33,542.33
Colerain Twp. Police Dept.	Hamilton		9,771.62	8,515.11
Sharonville Police Dept.	Hamilton		22,476.95	14,252.12
Hancock Co. Sheriff's Office	Hancock	74,782	13,848.06	12,787.19
Hardin Co. Sheriff's Office	Hardin	32,058	10,038.65	8,380.74
Harrison Co. Sheriff's Office	Harrison	15,864	8,761.43	7,793.86
Highland Co. Sheriff's Office	Highland	43,589	10,626.33	9,139.88
Hocking Co. Sheriff's Office	Hocking*	29,380	8,822.16	980.34
Holmes Co. Sheriff's Office	Holmes*	42,366	11,330.53	10,898.69
Jefferson Co. Sheriff's Office	Jefferson	69,709	10,435.13	6,641.40
Knox Co. Sheriff's Office	Knox*	60,921	13,131.59	1,362.76
Lake Co. Sheriff's Office	Lake	230,041	18,044.83	14,399.43
Willoughby Police Dept.	Lake		22,056.55	20,918.44
Licking Co. Sheriff's Office	Licking	166,492	14,378.62	6,210.63
Newark Police Department	Licking		4,888.76	4,055.91
Logan Co. Sheriff's Office	Logan	45,858	14,690.80	12,174.28
Lorain Co. Sheriff's Office	Lorain	301,356	23,920.99	23,917.40
Elyria Police Dept.	Lorain		18,199.86	8,129.09
North Ridgeville	Lorain		17,484.23	16,032.80
Lucas Co. Sheriff's Office	Lucas	441,815	26,416.75	17,880.01
Toledo Police Dept.	Lucas		29,295.42	26,498.95
Mahoning Co. Sheriff's Office	Mahoning	238,823	20,757.48	18,624.60
Boardman Police Dept.	Mahoning		16,382.98	15,263.47
Youngstown Police Dept.	Mahoning		15,146.58	13,275.27
Marion Co. Sheriff's Office	Marion	66,501	15,686.28	15,076.19
Medina Co. Sheriff's Office	Medina	172,332	32,578.00	29,381.08
Mercer Co. Sheriff's Office	Mercer*	40,814	11,329.79	9,860.91
Miami Co. Sheriff's Office	Miami	102,506	21,537.19	20,700.27
Monroe Co. Sheriff's Office	Monroe*		10,315.68	7,979.95
Montgomery Co Sheriff's Office	Montgomery	535,153	32,897.22	19,766.73
Clay Twp. Police Dept.	Montgomery		10,622.74	7,798.13
Dayton Police Dept.	Montgomery		27,850.24	26,284.04
Moraine Police Division	Montgomery		15,340.53	10,901.91
Trotwood Police Dept.	Montgomery		16,410.74	10,639.54
Morrow Co. Sheriff's Office	Morrow*	34,827	9,717.86	9,083.42
Muskingum Co. Sheriff's Office	Muskingum	86,074	11,013.10	6,556.97
Ottawa Co. Sheriff's Office	Ottawa	41,428	11,651.40	4,947.35
Paulding Co. Sheriff's Office	Paulding*	19,614	10,566.92	6,518.45
Pickaway Co. Sheriff's Office	Pickaway	55,698	12,248.50	11,255.73
Pike Co. Sheriff's Office	Pike	28,709		1,650.99
Portage Co. Sheriff's Office	Portage	161,419	8,176.73	6,692.99
Putnam Co. Sheriff's Office	Putnam	34,499	12,235.38	11,584.47
Richland Co. Sheriff's Office	Richland	124,475	24,690.54	19,440.03
Sandusky Co. Sheriff's Office	Sandusky	60,944	14,114.29	12,523.92
Scioto Co. Sheriff's Office	Scioto	79,499	13,165.73	11,340.74
Seneca Co. Sheriff's Office	Seneca	56,745	12,783.06	10,236.35
Stark Co. Sheriff's Office	Stark	375,586	22,260.91	19,030.05
Canton Police Dept.	Stark		16,332.31	13,615.62
Jackson Twp. Police Dept.	Stark		19,703.54	11,052.36
Summit Co. Sheriff's Office	Summit	541,781	33,146.36	26,326.50
Akron Police Dept.	Summit		26,759.21	21,068.58
Trumbull Co. Sheriff's Office	Trumbull	210,312	19,697.89	18,373.93

Howland Twp. Police Dept.	Trumbull		8,220.57	4,195.26
Warren Police Dept.	Trumbull		15,608.61	10,162.01
Tuscarawas Co. Sheriff's Office	Tuscarawas	92,582	11,756.19	9,285.87
Vinton Co. Sheriff's Office	Vinton*	13,435	7,499.94	926.94
Warren Co. Sheriff's Office	Warren	212,693	27,584.93	27,584.93
Clearcreek Twp. Police Dept.	Warren		16,543.14	15,775.65
Washington Co. Sheriff's Office	Washington	61,778	14,211.22	11,680.24
Wayne Co. Sheriff's Office	Wayne*	114,520	13,285.12	9,809.36
Williams Co. Sheriff's Office	Williams*		5,696.04	2,408.01
Wood Co. Sheriff's Office	Wood	125,488	21,335.35	20,700.33
Lake Twp. Police Dept.	Wood		14,083.47	12,437.52
Wyandot Co. Sheriff's Office	Wyandot	22,615	12,144.19	11,225.19

*Counties that did not have HVEO activities in all years (2011 – 2015). Crash numbers are not included for these counties in the table below.

Highly visible enforcement activities were conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar.

Dates	Blitz/National Campaign
November 21 – November 30, 2014	Thanksgiving
April – May 2015	Prom
May 18 – May 31, 2015	Click It or Ticket
October 2014 and/or September 2015	Homecoming

Year	Fatal Crashes	Injury Crashes
2011	692	61,492
2012	727	60,113
2013	648	57,749
2014	670	58,459
2015*	610	49,611

*2015 only includes preliminary numbers (January 1, 2015 through October 31, 2015). It is only included to show progress toward stated goals.

Total Overtime Enforcement	FFY 2011	FFY 2012	FFY 2013	FFY 2014	FFY 2015***
Daytime Overtime Hours	*	23,277	25,752	31,323	15,026
Nighttime Overtime Hours	*	30,333	30,008	34,471	10,360
Total Overtime Hours	51,590	53,610	55,760	65,794	25,386
Number of Traffic Stops	69,622	77,832	82,998	98,130	37,962
OVI Arrests Under 21	119	90	73	112	24
OVI Arrests 21 and Over	674	767	737	685	149
Refusals	*	*	185	171	49
Adult Restraint Citations	5,263	5,829	5,874	6,371	2,323
Child Restraint Citations	269	352	445	464	174
Speed Citations	25,285	27,194	27,687	32,585	12,916
Distracted Driving	*	*	173	320	102
Driving Under Suspension	3,526	4,106	3,601	4,199	1,728
No Operator License Citations	*	*	1,378	1,694	663
Felony Arrests	310	330	391	454	143
Other Citations Issued	*	*	10,828	11,869	3,952

Daytime Overtime Enforcement**	FFY 2013	FFY 2014	FFY 2015***
Daytime Overtime Hours	25,752	31,323	15,026
Number of Traffic Stops	40,661	49,803	23,567
OVI Arrests Under 21	5	9	4
OVI Arrests 21 and Over	72	70	30
Refusals	17	20	8
Adult Restraint Citations	2,852	3,551	1,493
Child Restraint Citations	218	191	104
Speed Citations	16,035	19,879	8,617
Distracted Driving	86	157	78
Driving Under Suspension	1,322	1,739	885
No Operator License Citations	533	683	325
Felony Arrests	127	174	59
Other Citations Issued	3,909	4,689	2,032

Nighttime Overtime Enforcement**	FFY 2013	FFY 2014	FFY 2015***
Nighttime Overtime Hours	30,008	34,471	10,360
Number of Traffic Stops	42,337	48,327	14,395
OVI Arrests Under 21	68	103	20
OVI Arrests 21 and Over	665	615	119
Refusals	168	151	41
Adult Restraint Citations	3,022	2,820	830
Child Restraint Citations	227	273	70
Speed Citations	11,652	12,706	4,299
Distracted Driving	87	163	24
Driving Under Suspension	2,279	2,460	843
No Operator License Citations	845	1,011	338
Felony Arrests	264	280	84
Other Citations Issued	6,919	7,180	1,920

Total Checkpoint Activity	FFY 2011	FFY 2012	FFY 2013	FFY 2014	FFY 2015***
OVI Checkpoints Conducted	28	17	13	8	1
Vehicles Through Checkpoint	12,370	6,246	6,050	3,890	557
Vehicles Checked	9,179	6,064	4,105	3,791	493
OVI Arrests Under 21	1	4	0	0	0
OVI Arrests 21 and Over	38	20	7	21	1
Refusals	*	*	4	1	0
Driving Under Suspension	39	28	17	9	1
No Operator License Citations	11	7	9	1	0
Restraint Citations	14	6	7	0	0
Other Citations Issued	16	6	17	28	9
Vehicles Seized	19	5	3	0	0
Felony Arrests	4	1	3	2	0

Nighttime Checkpoint Activity**	FFY 2013	FFY 2014	FFY 2015
OVI Checkpoints Conducted	13	8	1
Vehicles Through Checkpoint	6,050	3,890	557
Vehicles Checked	4,105	3,791	493
OVI Arrests Under 21	0	0	0
OVI Arrests 21 and Over	7	12	1
Refusals	4	1	0
Driving Under Suspension	17	9	1
No Operator License Citations	9	1	0
Adult Restraint Citations	5	0	0
Child Restraint Citations	2	0	0
Other Citations Issued	17	28	9
Vehicles Seized	3	0	0
Felony Arrests	3	2	0

*Data was not collected that FFY.

**Data was not broken out into daytime/nighttime prior to FFY 2013.

***2015 was the first year HVEO was split into two separate grants, IDEP and STEP. IDEP stats are reported under the Impaired Driving section.

STEP agencies reached 90.86 percent of Ohio’s population (approximately 10.4 million people) through earned media and high visibility enforcement.

Awarded: 1,712,604.62 Expended: 1,304,605.11 Funding Source: 402 PT

Project Number: PT-2015-00-00-00

Project Title: Statewide STEP and Training

Funded Agency: Ohio State Highway Patrol

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013 lists High Visibility Enforcement as a countermeasure that produces different results.

Project Results:

The Ohio State Highway Patrol conducted speed, occupant restraint, and motorcycle enforcement activity to impact statewide fatal crashes. The OSHP focused on increasing manpower at problem locations throughout the year to be more visible on Ohio roads during blitz periods and mandatory campaigns. The OSHP offered training courses through the OSHP Academy to train law enforcement officers throughout the state on issues relating to speed and crash investigation.

Total Overtime Enforcement	FFY 2011	FFY 2012	FFY 2013	FFY 2014	FFY 2015
Daytime Overtime Hours	*	13,237	15,097	12,111	9,026
Nighttime Overtime Hours	*	6,096	6,258	674	273
Total Overtime Hours	19,794	19,333	21,355	12,785	9,299
Number of Traffic Stops	36,618	38,285	40,747	27,619	19,350
OVI Arrests Under 21	96	44	78	7	7
OVI Arrests 21 and Over	351	459	340	62	25
Refusals	*	*	70	15	5
Adult Restraint Citations	5,624	5,896	6,430	4,649	3,426
Child Restraint Citations	90	129	143	73	55
Speed Citations	16,412	16,691	21,581	15,340	11,381
Distracted Driving	*	*	33	18	35
Driving Under Suspension	796	906	995	483	357
No Operator License Citations	*	*	227	174	108
Felony Arrests	80	65	80	34	25
Other Citations Issued	2,831	2,584	3,814	1,934	1,085

Daytime Overtime Enforcement**	FFY 2013	FFY 2014	FFY 2015
Daytime Overtime Hours	15,097	12,111	9,026
Number of Traffic Stops	29,563	25,795	18,778
OVI Arrests Under 21	9	6	7
OVI Arrests 21 and Over	51	52	25
Refusals	4	14	5
Adult Restraint Citations	5,289	4,447	3,333
Child Restraint Citations	97	70	52
Speed Citations	18,680	14,303	11,070
Distracted Driving	24	17	34
Driving Under Suspension	593	449	345
No Operator License Citations	145	167	105
Felony Arrests	32	30	25
Other Citations Issued	2,547	1,813	1,013

Nighttime Overtime Enforcement**	FFY 2013	FFY 2014	FFY 2015
Nighttime Overtime Hours	6,258	674	273
Number of Traffic Stops	11,184	1,824	572
OVI Arrests Under 21	69	1	0
OVI Arrests 21 and Over	289	10	0
Refusals	66	1	0
Adult Restraint Citations	1,141	202	93
Child Restraint Citations	46	3	3
Speed Citations	2,901	1,037	311
Distracted Driving	9	1	1
Driving Under Suspension	402	34	12
No Operator License Citations	82	7	3
Felony Arrests	48	4	0
Other Citations Issued	1,267	121	72

Crash Related Training

Training Course	Number of Courses	Number of Students Taught	Number of Agencies
Electronic Speed Measuring Device (ESMD)	3	75	53
ESMD Instructor	1	18	14
Basic Traffic Crash Investigation	3	70	42
Intermediate Traffic Crash Investigation	2	45	21
Technical Crash Investigation	2	26	13

Total Awarded:	675,410.90	Expended:	\$ 573,621.13	Funding Source:	402 PT
Enforcement	529,773.40		474,533.27		
Travel	16,038.00		6,553.08		
Training	53,099.50		23,421.64		
Education	70,000.00		62,947.14		
Contractual	6,500.00		6,166.00		

Project Number: PT-2015-00-00-00

Project Title: Officer Training

Funded Agency: Ohio Attorney General's Office – Ohio Peace Officer's Training Academy (OPOTA)

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013, lists enforcement as an effective strategy for seat belts, speeding, distracted driving, young drivers, and pedestrians. The Attorney General's Office/Ohio Peace Officer Training Academy (OPOTA) offered training to law enforcement throughout the state. Training Ohio's officers will allowed them to conduct effective enforcement programs to remove speeding and drivers displaying other unsafe driving behaviors from Ohio's roads before fatal crashes occur.

Project Results:

OPOTA continued to train Ohio officers in speed enforcement and crash investigation. Under grant OPOTA provided law enforcement training to 197 officers in the various courses listed in the following chart.

Grant Funded Training Course	Number of Courses	Number of Students Taught	Number of Agencies
Electronic Speed Measuring Device (ESMD) Instructor	3	35	27
ESMD Operator	1	10	10
Traffic Collision Investigation Level I	3	62	38
Advanced Traffic Collision Investigation Level II	2	62	40
Vehicle Dynamics	1	28	18

Project Number: SF-2015-00-00-00
Project Title: Construction Zone Safety Project
Funded Agency: See chart under Project Results

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013 lists High Visibility Enforcement as a countermeasure that produces different results. ODOT and ODPS formalized a partnership to reduce crashes in Ohio’s construction zones. The purpose of this program was to have an enforcement presence and education campaign in identified interstate highway construction zones. Grants were awarded to sub-grantees (local police departments, county sheriff’s offices and / or the Ohio State Highway Patrol) to conduct traffic enforcement in an effort to reduce construction zone crashes. Between 2008 and 2012, there were 71 fatal crashes and 6,301 injury crashes in construction zones.

Project Results:

Funded Agencies

Agency	County	Award Amount	Expended Amount
Cincinnati Police Department	Hamilton	74,989.68	73,939.84
Cleveland Police Department	Cuyahoga	19,988.15	11,876.40
Dayton Police Department	Montgomery	49,996.22	48,483.14
Ohio State Highway Patrol	Allen, Ashtabula, Clark, Delaware, Greene, Hancock, Lake, Miami, Montgomery, Morrow, Shelby, Summit, Wood	269,993.93	198,956.72

The Ohio Department of Transportation (ODOT) designated federal safety funds to be spent directly on work zone enforcement presence in the 2015 construction season. The ODOT, the ODPS, and the agencies listed above formalized a partnership to reduce crashes in Ohio’s work zones. The work zones targeted in FFY 2015 were:

Route	Counties
I-75	Allen, Hancock, Hamilton, Lucas, Miami, Montgomery, Shelby, Wood
I-90	Ashtabula
I-271	Summit
I-71	Hamilton
I-70	Clark, Montgomery
I-76	Trumbull
US-6	Cuyahoga

Construction Zone Enforcement Results

Enforcement Activity	FFY 2011	FFY 2012	FFY 2013	FFY 2014	FFY 2015
Daytime Enforcement Hours	*	5,062	4,746	5,568	5,325
Nighttime Enforcement Hours	*	760	868	1,041	1,086
Total Enforcement Hours	3,469	5,822	5,614	6,609	6,411
Number of Traffic Stops	5,899	10,678	12,472	10,853	10,724
OVI Arrests Under 21	2	0	0	5	5
OVI Arrests 21 and Over	29	11	5	8	12
Refusals	*	*	0	7	4
Adult Restraint Citations	354	638	406	546	950
Child Restraint Citations	21	54	22	14	34
Speed Citations	3,102	7,493	9,157	7,497	6,833
Distracted Driving	*	*	9	34	45
Driving Under Suspension	88	641	603	180	307
No Operators License Citations	*	*	154	86	130
Felony Arrests	7	14	8	15	14
Other Citations	582	1,169	1,244	910	1,216

Daytime Enforcement Activity**	FFY 2013	FFY 2014	FFY 2015
Daytime Enforcement Hours	4,746.21	5,568	5,325
Number of Traffic Stops	9,464	9,541	9,132
OVI Arrests Under 21	0	3	4
OVI Arrests 21 and Over	3	5	8
Refusals	0	3	2
Adult Restraint Citations	311	502	919
Child Restraint Citations	19	11	31
Speed Citations	6,873	6,607	5,942
Distracted Driving	9	33	42
Driving Under Suspension	323	134	219
No Operators License Citations	0	61	83
Felony Arrests	0	10	10
Other Citations	878	788	1,007

Nighttime Enforcement Activity**	FFY 2013	FFY 2014	FFY 2015
Nighttime Enforcement Hours	868	1,041	1,086
Number of Traffic Stops	3,008	1,312	1,592
OVI Arrests Under 21	0	2	1
OVI Arrests 21 and Over	2	3	4
Refusals	0	4	2
Adult Restraint Citations	95	44	31
Child Restraint Citations	3	3	3
Speed Citations	2,284	890	891
Distracted Driving	0	1	3
Driving Under Suspension	280	46	88
No Operators License Citations	154	25	47
Felony Arrests	8	5	4
Other Citations	366	122	209

*Data was not collected that FFY.

**Data was not broken out into daytime/nighttime prior to FFY 2013.

Awarded: 414,967.98 Expended: 321,379.70 Funding Source: ODOT

Evaluation

- C-1) Ohio had 1,006 traffic fatalities in 2014. The goal was to reduce traffic fatalities to 1,006 by 2015. Ohio met this goal.
- C-2) Ohio had 8,785 serious traffic injuries in 2014. The goal was to reduce serious injuries to 9,234 by 2015. Ohio met this goal.
- C-3a) Ohio's fatalities/VMT rate for 2014 was 0.95. The goal was to reduce it to 0.92 by 2015. Ohio did not meet this goal.
- C-3b) Ohio's rural fatalities/VMT rate for 2014 was 1.49. The goal was to reduce it to 1.79 by 2015. Ohio met this goal.
- C-3c) Ohio's urban fatalities/VMT rate for 2014 was 0.64. The goal was to reduce it to 0.50 by 2015. Ohio did not meet this goal.
- C-4) Ohio had 375 unrestrained passenger vehicle occupant fatalities (all seat positions) in 2014. The goal was to reduce unrestrained fatalities to 392 by 2015. Ohio met this goal.
- C-5) Ohio had 310 impaired driving fatalities (.08 and above) in 2014. The goal was to reduce impaired driving fatalities (.08 and above) to 328 by 2015. Ohio met this goal.
- C-6) Ohio had 274 speed-related fatalities in 2014. The goal was to reduce speed-related fatalities to 295 by 2015. Ohio met this goal.
- C-7) Ohio had 136 motorcycle fatalities in 2014. The goal was to reduce motorcycle fatalities to 145 by 2015. Ohio met this goal.
- C-8) Ohio had 91 un-helmeted fatalities in 2014. The goal was to reduce un-helmeted motorcycle fatalities to 115 by 2015. Ohio met this goal.
- C-9) Ohio had 138 drivers aged 20 or younger involved in fatal crashes in 2014. The goal was to reduce this number to 140 by 2015. Ohio met this goal.
- C-10) Ohio had 86 pedestrian fatalities in 2014. The goal was to reduce pedestrian fatalities to 95 by 2015. Ohio met this goal.
- C-11) Ohio had 11 bicycle fatalities in 2014. The goal was to reduce bicycle fatalities to 15 by 2015. Ohio met this goal.
- B-1) Ohio's certified 2014 observed seat belt compliance rate is 85.0 percent. The goal was to reach 85.0 percent by 2015. Ohio met this goal. However, the 2015 observed rate is 83.9 percent.

Ohio met the speed Core Measure goal set in the 2015 HSP. Ohio implemented speed measuring devices (trailers) statewide in FFY 2014 to address speed. Ohio is purchasing additional speed measuring devices (trailers) to be implemented statewide in FFY 2016 to continue addressing Ohio's speed problems.

Motorcycle Safety Program Area

Overview

- C-7) Reduce motorcyclist fatalities 17.14 percent from 175 (2008 – 2012 average) to 145 by 2015.
- C-8) Reduce un-helmeted motorcyclist fatalities 10.85 percent from 129 (2008 – 2012 average) to 115 by 2015.

Programming Efforts

Project Number: NF-2015-00-00-00

Project Title: Motorcycle Safety Earned Media Plan

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013 lists Communications and Outreach as a strategy that has limited or no high-quality evaluation evidence.

Project Results:

Ohio used many different networks to ensure earned media is achieved statewide (e.g. law enforcement, Safe Communities, Ohio Partnership for Traffic Safety (OPTS), etc.) Ohio's earned media plan spanned the entire motorcycle riding season. Ohio's messaging contained messages to both the motorcyclist about riding "SMART" (Sober, Motorcycle endorsed, Alert, with the Right gear, and properly Trained) and to the motoring public about sharing the road with motorcyclists. The earned media plan consisted of the following components:

- Campaign toolkit developed for distribution to Ohio's law enforcement partners, Safe Communities programs, corporate partners and others that have a vested interest in traffic safety.
- The toolkit included updated sample new releases, letter to the editors, fact sheets, newsletter articles and artwork.
- Broadcast e-mails to all safety partners directing them to the National Highway Traffic Safety Administration (NHTSA) web site as the mini-planners are released.
- Coordinated media kick off events by both the Ohio Department of Public Safety (ODPS) and Ohio's Safe Communities programs.
- Weekly traffic safety e-mail broadcast.

Awarded:	N/A	Expended:	N/A	Funding Source:	N/A
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Project Number: K6-2015-00-00-00
M9MA-2015-00-00-00

Project Title: Motorcycle Awareness (Share the Road)

Funded Agency: Ohio Traffic Safety Office

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013 lists Communications and Outreach as a strategy that has limited or no high-quality evaluation evidence.

Project Results:

Ohio’s messaging contained messages to both the motorcyclist about riding “SMART” (Sober, Motorcycle endorsed, Alert, with the Right gear, and properly Trained) and to the motoring public about sharing the road with motorcyclists. In FFY 2015, Section 2010 Funding was used to purchase motorcycle awareness outreach/educational materials (e.g., banners, magnets, yard signs, etc.) aimed to increase motorists’ awareness of motorcyclists.

Awarded:	250,723.83	Expended:	182,312.91	Funding Source:	2010
	125,292.94		0.00		405f

Project Number: MC-2015-00-00-00

Project Title: Motorcyclist Safety Materials

Funded Agency: Ohio Traffic Safety Office

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013 lists Communications and Outreach as a strategy that has limited or no high-quality evaluation evidence.

Project Results:

Ohio’s messaging contained messages to both the motorcyclist about riding “SMART” (Sober, Motorcycle endorsed, Alert, with the Right gear, and properly Trained) and to the motoring public about sharing the road with motorcyclists. In addition to the outreach/educational materials focusing on motorist awareness that will be purchased with Section 2010 funds, OTSO committed 402 funds to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with outreach/educational materials (e.g., banners, signs, posters, etc.) to motorcyclist safety messages (Ride SMART – Sober, Motorcycle Endorsed, Alert, Right gear, Trained).

Awarded:	50,000.00	Expended:	47,065.00	Funding Source:	402 MC
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Project Number: PM-2015-00-00-00
Project Title: Motorcycle Safety Paid Media
Funded Agency: Ohio Traffic Safety Office


Project Description:


The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013 lists Communications and Outreach as a strategy that has limited or no high-quality evaluation evidence. Ohio’s messaging contained messages to both the motorcyclist about riding “SMART” (Sober, Motorcycle endorsed, Alert, with the Right gear, and properly Trained) and to the motoring public about sharing the road with motorcyclists. Messaging was sustained throughout the riding season. Ride SMART messaging was funded with 402 PM. Share the Road messaging was funded with 405f.

Project Results:

An emphasis was placed on working with media partners who not only reached our target audience, but also embraced traffic safety messages and were willing to go above and beyond the traditional media buy to provide additional bonus spots, public service announcements with high profile talent, on the ground events and integrating traffic safety messaging into social media and enforcement campaigns, live reads during major events and other innovative and unique options that helped reach specific segments of our targeted audience.

The OTSO’s paid media components consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for motorcycle safety. There were no non-paid PSA airing or print ads prior to FFY 1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 42,721,306. The size of the audience reached with the Share the Road Message exceeded 21,100,075. The size of the audience reached with the Motorcyclist Safety Message exceeded 21,611,231.

Medium	Paid Spots	Bonus Spots	Totals Spots	Cost
TV/Cable	200	848	1,048	\$ 103,091.53
Radio	4,181	4,054	8,235	\$ 57,731.63
Print				\$ 4,826.90
Internet				\$ 49,809.49
Other(Out of Home)				\$ 2,073.52
			Total Media Cost	\$ 217,533.07

Medium	Paid Spots	Bonus Spots	Totals Spots	Cost
Out of Home			LOOK OUT FOR MOTORCYCLES	\$ 126,109.49
			Total Media Cost	\$ 126,109.49

Awarded:	300,000.00	Expended:	217,533.07	Funding Source:	402 PM
	200,000.00		126,109.49		405f

Project Number: SC-2015-00-00-00

Project Title: Safe Communities

Funded Agencies: See Fatal/Serious Injury Program Area for full list of Safe Communities

Project Description:

See Fatal/Serious Injury Program Area for full description of Safe Communities. *The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013* lists Communications and Outreach as a strategy that has limited or no high-quality evaluation evidence. Each Safe Communities program conducted activity in their grant for the motorcycle riding season. Each Safe Communities developed partnerships and held events at the grassroots level to reach motorcyclists in their communities. Safe Communities provided the education/earned media portion of the motorcycle campaign while our law enforcement agencies including the OSHP conducted motorcycle enforcement.

Project Results:

See Fatal/Serious Injury Program Area for full description and funding information. Since FFY 2008, each Safe Communities program has been required to conduct motorcycle safety activities. Some examples of education/earned media that were provided last year are participation in local bike nights, safety awareness rides, safety fairs, kickoff events for the riding season and distributing materials. Safe Communities also spoke to the motoring public at community events (fairs, safety events, etc.) about the importance of sharing the road with motorcyclists. They distributed safety materials branded with the “Look Out for Motorcycles” message.

Type of Media	Gross Impressions
Print	1,977,286
Radio	438,500
Television	75,000
Web	169,189

Project Number: SF-2015-00-00-00

Project Title: Motorcycle Ohio Program

Funded Agency: Office of Criminal Justice Services – Motorcycle Ohio

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013 lists Motorcycle Rider Training as a strategy that has limited or no high-quality evaluation evidence. NHTSA’s Motorcycle Safety Program Plan states that motorcycle rider training provides opportunities for novice riders to learn basic skills and returning riders can refresh and refine their skills. This plan recommends that States conduct frequent training. This training is also a component in the Section 405f funding. The state-mandated Motorcycle Ohio (MO) program provides motorcycle safety courses to the public. In addition to training Ohio motorcyclists, MO develops and distributes public information and education materials, makes presentations regarding motorcycle safety issues and works to improve the driver licensing system for motorcyclists. MO is funded from \$6.00 of each motorcycle registration. Course tuition of \$50.00 also helps support program costs. Separate courses are available for experienced riders and motorcyclists interested in becoming a motorcycle instructor; tuition is charged for all three of these courses.

Project Results:

The state-mandated Motorcycle Ohio (MO) program, a section under the Office of Criminal Justice Services, provided motorcycle safety courses to the public. In addition to training Ohio motorcyclists, MO developed and distributed public information and education materials to the public. MO provided sub-grantees and instructors with funding and program materials to make presentations regarding motorcycle safety. MO continued to work to improve the drivers licensing system for motorcyclists.

The program’s 16-hour Basic Riding Course (BRC) is mandatory for 16 and 17 year olds to obtain a motorcycle endorsement. Successful completion of the basic course waives the state on-cycle skill test; an incentive that has driven the increase in course enrollment since 2000.

In 2015, MO trained 10,778 students at 66 training sites across the state. Private providers trained an additional 1,511 students.

Motorcycle Ohio gained 50 new instructors in 2015.

Awarded: 2,438,133.00 **Expended:** 2,800,000.00 **Funding Source:** State

Project Number: PT-2015-00-00-00

Project Title: Selective Traffic Enforcement Program

Funded Agencies: See Speed Program Area for full list of funded agencies

Project Description:

See Speed Program Area for full description. *The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013* lists High Visibility Enforcement as a countermeasure that produces different results. High Visibility is designed to convince the public that there are consequences to traffic violations.

Project Results:

See Speed Program Areas for full description and funding information. Selective Traffic Enforcement Program grants were awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2011, 2012 and 2013. All agencies were required to conduct highly visible enforcement activities during the following strategic periods:

Homecoming	Click It or Ticket
Thanksgiving	Prom Season

All funded agencies were required to focus on these goals: reduce the number of traffic-related fatalities and increase seat belt usage. In addition to these goals, jurisdictions including OSHP whose problem identification indicates a motorcycle problem were encouraged to conduct motorcycle enforcement. Enforcement efforts were conducted on locations and times where high visibility enforcement would achieve success in these goals.

Funding: Included in Speed Program Area

Project Number: M6OT-2015-00-00-00

Project Title: Impaired Driving Enforcement Program

Funded Agency: See Impaired Driving Program Area for full list of funded agencies

Project Description:

See Speed Program Area for full description. *The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013* lists High Visibility Enforcement as a countermeasure that produces different results. High Visibility is designed to convince the public that there are consequences to traffic violations.

Project Results:

See Speed Program Areas for full description and funding information. Impaired Driving Enforcement Program grants were awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2011, 2012 and 2013. All agencies were required to conduct highly visible enforcement activities during the following strategic periods:

Halloween	Thanksgiving
Christmas/New Year's	Super Bowl
St. Patrick's Day	Prom Season
4th of July	Drive Sober or Get Pulled Over
Homecoming	

All funded agencies were required to focus on these goals: reduce the number of traffic-related fatalities and decrease the number of alcohol-related fatalities. In addition to these goals, jurisdictions including OSHP whose problem identification indicates a motorcycle/alcohol problem were encouraged to conduct motorcycle/alcohol enforcement. Enforcement efforts were conducted on locations and times where high visibility enforcement would achieve success in these goals.

Funding: Included in Impaired Driving Program Area

Project Number: TCP-2015-00-00-00

Project Title: Motorcycle Campaign Evaluation (University Evaluation)

Funded Agency: Miami University

Project Description:

As required in the national model, campaign components will include earned media (education and outreach), paid media, high visibility law enforcement and evaluation. See Evaluation under Traffic Safety Program Management for evaluation description.

Evaluation

- C-7) Ohio had 136 motorcycle fatalities in 2014. The goal was to reduce motorcycle fatalities to 145 by 2015. Ohio met this goal.
- C-8) Ohio had 91 un-helmeted fatalities in 2014. The goal was to reduce un-helmeted motorcycle fatalities to 115 by 2015. Ohio met this goal.

Motorcycle Crashes		
Year	Motorcycle Crashes	Motorcycle Fatal Crashes
2011	3,965	167
2012	4,511	163
2013	3,768	132
2014	3,651	134
2015*	3,378	134

*2015 only includes preliminary numbers January 1, 2015 through October 31, 2015. It is only included to show progress toward stated goals.

Ohio met both of the Core Performance Measures goals listed in the FFY 2015 HSP. Ohio continues to analyze the data to determine what programming will best address the motorcycle issues. Ohio will continue to make motorcycle safety a priority and will continue to allocate funding based on problem identification.

Youthful Driver Program Area

Overview

- C-9) Reduce drivers age 20 or younger involved in fatal crashes 16.17 percent from 167 (2008 – 2012 average) to 140 by 2015.
- Reduce distracted driving fatal crashes 7.69 percent from 13 (2008 – 2012 average) to 12 by 2015.***
- Reduce distracted driving injury crashes 3.72 percent from 1,612 (2008 – 2012 average) to 1,552 by 2015.***

*** In 2011, Ohio began adding fields to the OH-1 (Crash Report) to capture distracted driving data. The revised OH-1 was available for use in 2012, but was not mandatory until 2013. Distracted driving data is incomplete for 2011 and 2012. The trend method was used to set the goals, however the goals may need to be re-evaluated as the new data becomes available.

Programming Efforts

Project Number: SC-2015-00-00-00

Project Title: Safe Communities

Funded Agencies: See Fatal/Serious Injury Program Area for full list of Safe Communities

Project Description:

See Fatal/Serious Injury Program Area for full description of Safe Communities. Each Safe communities program had activity in their grant for Prom and Homecoming in addition to activities throughout the year. Safe Communities conducted programming in schools that is evidence based.

Project Results:

Safe Communities coordinators reported 102 events during FFY 2015 that focused on youth. Some examples include mock car crashes, prom/homecoming events, teen mentoring programs, Impact Teen Driver, seat belt challenges, etc. Youth messages reached approximately 1,000,000 people.

Type of Media	Gross Impressions
Print	931,842
Radio	384,200
Television	612,000
Web	223,180

Funding: Included in Fatal/Injury Program Area

Project Number: PT-2015-00-00-00

Project Title: Selective Traffic Enforcement Program

Funded Agencies: See Speed Program Area for full list of funded agencies

Project Description:

See Speed Program Area for full description of Selective Traffic Enforcement Program (STEP). Each STEP grant must have overtime enforcement for Prom and Homecoming. *The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013* lists High Visibility Enforcement as a countermeasure that produces different results. High Visibility is designed to convince the public that there are consequences to traffic violations. The goal of this program is to publicize the fact that enforcement will be conducted around Prom and Homecoming events and then follow through with the enforcement to reduce the risky behaviors that could lead to teen traffic fatalities and serious injuries.

Project Results:

Each STEP grant was required to work prom and homecoming. See Appendix A for Prom Activity.

Funding: Included in Speed Program Area

Project Number: M6OT-2015-00-00-00

Project Title: Impaired Driving Enforcement Program

Funded Agencies: See Impaired Driving Program Area for full list of funded agencies

Project Description:

See Speed Program Area for full description of Impaired Driving Enforcement Program (IDEP). Each IDEP grant must have overtime enforcement for Prom and Homecoming. *The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013* lists High Visibility Enforcement as a countermeasure that produces different results. High Visibility is designed to convince the public that there are consequences to traffic violations. The goal of this program is to publicize the fact that enforcement will be conducted around Prom and Homecoming events and then follow through with the enforcement to reduce the risky behaviors that could lead to teen traffic fatalities and serious injuries.

Project Results:

Each IDEP grant was required to work prom and homecoming. See Appendix A for Prom Activity.

Funding: Included in Speed Program Area

Evaluation

- C-9) Ohio had 138 drivers aged 20 or younger involved in fatal crashes in 2014. The goal was to reduce this number to 140 by 2015. Ohio met this goal.
- Ohio had 45 distracted driving fatal crashes in 2014. The goal was to reduce this to 12 by 2015. Ohio did not meet this goal.
- Ohio had 5,931 distracted driving injury crashes in 2014. The goal was to reduce this to 1,552 by 2015. Ohio did not meet this goal.

Youth Crashes		
Year	Youth Crashes	Youth Fatal Crashes
2011	67,445	167
2012	63,371	155
2013	61,407	128
2014	60,246	134
2015*	53,770	127

*2015 only includes preliminary numbers January 1, 2015 through October 31, 2015. It is only included to show progress toward stated goals.

Ohio met the Core Performance Measure, but we did not meet the additional Distracted Driving Goals set in the FFY2015 HSP. Ohio will continue to monitor and analyze youth data to ensure youth fatalities continue to decrease.

Pedestrian Safety Program Area

Overview

- C-10) Reduce pedestrian fatalities 4.04 percent from 99 (2008 – 2012 average) to 95 by 2015.**
- **The trends for speed, pedestrian, and bicycle were increases. A standard 1.25 percent per year from 2012 reduction was used for each of these goals to ensure the goal was a reduction by 2015.

Programming Efforts

Project Number: SC-2015-00-00-00

Project Title: Safe Communities

Funded Agencies: See Fatal/Serious Injury Program Area for full list of Safe Communities

Project Description:

See Fatal/Serious Injury Program Area for full description of Safe Communities. Each Safe Communities program can direct programming based on local problem identification. Franklin County conducted pedestrian activities in their grants to address their pedestrian issues. Franklin County had 26 pedestrian fatalities in 2011, 13 in 2010 and 12 in 2009.

Project Results:



See Fatal/Serious Injury Program Area for full description and funding information. One Safe Communities program elected to focus efforts on pedestrian safety (based on local problem identification). The Franklin County Safe Communities program (Columbus Health Department) conducted four Columbus Area Pedestrian Safety (CAPS) meetings. The committee reached 6,225 people through events and activities promoting pedestrian safety.

Funding: Incl. in Fatal/Serious Injury Program Area

Project Number: NF-2015-00-00-00

Project Title: SHSP Pedestrian Programs

Project Description:

Through the SHSP, ODOT works with local governments to identify areas with a disproportionate number of pedestrian crashes and to make recommendations and investments that improve safety for pedestrians.

Project Results:

ODOT continued to fund projects to assist communities in developing and implementing projects and programs that support safety for all road users.

Awarded: N/A Expended: N/A Funding Source: N/A

Evaluation

- C-10) Ohio had 86 pedestrian fatalities in 2014. The goal was to reduce pedestrian fatalities to 95 by 2015. Ohio met this goal.

Pedestrian Fatalities	
Year	Fatalities
2011	104
2012	115
2013	88
2014	93
2015*	88

*2015 only includes preliminary numbers January 1, 2015 through October 31, 2015. It is only included to show progress toward stated goals.

Ohio met the Core Performance Measure goal set in the FFY 2015 HSP. Ohio will continue to monitor and analyze pedestrian fatality data to support local programming.

Distracted Driving Program Area

Overview

- Reduce distracted driving fatal crashes 7.69 percent from 13 (2008 – 2012 average) to 12 by 2015.***
- Reduce distracted driving injury crashes 3.72 percent from 1,612 (2008 – 2012 average) to 1,552 by 2015.***

*** In 2011, Ohio began adding fields to the OH-1 (Crash Report) to capture distracted driving data. The revised OH-1 was available for use in 2012, but was not mandatory until 2013. Distracted driving data is incomplete for 2011 and 2012. The trend method was used to set the goals, however the goals may need to be re-evaluated as the new data becomes available.

Programming Efforts

Project Number: NF-2015-00-00-00

Project Title: Distracted Driving Earned Media Plan

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013 lists Communications and Outreach as a strategy that has limited or no high-quality evaluation evidence.

Project Results:

Ohio's earned media plan spanned the entire year. Ohio used many different networks to ensure earned media was achieved statewide (e.g. law enforcement, Safe Communities, Ohio Partnership for Traffic Safety (OPTS), etc. The earned media plan consisted of the following components:

- Campaign toolkit developed for distribution to Ohio's law enforcement partners, Safe Communities programs, corporate partners and others that have a vested interest in traffic safety.
- The toolkit will include updated sample new releases, letter to the editors, fact sheets, newsletter articles and artwork.
- Broadcast e-mails to all safety partners directing them to the National Highway Traffic Safety Administration (NHTSA) web site as the mini-planners are released.
- Coordinated media kick off events by both the Ohio Department of Public Safety (ODPS) and Ohio's Safe Communities programs.
- Weekly traffic safety e-mail broadcast.

Awarded: N/A **Expended:** N/A **Funding Source:** N/A

Project Number: DD-2015-00-00-00

Project Title: Distracted Driving Outreach/Educational Materials

Funded Agency: Ohio Traffic Safety Office

Project Description:

The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013 lists Communications and Outreach as a strategy that has limited or no high-quality evaluation evidence. This money was spent to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with outreach/educational materials (e.g. banners, signs, posters, etc.) to promote the distracted driving message.

Project Results:

OTSO allocated funds to purchase/print materials to promote the distracted driving message. In FFY 2015, Stay Alive, Don't Txt & Drive posters, Stay Alive Don't Txt & Drive bumper magnets, and Stay Alive Don't Txt & Drive banners were printed with these funds. Materials were distributed to Safe Communities, Law Enforcement, and business partners to raise awareness among their community and/or employees of the dangers of texting and driving. The posters, magnets and banners give a visual reminder to the public while the cards explain Ohio's texting/cell phone laws which provides our partners a great educational opportunity while engaging the public.

Awarded: 250,000.00 **Expended:** 167,070.39 **Funding Source:** 402 DD

Project Number: PT-2015-00-00-00

Project Title: Selective Traffic Enforcement Program

Funded Agencies: See Speed Program Area for full list of funded agencies

Project Description:

See Speed Program Area for full description. *The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013* lists High Visibility Enforcement as a countermeasure that produces different results. High Visibility is designed to convince the public that there are consequences to traffic violations. In addition to speed and seat belts, law enforcement focused on distracted driving. Highly visible enforcement activities were conducted at strategic times throughout the year consistent with the NHTSA Communication Calendar. All STEP sub-recipients were encouraged to participate in multiple Distracted Driving blitzes throughout the year. One during National Distracted Driving Month in April and one the last week of July through the first week of August. These HVE activities followed the model including publicizing the activity, earned media and enforcement.



Project Results:

See Speed Program Areas for full description, funding information and results. Selective Traffic Enforcement Program (STEP) grants were awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2011, 2012 and 2013. Highly visible enforcement activities were conducted at strategic times throughout the year consistent with the NHTSA Communication Calendar.

Funding: Included in Speed Program Area

Project Number: PT-2015-00-00-00

Project Title: Statewide STEP and Training

Funded Agency: Ohio State Highway Patrol

Project Description:

See Speed Program Area for full description. *The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013* lists High Visibility Enforcement as a countermeasure that produces different results. The Ohio State Highway Patrol (OSHP) conducted speed, occupant restraint, alcohol-related and motorcycle enforcement activity statewide to impact fatal crashes.

Project Results:

See Speed Program Areas for full description, funding information and results.

Funding: Incl. in Speed Program Area

Project Number: SA-2015-00-00-00

Project Title: Safe Communities

Funded Agencies: See Fatal/Serious Injury Program Area for full list of Safe Communities

Project Description:

See Fatal/Serious Injury Program Area for full description of Safe Communities. Our Safe Community partners support the Distracted Driving blitzes by providing outreach, earned media and education on the dangers of distracted driving and the legal consequences. One blitz was during National Distracted Driving Month in April. The second blitz was the last week of July through the first week of August. Educational and promotional materials were sustained throughout the year educating motorists on Ohio's texting law.

Project Results:

Safe Communities conducted 83 events focusing on distracted driving. These events reached approximately 600,000 people in FFY 2015. Events reached all audiences, however many events were conducted at high schools or intended to reach high school students.

Type of Media	Gross Impressions
Print	1,078,210
Radio	775,500
Television	58,000
Web	107,913

Funding: Incl. in Fatal/Serious Injury Program Area

Project Number: CP-2015-00-00-00

Project Title: Distracted Driving Campaign Evaluation (University Evaluation)

Funded Agency: Miami University of Ohio

Project Description:

As required in the national model, campaign components included earned media (education and outreach), paid media, high visibility law enforcement and evaluation. See Evaluation under Traffic Safety Program Management for evaluation description.

Evaluating Effectiveness of Distracted Driving Media Messages

As previously mentioned, during 2015, the Miami University Applied Research Center conducted four statewide random-digit dialing telephone surveys of 4,142 drivers. Survey results were stratified by the nine designated Ohio State Highway Patrol districts. For comparative purposes, the 2015 survey replicated questions about drivers' distraction, speeding and overall driving safety practices that were used during the 2009 through 2014 surveys. As previously reported, it is important to note that the 2009 through 2012 survey results were stratified by five specified Ohio regions, and 2013 and 2014 survey results were stratified by eight specified Ohio regions. The following information summarizes the 2015 survey results regarding survey issues.

Respondents were asked if they recalled hearing or seeing the slogan "Stay Alive! Don't Text and Drive." On the baseline survey, approximately 87 percent of those surveyed indicated they had definitely or probably heard or seen the slogan. On the final survey, it increased to over 89 percent who reported they had definitely or probably heard or seen the slogan – an increase of two percent.

Nearly 90 percent of respondents acknowledged seeing other drivers talk on a cell phone daily or almost every day. In addition, 56 percent of respondents reported seeing other drivers text messaging daily or almost every day.

When asked about their own driving behavior, 35 percent of respondents said they personally used a cell phone to make a call while driving always, most of the time, or some of the time. In addition,

three percent of respondents indicated they use a cell phone to send or receive a text message while driving always, most of the time, or some of the time.

Nearly 34 percent of respondents agreed that they can determine when it is safe to use a cell phone to make a call while driving; however, 81 percent said that it is dangerous to make a call while driving and 72 percent indicated they would feel uncomfortable as a passenger with the driver talking on a cell phone. Furthermore, 53 percent agreed that using a hands-free device makes calling safe while driving.

Approximately three percent of those surveyed agreed they can determine when it is safe to text while driving; conversely, 99 percent reported it is dangerous to text while driving and 99 percent indicated they would feel uncomfortable as a passenger with the driver texting on a cell phone.

Fifty-five percent of respondents said that Ohio definitely or probably has a law banning cell phone use while behind the wheel. Less than one percent of respondents reported to have received a ticket or warning in Ohio for cell phone use while driving; however, approximately 31 percent of respondents think the chances of getting a ticket for using a cell phone while driving are somewhat or very likely.

Funding: Incl. in Traffic Safety Program Management

Evaluation

- Ohio had 45 distracted driving fatal crashes in 2014. The goal was to reduce this to 12 by 2015. Ohio did not meet this goal.
- Ohio had 5,931 distracted driving injury crashes in 2014. The goal was to reduce this to 1,552 by 2015. Ohio did not meet this goal.

Distracted Driving Crashes		
Year	Fatal Crashes	Injury Crashes
2011	0	0
2012	4	857
2013	53	5,907
2014	45	5,931
2015*	45	5,418

*2015 only includes preliminary numbers January 1, 2015 through October 31, 2015. It is only included to show progress toward stated goals.

Ohio did not meet either Distract Driving Goal listed in the FFY2015 HSP. However, due to incomplete/lack of data these goals need to be re-evaluated for FFY2016. Ohio will continue to monitor and analyze distracted driving fatality and serious injury data to determine problem identification.

Traffic Records Program Area

Overview

- Ohio has 76 out of 88 counties that are LBRS (Location Based Response System) compliant with an additional 5 counties that are in the process. Ohio's goal is to have 79 counties compliant by December 31, 2015
- Currently 45 percent of Ohio's crash reports are submitted electronically. Ohio's goal is to increase this to 47 percent by December 31, 2015.
- Currently Ohio does not have a statewide citation tracking system. Ohio's goal is to have a pilot project up and running by December 31, 2014.

Programming Efforts

Project Number: NF-2015-00-00-00

Project Title: Traffic Records Coordinating Committee (TRCC)

Project Description:

As required in 23 U.S.C. 405(c), Ohio continued the TRCC committee. The TRCC is comprised of state, local and federal agencies who are stakeholders in the traffic crash records system. Committee members oversee implementations of the Traffic Records Strategic Plan.

Project Results:

OTSO participated in the TRCC working group which met three times. In FFY 2015, the TRCC focused on implementing the priority projects that were identified in the 2009 Traffic Records Assessment.

Awarded: N/A **Expended:** N/A **Funding Source:** N/A

Project Number: NF-2015-00-00-00

Project Title: Traffic Records Assessment

Project Description:

A Traffic Records Assessment was completed in FFY 2015.

Project Results:

The results from the completed Traffic Records Assessment are being reviewed to determine project moving forward.

Awarded: N/A **Expended:** N/A **Funding Source:** N/A

Project Number: K9-2015-00-00-00

Project Title: Location Based Response System (LBRS)

Funded Agency: Summit County Department of Community and Economic Development

Project Description:

As an identified project to improve the accuracy of crash reports, in a joint partnership with the Ohio Department of Transportation (ODOT), Ohio continued the LBRS project. The purpose of this project is to provide a multi-jurisdictional statewide asset containing accurate street centerline information, valid address ranges for every road throughout the state, along with other critical roadway inventory items that will improve traffic crash location information and highway safety analysis, as well as enable quick response of emergency responders. This project was identified as a priority in the TRCC’s strategic plan.

Project Results:

The Location Based Response System (LBRS) project was listed as a priority in the Traffic Records Strategic Plan in 2006. Once the project is complete, Ohio will have a multi-jurisdictional statewide database containing accurate street centerline information, valid address ranges for every road throughout the state, along with other critical roadway inventory items that will improve traffic crash location information and highway safety analysis, as well as enable quick response of emergency responders. Counties that have been completed are available online at: <http://ogrip.oit.ohio.gov/ProjectsInitiatives/LBRS.aspx>

County Status	
78	Completed
0	Reviewing Data
2	Developing
1	Reviewing Memorandums of Agreement
6	Requested Information
1	No Interest Expressed

Awarded:	265,290.77	Expended:	265,290.77	Funding Source:	408
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Project Number: K9-2015-00-00-00

Project Title: Crash Mapping

Funded Agency: Ohio Department of Transportation

Project Description:

This project was approved through the TRCC to develop an application for in-vehicle crash location collection as well as a web-based map solution. The application will target in-vehicle (police cruiser) deployment to better facilitate more accurate and timely crash location data entry and capture.

Project Results:

This project has not yet begun incurring costs. ODOT will continue working on this project in FFY2016.

Awarded: 293,127.00 **Expended:** 0.00 **Funding Source:** 408

Project Number: K9-2015-00-00-00
Project Title: Road Intersection Inventory Project
Funded Agency: Ohio Department of Transportation

Project Description:

This project was approved through the TRCC to improve the data of crashes that occur at intersections.

Project Results:

ODOT is funding this project.

Awarded: 72,593.00 **Expended:** 0.00 **Funding Source:** 408

Project Numbers: K9-2015-00-00-00
M3DA-2015-00-00-00
Project Title: TRCC Projects Grant
Funded Agency: Ohio State Highway Patrol

Project Description:

The Ohio State Highway Patrol chairs the TRCC committee. In an effort to streamline the project management process, the OSHP was awarded a grant to oversee the TRCC grant projects. All project suggestions continued to be submitted to the TRCC Committee. The committee decided whether or not to submit the project(s) to NHTSA for funding approval. Projects that were completed by internal ODPS agencies were overseen by the patrol through this grant. Projects that were completed by external agencies through a grant process continued to be awarded as sub-grants to the individual agencies. The projects funded under the OSHP grant included:

Crash Data Export

Description:

Agencies with existing electronic records management systems still have to submit hard copy crash reports to ODPS. In order for those agencies to submit electronically, their existing software needs to be modified to be compatible with ODPS' software. After the modifications, these agencies will be able to submit crash reports electronically which will increase the accuracy and reduce processing time.

Results:

Currently over 60% of crashes are reported electronically.

Awarded:	263,223.00	Expended:	154,025.00
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Crash Pad

Description:

This project is to create a centralized electronic traffic crash submission currently being utilized as the Law Enforcement Officer Toolkit (LEOT) and integrate the Ohio Law Enforcement Gateway (OLEG) for more up-to-date data collection from all Ohio Law Enforcement Agencies. This project allows for another method of electronic submission to increase the accuracy and timeliness of crash reports.

Results:

This project is being developed in-house and is not being funded through the TRCC.

Awarded:	300,000.00	Expended:	0.00
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Crash Reconstruction

Description:

This project enhanced the ability of the Ohio State Highway Patrol's Crash Reconstruction Unit to collect information and accurately process evidence from crash scenes. The information is used to determine the causative factors of traffic crashes, identify problem area, problem behaviors and prosecute individuals involved in crashes.

Results:

This project is near completion. The equipment that has been received is being utilized in the field and data is being collected.

Awarded:	237,000.00	Expended:	171,315.00
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EMS Trauma Registry / Incident Reporting System

Description:

The project will be based on data definition and programming specification provided by the National Trauma Data Standards (NTDS). The goal was to create a system that meets the data collection needs of the state of Ohio and is capable of providing improved analysis of the state trauma systems and trauma care, as well as allowing for comparison of data with other state and national data.

The purpose of this project is to improve the accuracy of the data in the EMS Incident Reporting System to meet the standards set forth by National EMS Information System (NEMSIS). In order to be able to collect information that not only meets the standards but also allows for business rules and edit checks to be done automatically by the software will help ensure the completeness and consistency of the data.

Results:

The Trauma Acute Care Registry is currently in production. The EMS Incident Reporting is compliant to receive and process state level information.

Awarded:	280,000.00	Expended:	35,000.00
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EMS Rehabilitation Registry

Description:

The project will upgrade the Rehabilitation Registry to the same standards and the Trauma Registry.

Results:

The data dictionary has been submitted to the vendor and Ohio is waiting for an updated timeline for completion.

Awarded:	200,000.00	Expended:	0.00
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Citation Tracking System

Description:

This project will be based on documents from federal and state sources and interviews with key personnel from representative agencies and stakeholders within the State. Ohio's goal for FFY 2014 will be to implement a pilot project with one urban and one rural agency. By the end of the FFY 2014, Ohio will have a baseline of number of citations captured to base future goals for this project. Funds will be spent on software development and equipment.

Results:

Ohio has 16 courts that are fully operational with the Ohio State Highway Patrol (OSHP) submitting citations electronically.

Awarded:	3,728,988.51	Expended:	569,150.87
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Awarded:	4,613,316.78	Expended:	533,595.19	Funding Source:	405c
	395,895.68		395,895.68		408

Evaluation

- Ohio has 78 counties LBRS (Location Based Response System) compliant. The goal was to have 79 compliant by December 31, 2015. Ohio did not meet this goal.
- Ohio had 60 percent of Ohio's crash reports submitted electronically. The goal was to have 47% submitting crash reports electronically. Ohio met this goal.

- Ohio has a pilot of the statewide citation tracking system running in the Ohio State Highway Patrol and 16 courts. The goal was to have the pilot running by December 31, 2014. Ohio met this goal.

The LBRS project has been completed in 78 of Ohio's 88 counties and an additional nine counties are either developing, reviewing a Memorandum of Agreement or have requested information about the project. This leaves one more county. The Crash Data Export project is taking longer than expected, but is progressing as Ohio adds more agencies that are submitting crash reports electronically. The other projects will continue into FFY 2015 as mentioned in the individual descriptions. As these projects continue and as new projects are added, Ohio continues to improve the timeliness and accuracy of traffic records. This improves the problem identification used to determine funding and programming.

Bicycle Safety Program Area

Overview

- C-11) Reduce bicycle fatalities 6.25 percent from 16 (2008 – 2012 average) to 15 by 2015.**

**The trends for speed, pedestrian, and bicycle were increases. A standard 1.25 percent per year from 2012 reduction was used for each of these goals to ensure the goal was a reduction by 2015.

Programming Efforts

Project Number: NF-2015-00-00-00

Project Title: SHSP Bicycle Programs

Project Description:

Through the SHSP, ODOT worked with local governments to identify areas with a disproportionate number of bicycle crashes and to make recommendations and investments that improved safety for bicyclists.

Project Results:

ODOT continued to fund projects to assist communities in developing and implementing projects and programs that support safety for all road users.

Awarded:	N/A	Expended:	N/A	Funding Source:	N/A
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Evaluation

- C-11) Ohio had 11 bicycle fatalities in 2014. The goal was to reduce bicycle fatalities to 15 by 2015. Ohio met this goal.

Ohio met the Core Performance Measure goal set in the FFY 2015 HSP. Ohio will continue to monitor and analyze bicycle fatality data to support local programming.

Traffic Safety Program Management Program Area

Overview

- Ohio will process sub-grantee reimbursement claims in an average of 6 days. In FFY 2013, the average was 13.6 days.
- Ohio will award at least 45 percent of awarded grant funds to local benefit. Currently 48.4 percent is awarded to local benefit.
- Ohio will liquidate 60 percent of its funds in FFY 2015. In FFY 2013, Ohio liquidated 39.82 percent.****
- Ohio will increase mobilization reporting to 85 percent from 71.32 percent in FFY 2013.
- The FFY 2015 goal is for the TSRP to attend regional and national training and to provide at least 30 training opportunities statewide for prosecutors and law enforcement.

**** Liquidation rate does not include 164-HE funds.

Programming Efforts

Project Number: PA-2015-00-00-00
CP-2015-00-00-00

Project Title: Traffic Safety Grant Program Management

Funded Agency: Ohio Traffic Safety Office

Project Description:

Housed under the Ohio Department of Public Safety (ODPS) within the Ohio State Highway Patrol (OSHP), OTSO administers the Section 402 State and Community grants, related National Highway Traffic Safety Administration (NHTSA) awards and initiatives and contracts for traffic safety activities.

Project Results:

The OTSO administered the Section 402 State and Community grants, related NHTSA awards and initiatives, and contracts for traffic safety activities. In addition to direct office expenditures, OTSO incurred the cost for staff salaries, benefits, office expenses such as travel, equipment, supplies and other indirect costs necessary to carry out the functions of the office. OCJS's Grants Fiscal Monitoring and Compliance Section monitored the traffic safety grants.

Awarded:	900,000.00	Expended:	716,546.23	Funding Source:	402 PA
	315,000.00		305,313.62		402 CP
	900,000.00		716,546.23		State Soft Match

Project Number: PA-2015-00-00-00

Project Title: Web-Based Grants Management System

Funded Agency: Ohio Traffic Safety Office

Project Description:

The Web-based grants management system called GRANTS (Grant Records and Application Network for Traffic Safety) was launched in 2005 to receive grant proposals for FFY 2006. The online system makes the entire grant management process more efficient and accessible. This system eliminated paper submission while enhancing grant tracking because all agencies are required to submit their proposal, reports, reimbursement claims and grant revisions through the online system. A grant file can be accessed by multiple viewers from different agencies at the same time provided they have the security level to view the grant. In FFY 2015, the grant management system began the tenth year of use. The funding allocated to this project was for maintenance service, training and system enhancements.



Project Results:

The OTSO continued to use the web-based grants management system called GRANTS (Grant Records and Application Network for Traffic Safety). Using a web-based grants management system has enhanced grant tracking because all agencies are required to submit their proposal, reports, reimbursement claims, and grant revision through the GRANTS system. Funds were used for annual maintenance and for upgrades to enhance the system.

Awarded:	109,500.00	Expended:	68,336.00	Funding Source:	402 PA
	109,500.00		68,336.00		State Soft Match

Project Number: NF-2015-00-00-00

Project Title: Regional Strategy

Project Description:

The programmatic staff oversees a geographical region of the state, rather than focusing solely on grant program area(s). The state is divided into patrol districts and a planner is assigned to manage most agreements within each district.

Project Results:

Ohio has found that the regional approach encourages staff to build relationships with a broader array of traffic safety advocates in a geographic area of the State and allows for more consistency for sub-grantees by reducing the number of staff assigned to a sub-grantee agency, broadens staff's knowledge of all grant program areas.

Quarterly meetings, chaired by the OSHP District Captain, were a requirement for each FFY 2015 sub-grantee. Other agencies were encouraged to attend as well. These quarterly meetings were designed to have all sub-grantees coordinating activities and resources within each district.

Awarded:	N/A	Expended:	N/A	Funding Source:	N/A
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Project Number: CP-2015-00-00-00

Project Title: Traffic Safety Resource Prosecutor Program (TSRP)

Funded Agency: Ohio Department of Public Safety

Project Description:

Ohio currently has one TSRP. A TSRP’s role was designed to increase the ability of prosecutors and law enforcement to effectively present and prosecute traffic safety violations, particularly focusing on impaired driving. The TSRP worked with the Law Enforcement Liaisons (LELs) and was a valuable resource to the office and to all of our partners. Throughout *The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Seventh Edition, 2013* laws are mentioned as effective strategies for almost every program area.

Project Results:

Ohio’s TSRP acted as a liaison between prosecutors, judiciary, law enforcement, community groups and other stakeholders. She worked closely with the Law Enforcement Liaisons on educating and assisting OVI Task Forces and Chief of Police organizations in coordinating responses to traffic issues unique to Ohio and their local jurisdictions.

She provided hands-on assistance to prosecutors in litigation surrounding OVI cases, the breath, blood and urine testing program, and the DRE program. She was able to assist in securing expert testimony and information to allow for proper cross examination of defense experts during motion hearings and trials.

The TSRP conducted training to enhance the consistent identification, arrest, prosecution and sentencing of traffic safety violations; presented trainings for law enforcement, SFST instructors, judges and prosecutors.

Training Course	Number of Courses	Number of Students Taught	Number of Agencies
Cops In Court	1	12	3
Over the Limit, Get In It to Win It	5	124	65
Disabling DUI Defense	2	51	27

Awarded: 225,000.00 **Expended:** 71,224.48 **Funding Source:** 402 CP

Project Number: PT-2015-00-00-00
PA-2015-00-00-00

Project Title: Law Enforcement Liaisons

Funded Agencies: See Chart below under Project Results

Project Description:

The goal of the Law Enforcement Liaison (LEL) Program is to enhance all aspects of OTSO’s relationship with Ohio’s law enforcement agencies. The LEL Program consists of a state LEL Coordinator and five field LELs who are placed geographically throughout Ohio.

Project Results:

Agency	OSHP Districts	Awarded	Expended
Blue Ash Police Department	Wilmington, Piqua	86,811.88	73,528.05
Hilliard Police Department	All	86,246.91	75,516.97
Sharon Twp. Police Department	Columbus, Jackson	87,619.00	53,669.57
Shawnee Twp. Police Department	Findlay, Bucyrus	86,406.23	73,611.23
Summit County Sheriff's Office	Cleveland, Cambridge	89,380.05	48,122.25

In FFY 2015, the Ohio Traffic Safety Office (OTSO) continued with five Law Enforcement Liaisons (LEL). The fifth LEL was hired to assist the other LELs by making contacts with partnering agencies to inspect federally funded equipment. This LEL also assisted agencies in the absence of the other LELs. The LELs worked with law enforcement agencies across the state to encourage participation in both the *Click It or Ticket* and the *Drive Sober or Get Pulled Over* national mobilizations. Two of the LELs facilitated large media events in Southern Ohio which involved Indiana, Kentucky, West Virginia and Ohio law enforcement. In addition to working closely with law enforcement, the LELs worked with the Safe Community programs throughout the state on projects including motorcycle safety, occupant protection, and teen driving. The LELs assisted with the Drug Recognition Expert (DRE) program recruiting applicants and arranging Advanced Roadside Impaired Driving Enforcement (ARIDE) classes, attended National Lifesavers, and one LEL attended the national DRE Conference. The LELs were instrumental in recruiting law enforcement personal, judges and prosecutors for the Cops in Court and Prosecuting the Drugged Driver courses.

Awarded:	350,217.16	Expended:	248,931.10	Funding Source:	402 PT
	86,246.91		75,516.97		402 PA

Project Number: CP-2015-00-00-00
Project Title: University Evaluation
Funded Agency: Miami University of Ohio

Project Description:

Miami University of Ohio (MU) assisted by evaluating the effectiveness of several campaigns and programs such as the seat belt mobilization, the alcohol crackdowns, and motorcycle safety initiatives.

Project Results:

A Geographical and Temporal Analysis of Fatal Crashes in Ohio

In consultation with ODPS personnel, the Geographical and Temporal Analysis of Fatal Crashes in Ohio has been restricted to developing and geocoding new sites as mandated by the 2012 NHTSA seat belt observation protocol.

Report Collaboration

The ARC worked collaboratively with the OTSO to prepare specific reports for NHTSA as needed.

Awarded:	240,000.00	Expended:	204,068.20	Funding Source:	402 CP
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Evaluation

- Ohio processed FFY2015 sub-recipient reimbursement claims in an average of 11 days. The goal was 6 days. Ohio did not meet this goal.
- Ohio spent 51.6 percent of grant funds to local benefit. The goal was 45 percent. Ohio met this goal.
- Ohio liquidated 38.57 percent of its funds in FFY2015. The goal was 60 percent. Ohio did not meet this goal.
- Ohio had 92.0 percent of agencies report mobilization efforts in FFY 2015. The goal was 85 percent. Ohio met this goal.
- Ohio's TSRP provided eight training opportunities statewide in FFY 2015. The goal was to provide 30 opportunities. Ohio did not meet this goal.

The OTSO administered the State and Community Highway Safety Grant Program and other state and federal funded highway safety programs; planned for the coordinated highway safety activities listed in this document; and used strategic resources effectively to reduce traffic related fatalities and injuries. Ohio did not meet the 6 day review goal due to staffing issues. Ohio will work in FFY 2016 to get this back on track. Ohio did not meet the liquidation, goal but showed an improvement in Sections 408, 164 AL, 405b, 405c, 405d and 405f. Ohio will continue to work to improve liquidation on all funds in FFY 2016. Ohio did meet the mobilization goal. Ohio continues to encourage law enforcement to not only participate but to report.

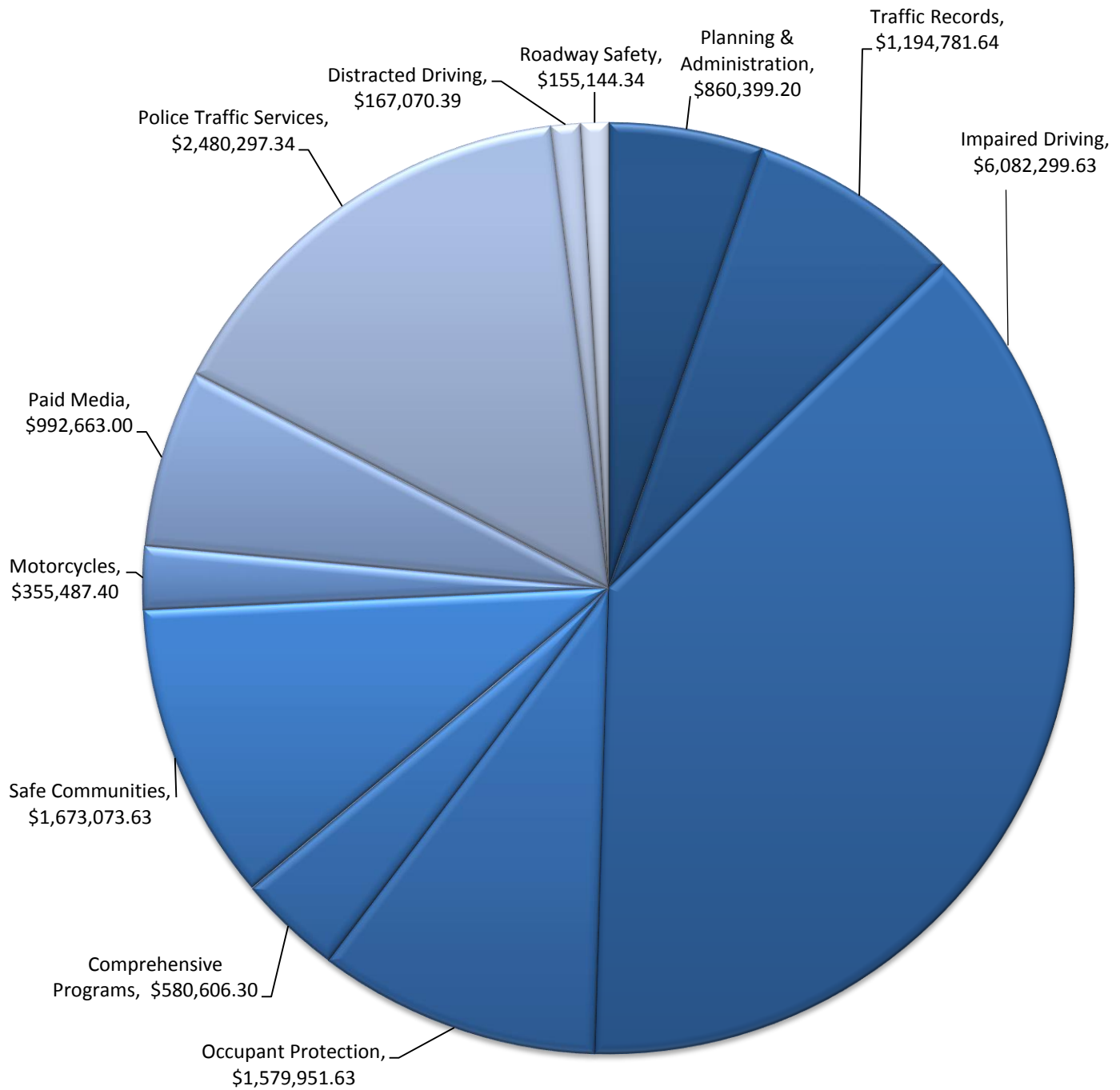
FFY 2015 Financial Summary Table

Federal Fund	Code	Program Descriptions	Federal Obligated	Expended	% Spent	Local Benefit	% Local
402	PA	Administration	1,105,500.00	860,399.20	77.8	0.00	0
402	MC	Motorcycle Safety	50,000.00	47,065.00	94.1	47,065.00	100.0
402	OP	Occupant Protection	250,000.00	156,992.52	62.8	156,992.52	100.0
402	PT	Police Traffic Services	3,201,000.00	2,480,297.34	77.5	1,358,605.11	54.8
402	CP	Comprehensive Programs	780,000.00	580,606.30	74.4	0.00	0
402	RS	Roadway Safety	156,000.00	155,144.34	99.5	155,144.34	100.0
402	SA	Safe Communities	2,400,000.00	1,673,073.63	69.7	1,673,073.63	100.0
402	PM	Paid Advertising	400,000.00	217,533.07	54.4	0.00	0
402	DD	Distracted Driving	250,000.00	167,070.39	66.8	167,070.39	100.0
402 Total			8,592,500.00	6,338,181.79	73.8	3,557,950.99	56.1
408 Total	K9	Data Program	1,026,906.00	661,186.45	64.4	265,290.77	40.1
410	K8	Impaired Driving	1,145,000.00	279,998.41	24.5	153,712.73	54.9
410	K8PM	Paid Advertising	1,150,000.00	775,129.93	67.4	0.00	0
410 Total		Section 410 Impaired Driving	2,295,000.00	1,055,128.34	46.0	153,712.73	14.7
2010 Total	K6	Motorcycle Safety	242,983.81	182,312.91	75.0	182,312.91	100.0
164	164AL	Section 164 Alcohol Programs	2,500,000.00	1,823,714.71	72.9	1,823,714.71	100.0
164	164HE	Section 164 Hazard Elimination	3,417,693.23	1,389,677.45	40.7	0.00	0
164 Total		164 Transfer Funds Total	5,917,693.23	3,213,392.16	54.3	1,823,714.71	56.8
405b Total	M2	405 OP Low	1,559,000.00	1,422,959.11	91.3	372,030.35	26.1
405c Total	M3	Data Program	4,106,560.00	533,595.19	13.0	0.00	0
405d Total	M6	Impaired Driving Low	7,414,000.00	3,978,586.51	53.7	1,956,223.68	49.2
405f Total	M9	Motorcycle Programs	425,292.00	126,109.49	29.7	0.00	0
Total GTS			31,579,935.04	17,511,451.95	55.5	8,311,236.14	51.6

Note:

Total GTS Percent Local figured on Total Local Benefit / Total Expended (excluding 164HE)

FFY 2015 Financial Summary Chart



Total Enforcement Activity

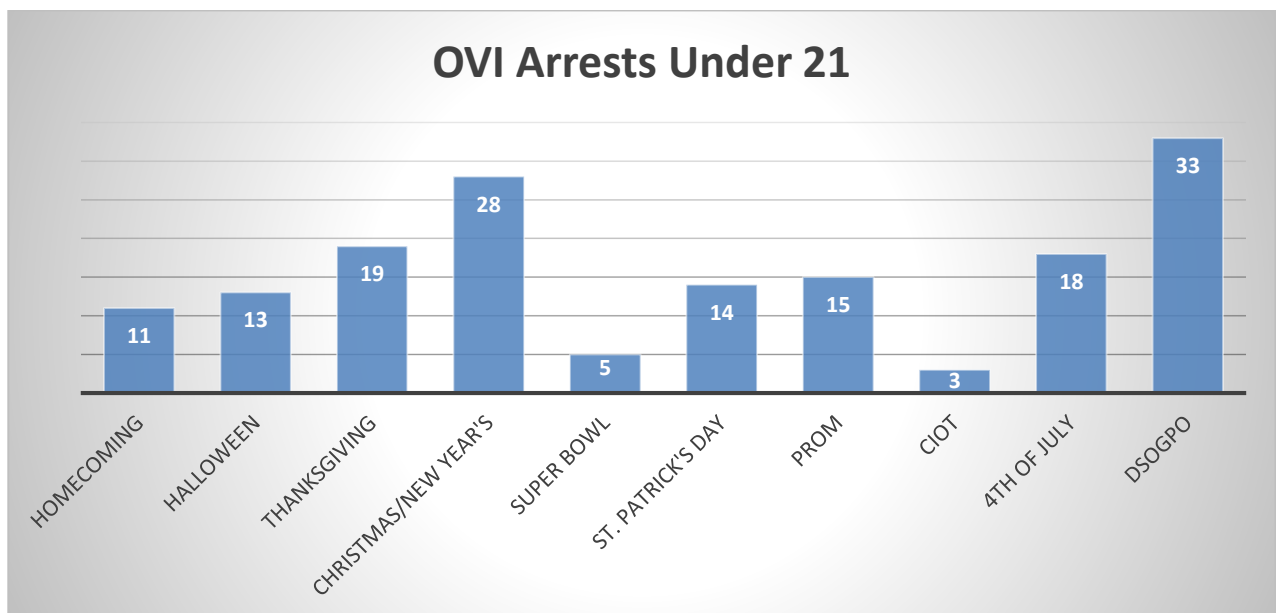
Activity	FFY 2011	FFY 2012	FFY 2013	FFY 2014	FFY 2015
Overtime Enforcement Hours	378,594	374,989	469,084	385,688	449,758
Number of Traffic Stops	412,986	421,887	475,378	200,285	466,396
OVI Arrests Under 21	955	322	348	346	384
OVI Arrests 21 and Over	6,912	7,987	7,797	6,813	3,053
Refusals**	173	161	686	837	941
Adult Restraint Citations	39,095	40,503	44,471	36,854	42,898
Child Restraint Citations	1,557	1,586	2,059	1,920	1,749
Speed Violations	121,636	135,981	159,299	274,572	161,413
Distracted Driving	*	*	419	528	655
Driving Under Suspension	17,765	21,036	23,406	22,828	22,837
No Operator License Citations**	420	378	2,645	3,179	3,242
Felony Arrests	3,223	3,818	4,614	5,241	4,286
Other Citations Issued**	75,157	50,861	83,077	23,989	65,382
OVI Checkpoints Conducted	429	421	457	503	400
Vehicles through Checkpoint	182,246	168,114	186,537	188,466	140,129
Vehicles Checked	139,430	139,236	158,730	172,028	125,575
Vehicles Seized	334	345	318	358	314

Activity includes Construction Zone Activity.

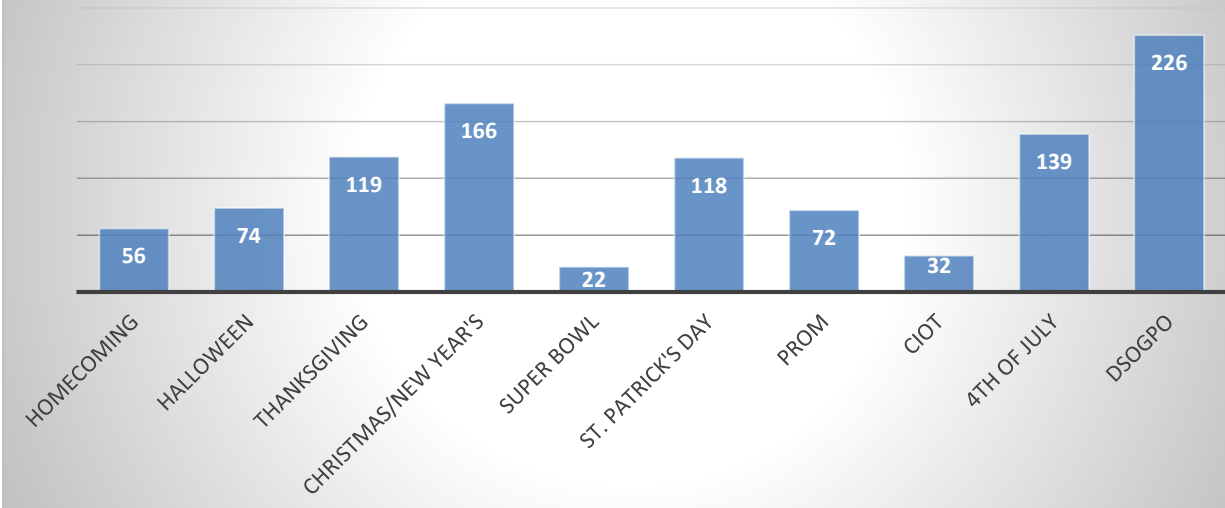
*Data not collected prior to FFY2013.

** Data not collected on all reporting forms prior to FFY2013.

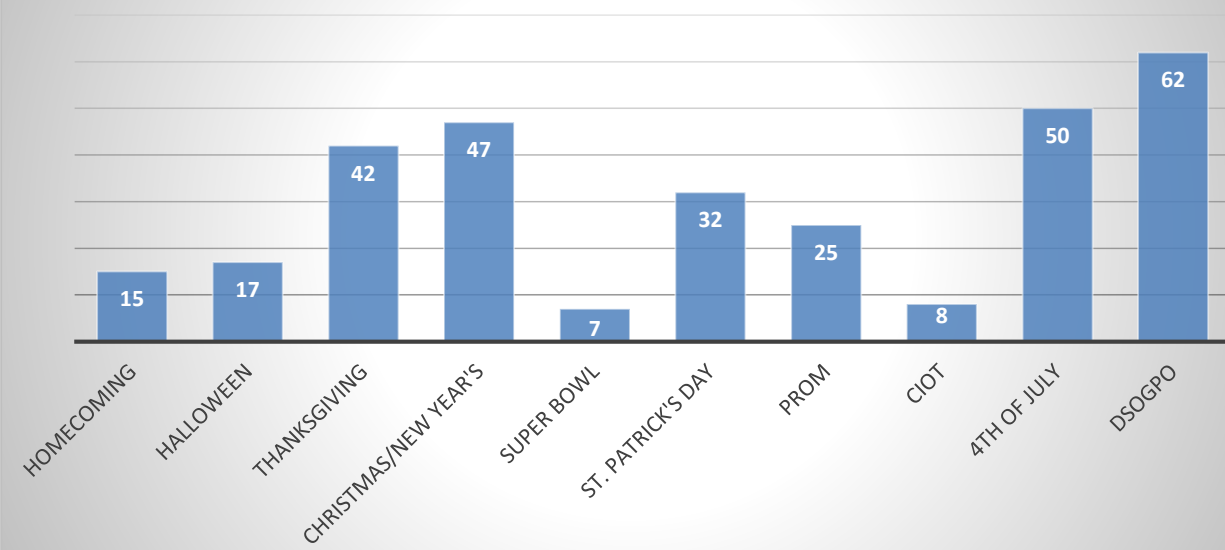
Grant Funded Enforcement Activity by Blitz/Mobilization



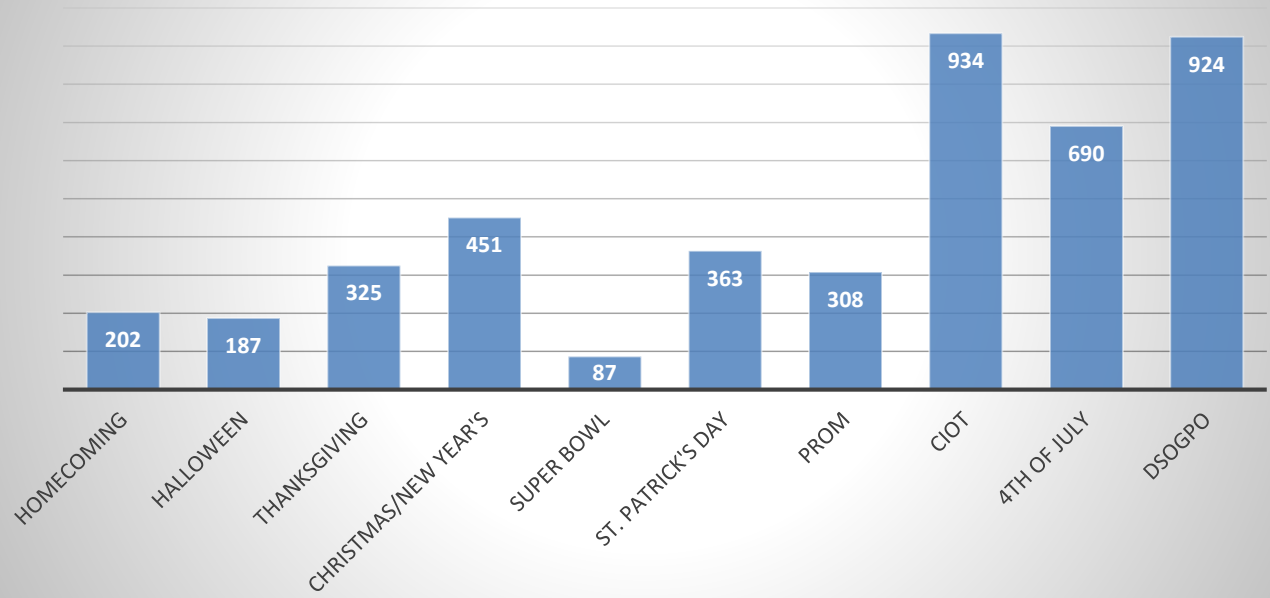
OVI Arrests 21 and Over



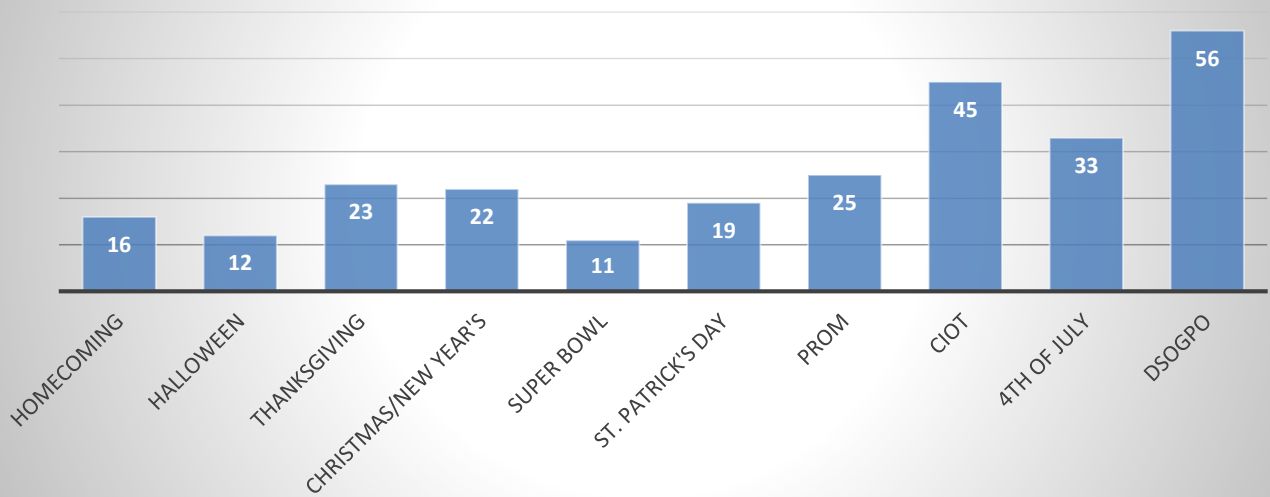
Refusals



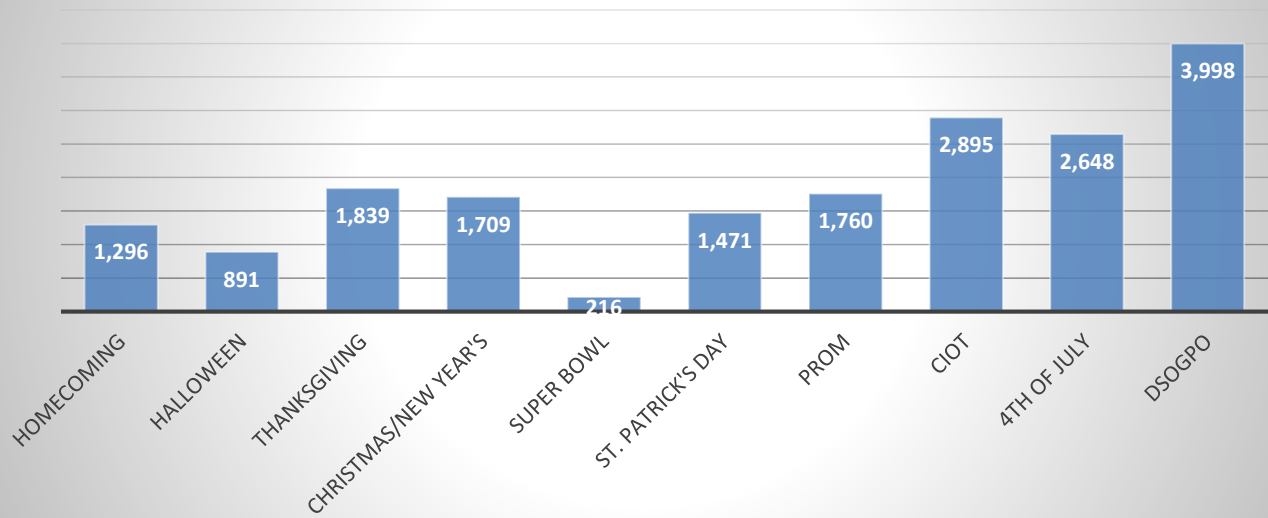
Adult Restraint Citations



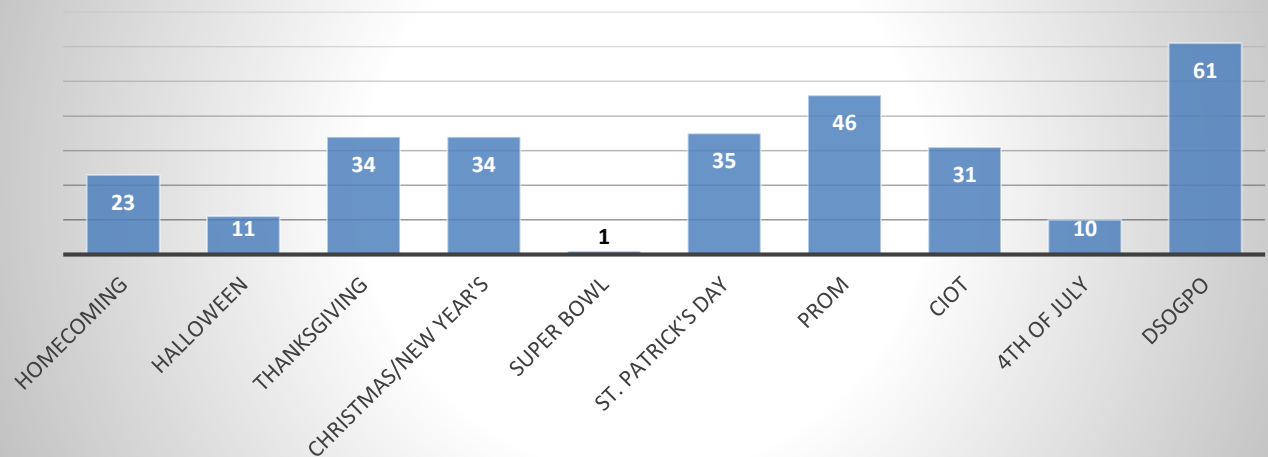
Child Restraint Citations



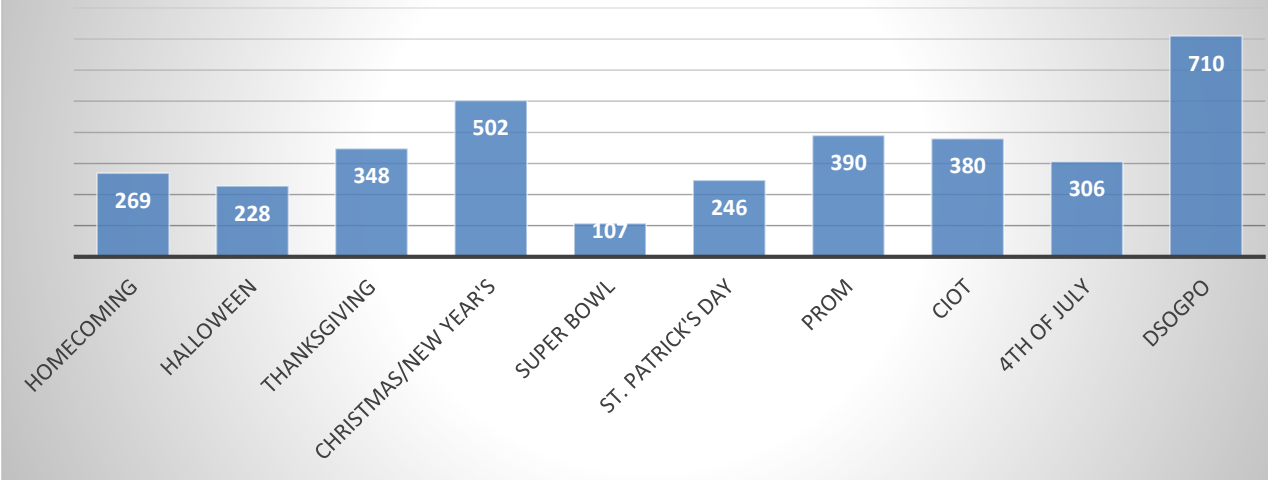
Speed Citations



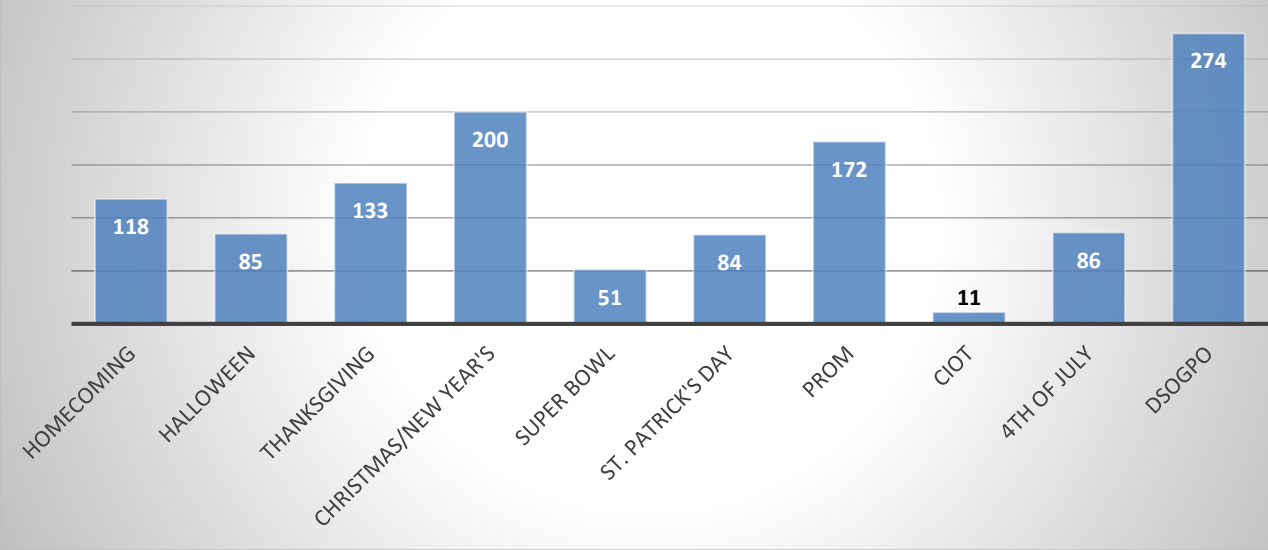
Distracted Driving



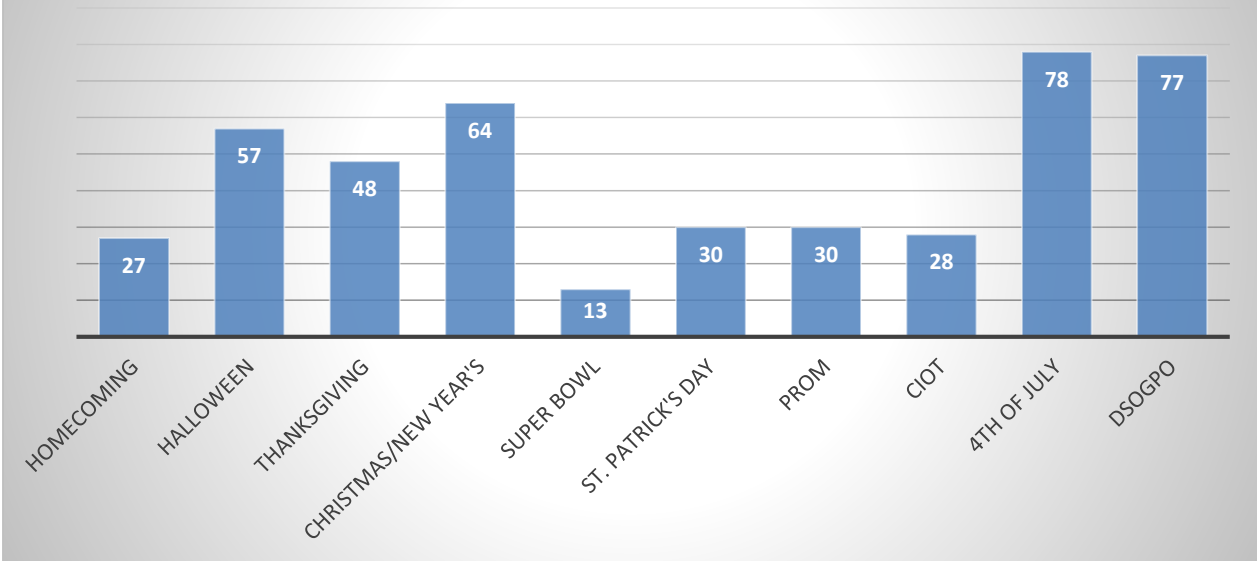
DUS



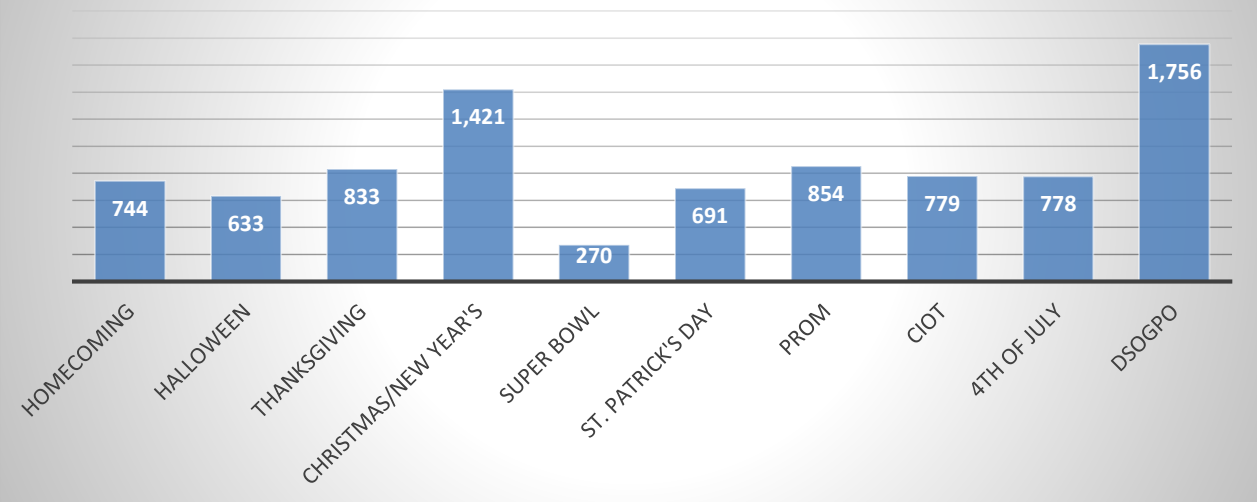
No Operators License



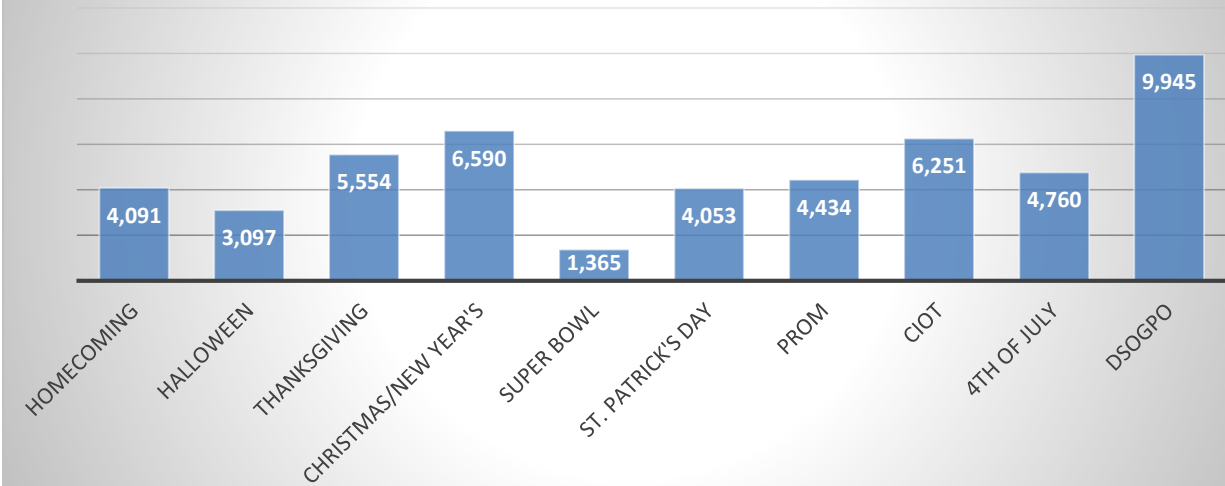
Felony Arrests



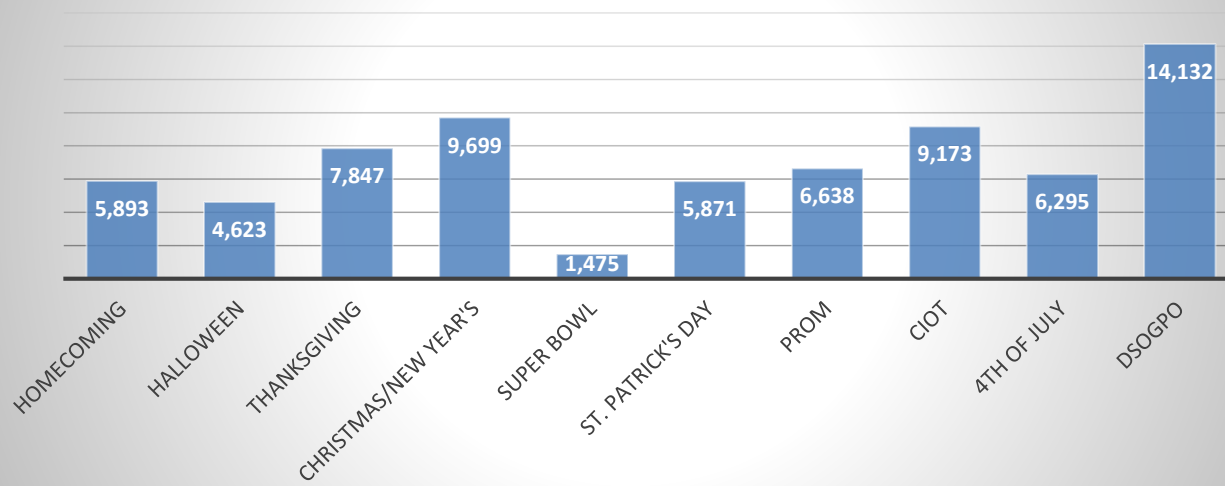
Other Citations



Overtime Enforcement Hours



Number of Traffic Stops



Total Mobilization/Blitz Citations

