

OHIO HIGHWAY SAFETY PLAN



FEDERAL FISCAL YEAR
2021



State of Ohio

FFY2021 Highway Safety Plan

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Executive Summary

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.

402 Program

The Federal Highway Safety Act of 1966 directed the U.S. Department of Transportation to administer various highway safety programs. This grant program provides federal funds administered through the Ohio Department of Public Safety (ODPS) / Ohio State Highway Patrol (OSHP) / Ohio Traffic Safety Office (OTSO) to eligible entities to be used for such projects as traffic safety education, enforcement and engineering. Funds are to be used for highway safety support, based on problem identification, with the intent of reducing overall fatal and injury crashes. This program operates on a reimbursement basis.

Highway Safety Office Program

Housed under the Ohio Department of Public Safety (ODPS) with oversight provided by the Ohio State Highway Patrol (OSHP), the Ohio Traffic Safety Office (OTSO) administers Section 402 State and Community grants, Section 405 National Priority Safety Program grants, related National Highway Traffic Safety Administration (NHTSA) awards and initiatives and contracts for traffic safety activities.

Ohio uses a regional approach. The state is divided into patrol districts and a planner is assigned to manage most agreements within each District. The regional strategy reinforces national goals by focusing programmatic staff on lowering fatal crashes within their assigned region. It also encourages staff to build relationships with a broad array of traffic safety advocates who have interest in a geographic area of the state and allows staff to identify potential partners who are not involved in the planning and implementation of traffic safety initiatives. A regional strategy reduces the number of planning staff assigned to a sub-recipient agency, which allows for consistency within regions and across the state. In addition, it broadens each staff member's knowledge of all program areas.

The staff consists of the Traffic Safety Commander, Traffic Safety Administrator, Grants Administrator, Regional Programs Manager / Law Enforcement Liaison (LEL) Coordinator, Special Projects Coordinator, Program Administrator, Administrative Professional 3, three Planners, Grants Coordinator 2 and a Fiscal Professional.

The Administrative Professional 3 and Special Projects Coordinator assist with the national campaigns, planning assessments, and other projects as needed throughout the year. The Traffic Safety Administrator oversees all staff mentioned above. The Traffic Safety Commander oversees the OTSO and is responsible for all activities of the office.

Planning and Administration Section

The Program Administrator manages the web-based grants management system, assists with the Grant Solicitation Package, Highway Safety Plan (HSP) and Annual Evaluation Report (AER). The Fiscal Professional and Grants Coordinator 2 are responsible for the financial activity on each grant. The Grants Administrator oversees the Program

Administrator, Fiscal Professional and Grants Coordinator 2, the web-based grants management system, some statewide program/initiatives, and coordinates the Grant Solicitation Package, the HSP and the AER.

Program Management Section

Planners and LELs are assigned grants based on the highway patrol districts. The Planner is responsible for overseeing the programmatic activity on each grant. The Regional Programs Manager/LEL Coordinator oversees the planners and coordinates the LELs.

Fatalities and Injuries

In 2019, there were 1,115 fatalities and 7,495 serious injuries in traffic crashes. The number of fatalities in Ohio has increased 4.05 percent since 2015 and the number of injuries has decreased 17.45 percent in the same timeframe.

Top Priorities

Ohio has prioritized its problem areas as follows: Impaired Driving (alcohol and/or drugged), Occupant Protection, Speed, Motorcycles, Youth, Distracted Driving, Traffic Records, Pedestrian, and Bicycle. This selection was determined based upon problem identification as it relates to the core measures.

Major Strategies

Impaired Driving

Earned media (education and outreach), paid media, high visibility enforcement (alcohol and/or drug), saturation patrols, checkpoints, trace back investigations, law enforcement training (alcohol and/or drug), ignition interlock, breath testing instrument training, and laboratory drug testing are Ohio's planned strategies to reduce alcohol and/or drug impaired driving fatalities.

Occupant Protection

Earned media (education and outreach), paid media, high visibility enforcement, child restraint inspections and/or events, and maintaining an active network of child passenger safety technicians are Ohio's planned strategies to reduce un-restrained fatalities and to increase the observed seat belt usage rate.

Speed

Earned media (education and outreach) and high visibility enforcement are Ohio's planned strategies to reduce speed related fatalities.

Motorcycles

Earned media (education and outreach), paid media, and motorcycle rider training are Ohio's planned strategies to reduce motorcycle fatalities and un-helmeted fatalities by reaching both motorists and motorcyclists.

Youthful Driver

Earned media (education and outreach), paid media, high visibility enforcement, partnerships with peer to peer high school groups, college impaired driving programming, and driver education are Ohio's planned strategies to reducing the number of drivers 20 or younger involved in fatal crashes by increasing seat belt use, reducing speeding, reducing impaired

driving (alcohol and/or drugged), reducing distracted driving, reducing underage drinking, and reducing other risky behaviors that contribute to injuries and fatalities.

Distracted Driving

Earned media (education and outreach), paid media, high visibility enforcement are Ohio's planned strategies to reducing distracted driving fatal and serious injury crashes.

Traffic Records

Through the Traffic Records Coordinating Committee (TRCC), several projects have been approved for funding for FFY2021. The TRCC projects are Ohio's planned strategies to improve the accuracy and the timeliness of crash reporting and timeliness of data processing electronic citations.

Pedestrian

Earned media (education and outreach) and partnerships with the Strategic Highway Safety Plan (SHSP) are Ohio's planned strategies to reducing the number of pedestrian fatalities.

Bicycle

Earned media (education and outreach) and partnerships with the SHSP are Ohio's planned strategies to reducing the number of bicycle fatalities.

Highway Safety Planning Process

At any given time during the year, staff may be working on previous, current and upcoming fiscal year plans. While the planning process may be interrupted by unforeseen events and mandates, there is a general “rhythm” to putting an annual plan together.

Please note that meetings with federal, state and local partners occur continuously throughout the year; these meetings assist in identifying traffic safety problems and infrastructure needs.



Processes and Participants

Activity	Time Frame	Parties Involved
Obtain Input for Future Programming	Year - round	All Staff (Management, Planning and Administration staff, Program Management staff, LELs, District Staff, Post Commanders, Sub-Recipients, Federal Partners, State Partners, Local Partners
Evaluate Previous Programs	October - December	Management, Program Management staff, District Staff, Post Commanders
Annual Evaluation Report (AER) Submitted	December 31	Management, Planning and Administration staff, Program Management staff
Begin Problem ID	January - February	Management
Finalize Problem ID	March	Management
Notify Eligible Agencies	March - April	Program Management staff, LELs, District Staff, Post Commanders
Finalize Proposal Package	March	Management
Proposal Guideline Web Presentations	April	Management, Planning and Administration staff, Program Management staff, LELs, Potential Sub-Recipients
Highway Safety Plan (HSP) including Section 405 Development	May - June	Management, Planning and Administration staff, Program Management staff, Recommendations from "Obtain Input for Future Programming"
Proposal Deadline	Mid to late May	
Proposal Review and Risk Assessment	May - July	Management, Planning and Administration staff, Program Management staff, LELs, District Staff, Post Commanders
Proposal Recommendations	June	Management, Planning and Administration staff, Program Management staff, LELs, District Staff, Post Commanders
HSP Submission	July 1	Management, Program Administrator
Grant Executions	September	Management, Planning and Administration staff, Program Management staff
Pre-Activity Web Presentations	September	Management, Program Administrator, Planners, LELs, Sub-Recipients
HSP and Grant Implementation	October 1	Management, Planning and Administration staff, Program Management staff

Key Partners

Ohio works closely with many partners throughout the year to assist in identifying problems and infrastructure needs. These partners include but are not limited to:

- National Highway Traffic Safety Administration (NHTSA)
- Federal Highway Administration (FHWA)
- Governor's Highway Safety Association (GHSA)
- Students Against Destructive Decisions (SADD)
- Recording Artists Against Drunk Driving (RADD)
- Family, Career and Community Leaders of America (FCCLA)

- Ford Driving Skills for Life
- Ohio Attorney General's Office
- Ohio Department of Transportation (ODOT)
- Ohio Department of Health (ODH)
- Ohio Department of Education (ODE)
- Public Utilities Commission of Ohio (PUCO)
- Buckeye State Sheriff's Association (BSSA)
- Ohio Association of Chiefs of Police (OACP)
- Ohio Turnpike Commission
- Ohio State Highway Patrol (OSHP)
- Ohio Bureau of Motor Vehicles (BMV)
- Ohio Emergency Medical Services (EMS)
- County Engineers Association of Ohio
- Mid-Ohio Regional Planning Commission (MORPC)
- American Motorcycle Association (AMA)
- Children's Hospital of Philadelphia (CHOP)
- Bowling Green State University (BGSU)
- University of Akron
- The Ohio State University
- Countywide OVI Task Forces
- Safe Communities
- Sub-recipients

Data Sources

List of Data Sources mentioned in document

- National Highway Traffic Safety Administration (NHTSA) assessments
- *Countermeasures That Work*
- Annual observational seat belt surveys
- Fatality Analysis Reporting System (FARS): 2014, 2015, 2016, 2017, 2018
- Ohio Department of Public Safety (ODPS) crash data: 2014, 2015, 2016, 2017, 2018, 2019, and preliminary 2020
- U.S. Census Bureau's *American Community Survey, 2018 5 - Year Estimates Survey*

Problem Identification

Problem Identification Process

A variety of resources are used to determine and prioritize the state's traffic safety problems and traffic safety-related infrastructure needs. Federal priorities, past evaluations and recommendations from resources such as the most recent NHTSA assessments (motorcycle, impaired driving, occupant protection, traffic records and EMS), *Countermeasures That Work* and results from annual observational seat belt surveys are reviewed to identify program direction.

Meetings with federal, state and local partners throughout the year also assist in identifying problems and infrastructure needs. Examples of these meetings include but are not limited to the following partners: SHSP planning committee and subcommittees, Traffic Records Coordinating Committee (TRCC), ODOT Office of Systems Planning and Program Management Section, ODH Alcohol and Drug Testing Section, ODH Injury Prevention Section, BGSU, University of Akron, OVI Task Forces, Safe Communities, district traffic safety meetings, motorcycle safety strategic planning committee, Commercial Vehicle Strategic Plan planning committee, national and regional NHTSA meetings, the GHSA annual meeting and the national LifeSavers conference. Strategic plans developed as a result of several of these meetings provide clear direction on prioritizing the state's identified problems and countermeasures that will be considered for funding. Sub-recipients and other stakeholders provide current traffic and demographic trends at the district traffic safety meetings.

The Planning and Administration staff compiled demographic, registration, driver license and crash data. The traffic crash data used for this analysis was from Fatality Analysis Reporting System (FARS) calendar years 2015, 2016, 2017 and 2018 and the Ohio Department of Public Safety (ODPS) Ohio crash data calendar years 2015, 2016, 2017, 2018, and preliminary 2019. The University of Akron, Grants Administrator and management staff analyzed and discussed traffic crash data, documents and current trend data to identify and prioritize Ohio's traffic safety problems, and to target fatal crash locations for traffic safety programming. In addition to targeting locations, data is analyzed to determine the additional factors involved in targeting our resources on the problem.

Once the state's problems have been identified, the grant solicitation package is developed. The grant solicitation package identifies the types of grants that will be considered for review (e.g., Selective Traffic Enforcement Program (STEP), Impaired Driving Enforcement Program (IDEP), Drugged Driving Enforcement Program (DDEP), OSHP High Visibility Enforcement Program, OVI Task Force, Safe Communities, and General). Each year, the solicitation package is available online at <http://otso.intelligrants.com>. Depending on the type of grant, potential grantees identify required goals, project activities and evaluation measures as part of the application process.

Proposal guideline presentations were developed and released electronically for potential sub-recipients to review statewide goals, OTSO's expectations and to serve as a guide to submit the proposal using the online GRANTS Plus System. Sub-recipients are required to review the most recent version of *Countermeasures that Work* and their county crash profile provided by ODPS prior to submitting the proposal.

Ohio has prioritized its problem areas as follows: Impaired Driving (alcohol and/or drugged), Occupant Protection, Speed, Motorcycles, Youth, Distracted Driving, Traffic Records, Pedestrian, and Bicycle. This selection was determined based upon problem identification as it relates to the core measures.

Ohio Demographics

The following Ohio-specific information is from the U.S. Census Bureau's *American Community Survey, 2018 5 - Year Estimates Survey*.

Population	
Male	5,703,967
Female	5,937,912
Total	11,641,879

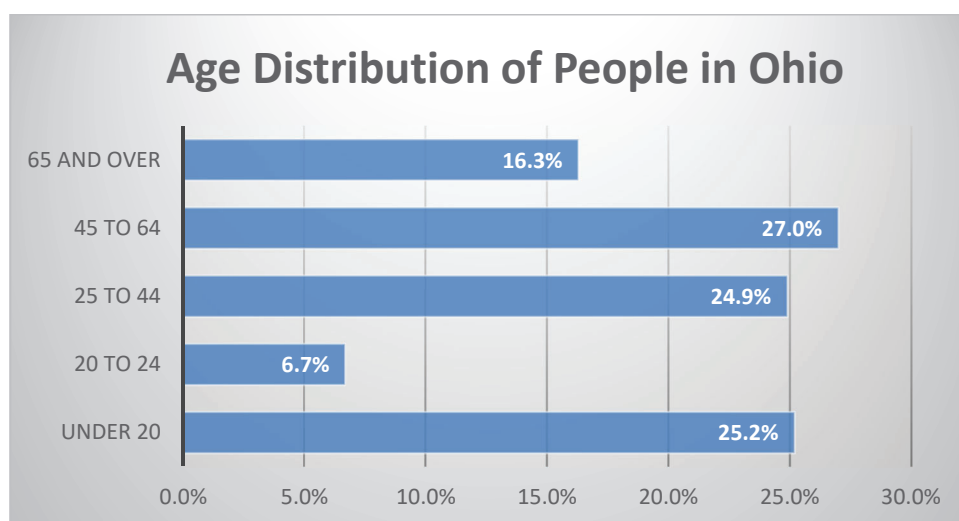
Work Commute	
Drove Alone	83.2%
Car Pooled	7.8%
Walked	2.2%
Public Transportation (excluding Taxi)	1.6%
Other Means	1.2%
Work at home	4.0%
Average Commute	23.5 minutes

Race	
White	84.1%
Black/African American	14.1%
Hispanic or Latino	3.7%
Asian	2.7%
American Indian and Alaska Native	0.9%
Some other race alone	1.2%

Language Spoken at Home	
English Only	93.0%
Other Language	7.0%

Other Language Spoken at Home	
Spanish	2.3%
Other Indo-European Language	2.6%
Asian/Pacific Islander Languages	1.2%
Other Language	1.0%
Speak English less than "very well"*	2.5%

*Of population that speaks a language other than English.



In the U.S. Census Bureau's *American Community Survey, 2018 5 - Year Estimates Survey*, Ohio has a population of 11,641,879. Ohio has 88 counties, 247 cities, 682 villages and 1,312 townships. There are 121,696 miles of public roads in Ohio. About 14.2 percent, or

17,254, miles are state maintained (IR, US and SR) and 85.4 percent, or 103,811 miles, are local maintained. The remaining 480 miles are turnpike, state park roads, etc.

Climate

While Ohio's winters range from cool to cold with moderate year-round precipitation, severe lake effect snowstorms are not uncommon in the area southeast of Lake Erie. Snow is not uncommon throughout the state between November and March (5 out of 12 months - 41.67 percent of the year). However, only 35.32 percent of fatal crashes and 35.52 percent of serious injury crashes (2015 - 2019) occurred November - March.

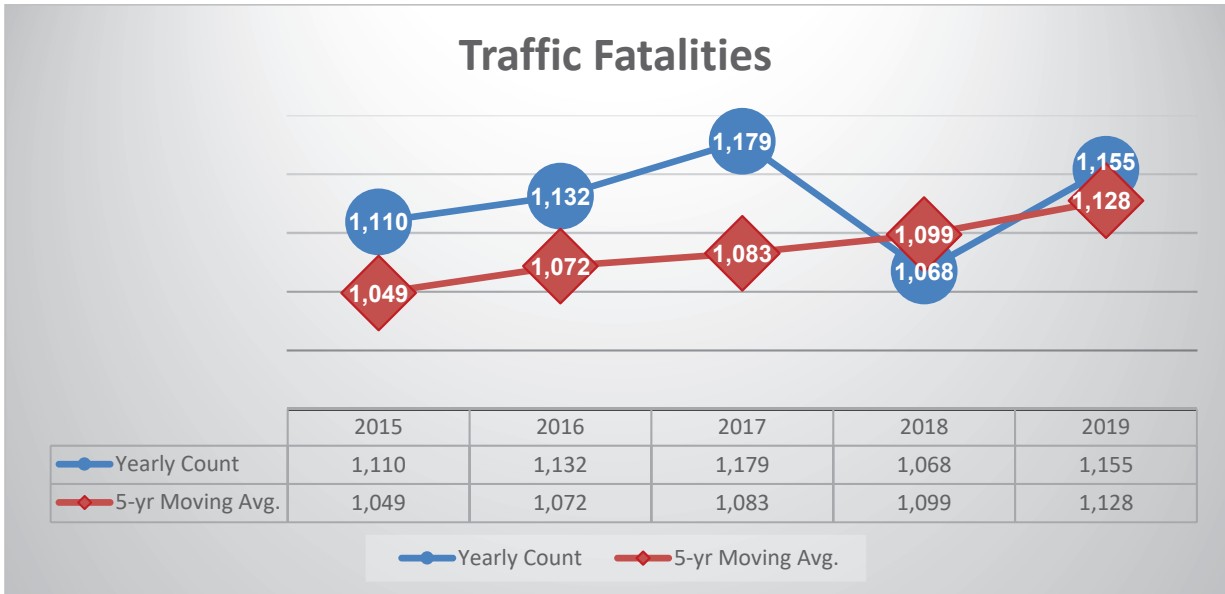
Media

Ohio has 47 commercial TV stations, 328 commercial radio stations, 75 daily newspapers, 81 weekly newspapers and over 14,000 outdoor billboards. There are nine markets in Ohio and five of these markets cover areas in five (Indiana, Kentucky, Michigan, Pennsylvania, West Virginia) neighboring states.

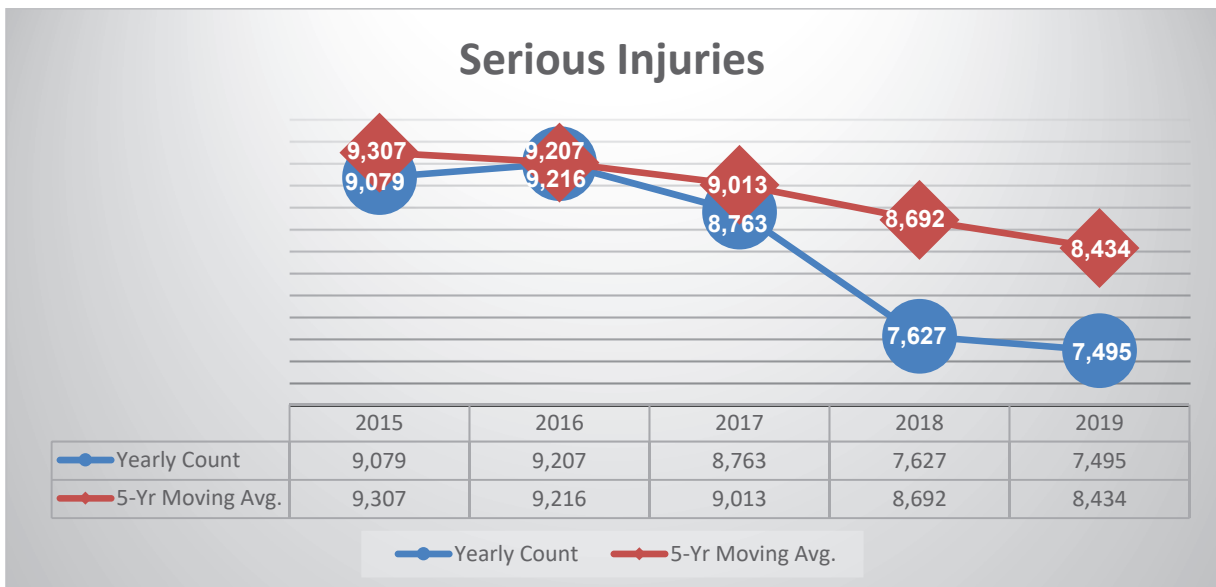
Ohio Data Analysis and Identified Problem Areas

Fatality / Serious Injury

Using preliminary state numbers, the number of traffic fatalities has increased 4.05 percent over the five-year period (2015 - 2019). The five-year average has increased 7.53 percent since the 2011 – 2015 average.



The number of serious injuries has decreased 17.45 percent over the five-year period (2015 - 2019). The five-year moving average has decreased 9.38 percent since the 2011 - 2015 average.



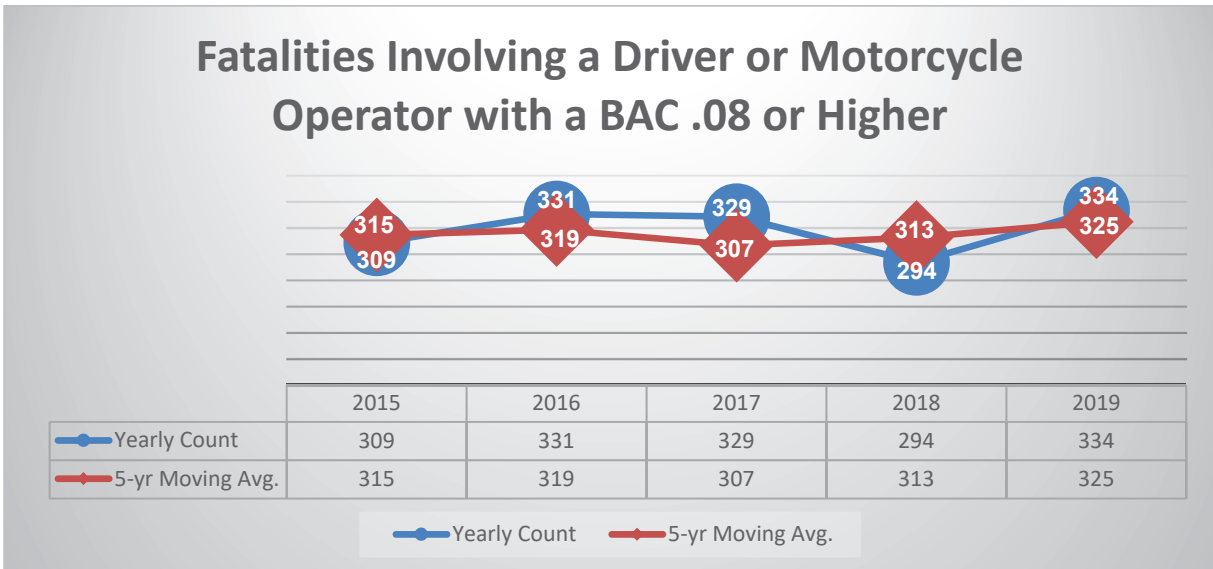
Analysis

Fatalities increased 8.15 percent from 1,068 in 2018 to 1,155 in 2019. Ohio began new efforts in FFY2019 and FFY2020 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 17.45 percent in serious injuries

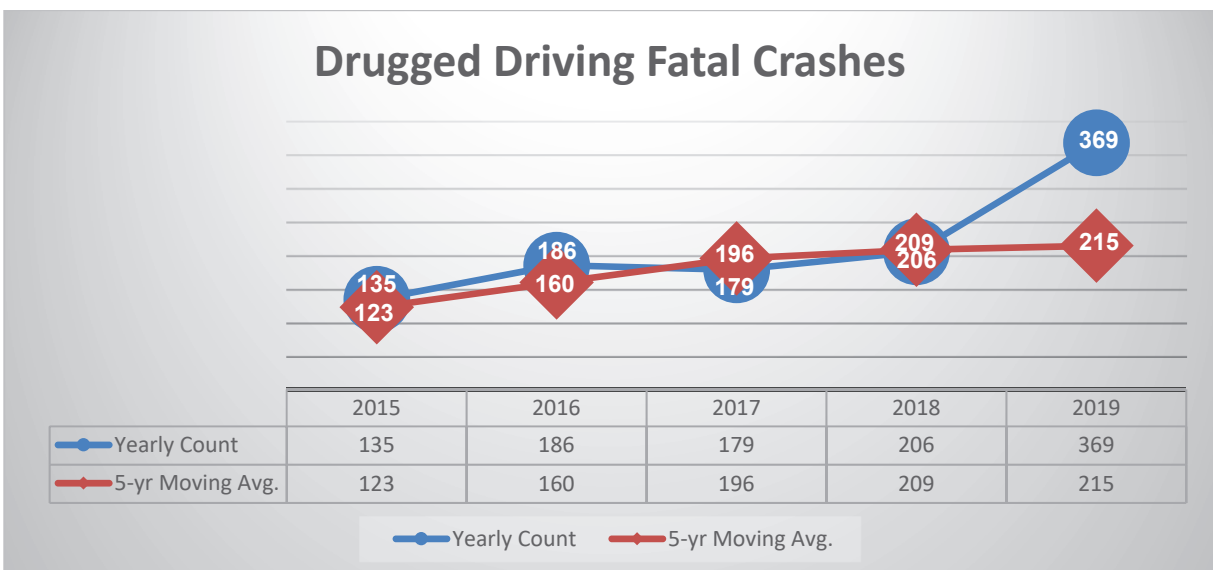
over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach these segments of Ohio’s roadways.

Impaired Driving

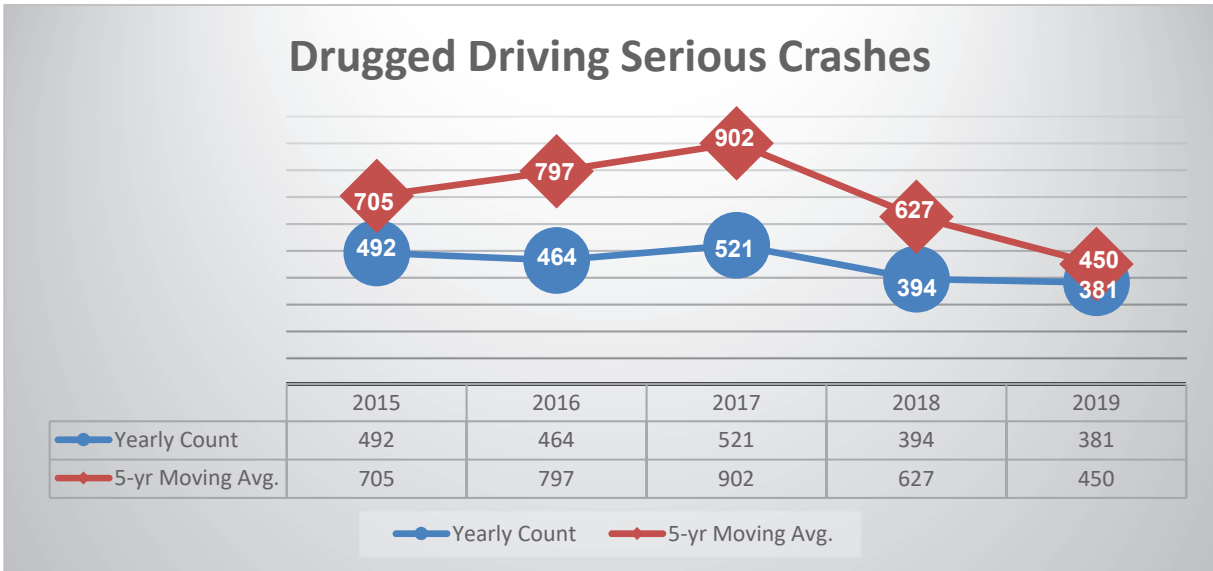
Using preliminary state numbers, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has increased 8.09 percent over the five-year period (2015 - 2019). The five-year moving average has increased 3.17 percent since the 2011 - 2015 average.



The number of drugged driving fatal crashes has increased 173.33 percent over the five-year period (2015 - 2019). The five-year moving average has increased 74.80 percent since the 2011 - 2015 average.



The number of drugged driving serious injury crashes has decreased 22.56 percent over the five-year period (2015 - 2019). The five-year moving average has decreased 36.17 percent since the 2011 - 2015 average.



Analysis

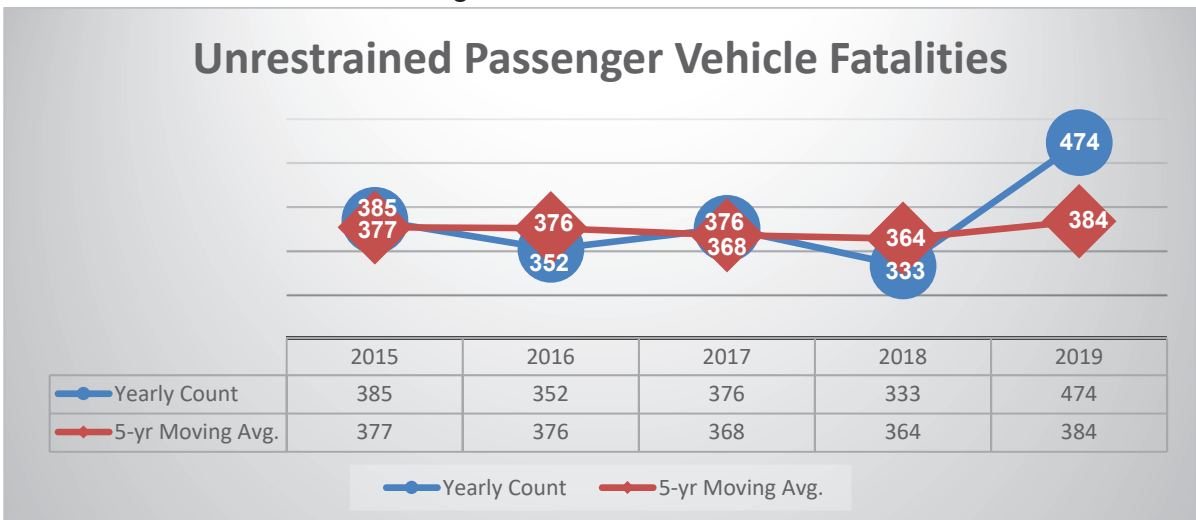
Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, Ohio continues to focus efforts toward impaired driving. Ohio is increasing its focus on drug impaired driving.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach identified target audiences.

Occupant Protection

In 2019, Ohio reached an 85.9 percent observed seat belt use rate – a 1.18 percent increase from 84.9 percent in 2018.

Using preliminary state numbers, the number of unrestrained fatalities has increased 23.12 percent over the five-year period (2015 - 2019). The five-year average has increased 1.86 percent since the 2011 - 2015 average.

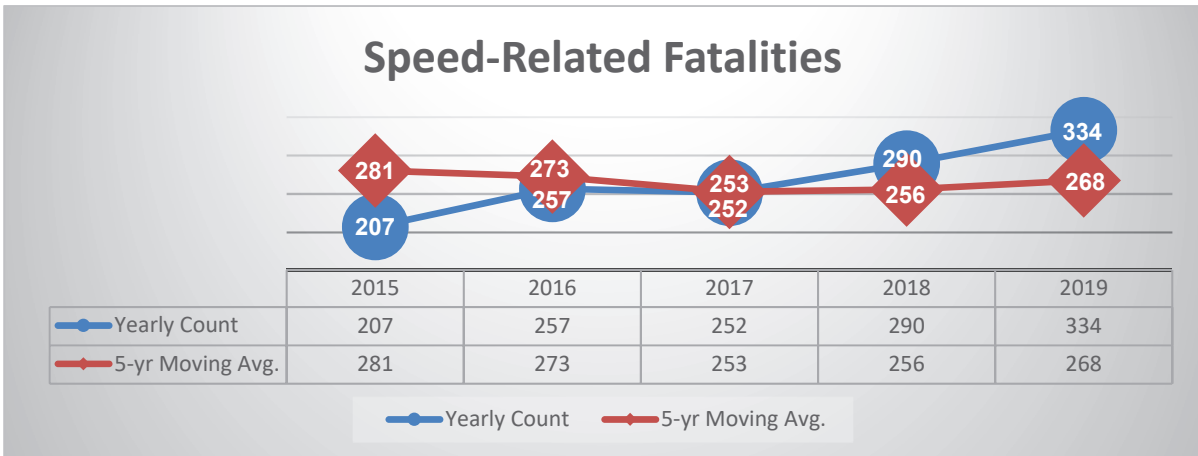


Analysis

Ohio's observed seat belt usage rate increased from 84.9 percent in 2018 to 85.9 percent in 2019. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Speed

Using preliminary state numbers, the number of speed related fatalities has increased 61.35 percent over the five-year period (2015 - 2019). The five-year average has decreased 4.63 percent since the 2011 - 2015 average.

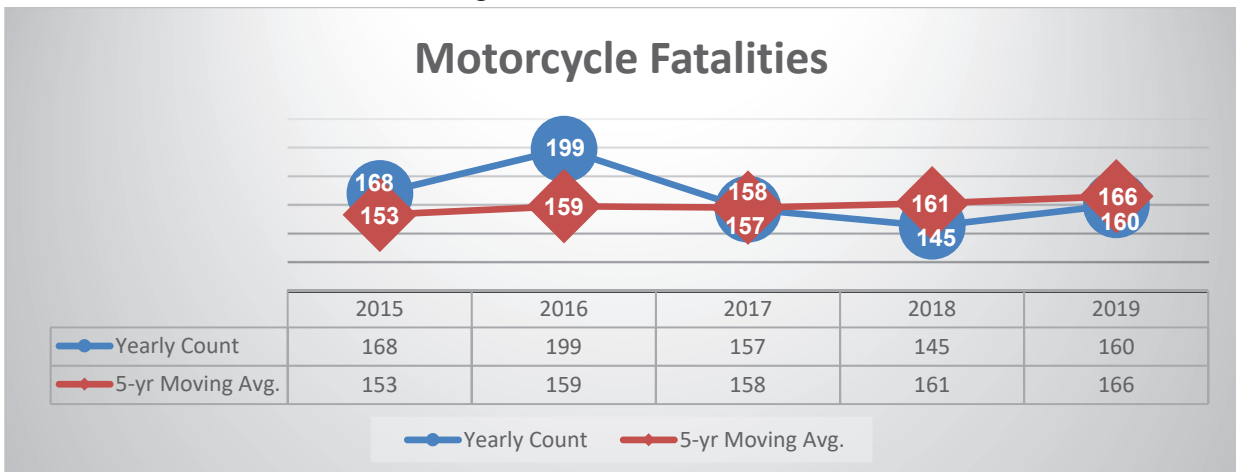


Analysis

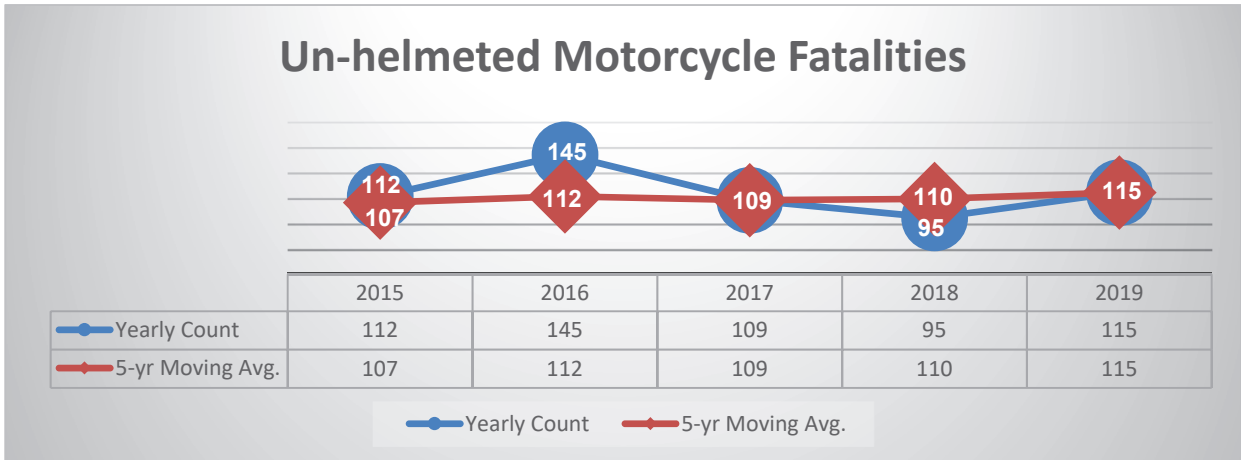
Speed-related fatal crashes increased 61.35 percent from 2015 to 2019. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) based on problem identification.

Motorcycle Safety

Using preliminary state numbers, the number of motorcycle fatalities has decreased 4.76 percent over the five-year period (2015 - 2019). The five-year average has increased 8.50 percent since the 2011 - 2015 average.



Using preliminary state numbers, the number of un-helmeted motorcycle fatalities has increased 2.68 percent over the five-year period (2015 - 2019). The five-year average has increased 7.48 percent since the 2011 – 2015 average.



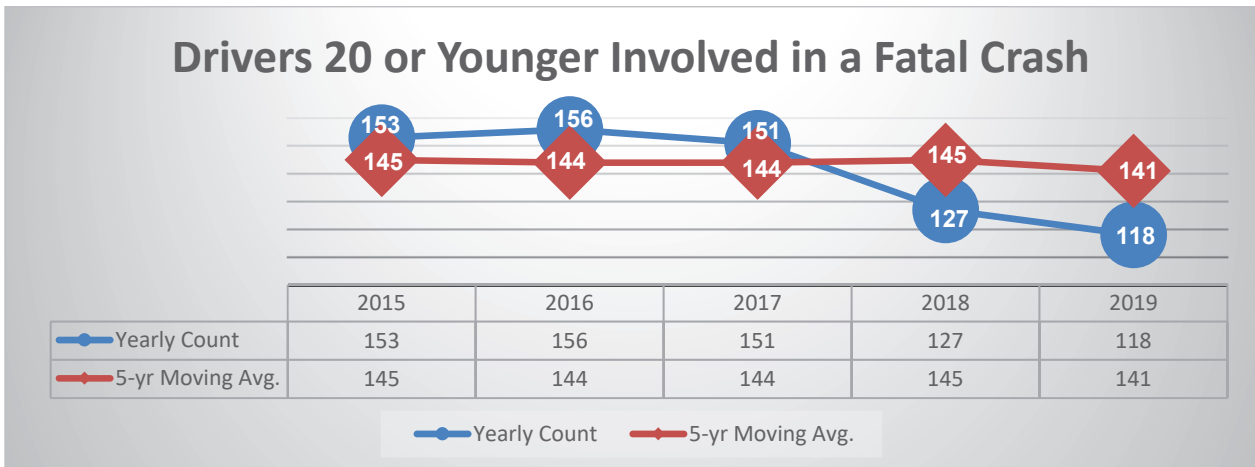
Analysis

The number of motorcycle fatalities has increased 4.76 percent over the last five years. The number of un-helmeted motorcycle fatalities has increased 2.68 percent over the last five years.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to focus its efforts to reduce motorcyclist fatalities, increase helmet use, and increase driver awareness of motorcyclists on the roadway.

Youthful Driver

Using preliminary state numbers, the number of young drivers (20 or younger) involved in fatal crashes has decreased 22.88 percent over the five-year period (2015 - 2019). The five-year average has decreased 2.76 percent since the 2011 - 2015 average.



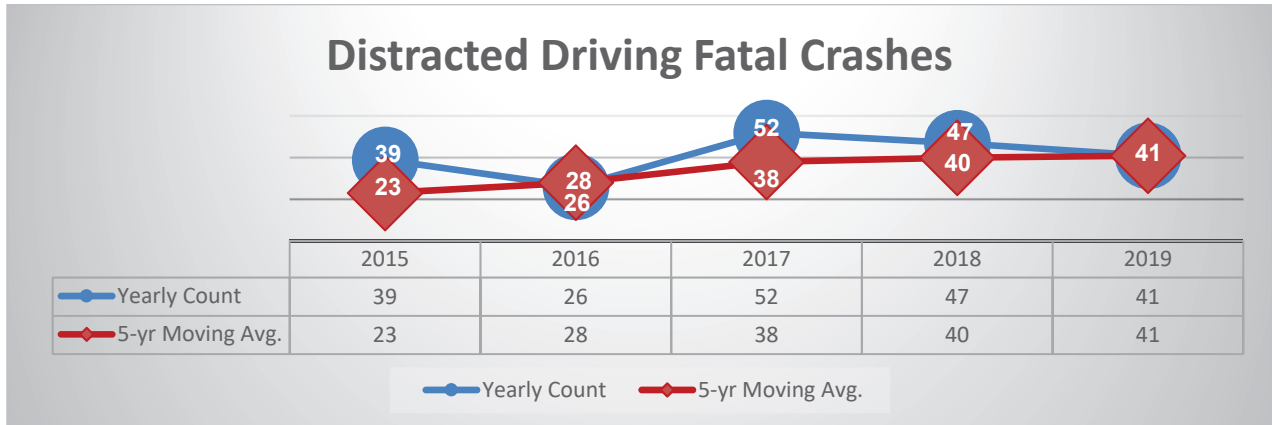
Analysis

Ohio has reduced the number of drivers aged 20 or younger involved in fatal crashes over the last five years and the five-year average remains fairly consistent (between 141 and 145).

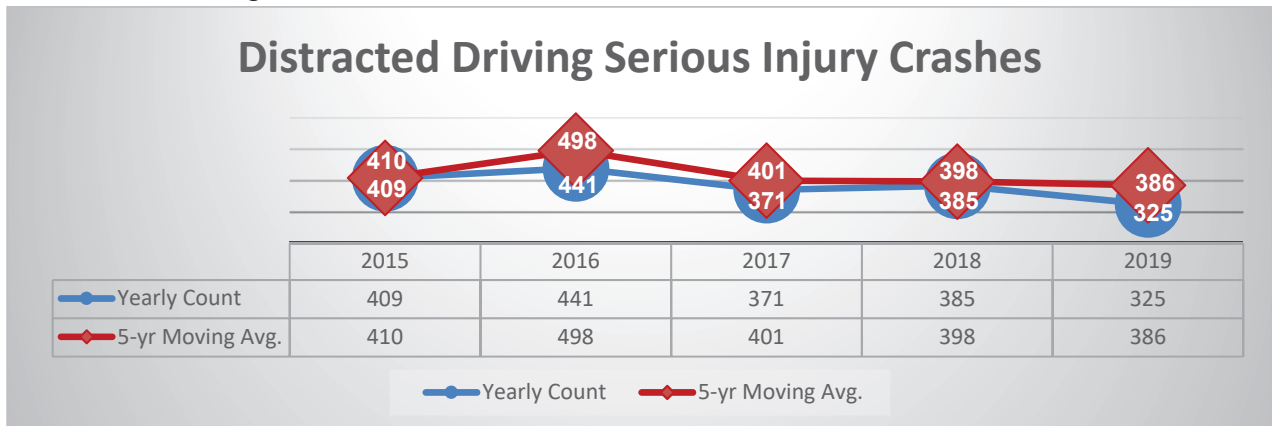
Ohio will continue to focus efforts towards this age group with an emphasis on speed, impaired driving and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of youthful drivers involved in fatal crashes.

Distracted Driving

The number of distracted driving fatal crashes has increased 5.13 percent over the five-year period (2015 - 2019). The five-year average has increased 51.85 percent since the 2011 – 2015 average.



The number of distracted driving serious injury crashes has increased 10.34 percent over the five-year period (2015 - 2019). The five-year average has increased 27.72 percent since the 2011 – 2015 average.



Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants and the statewide distracted driving grant. In FFY2021, Ohio will continue with projects that place an emphasis on youthful driver, including distracted driving.

Traffic Records

In 2015, Ohio completed a Traffic Records Assessment. The report identified that overall improvements could be made in the following areas: Crash, Citation/Adjudication and Emergency Medical Services (EMS). Strategic Planning, Data Use and Integration, and TRCC Management were also noted as needing improvement. The TRCC meets at least once a quarter to review progress made in the areas mentioned in the assessment, update

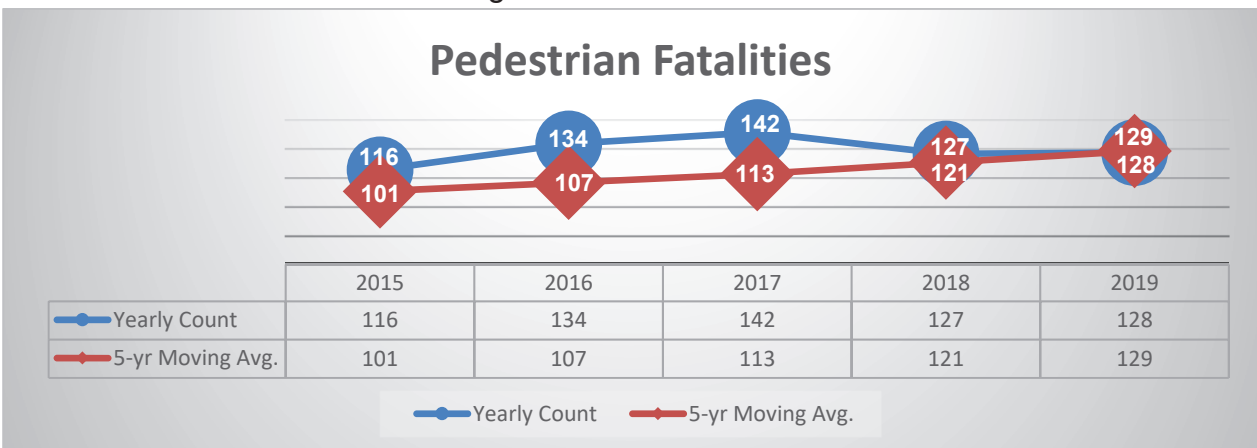
members on current projects, and propose new projects that will address the concerns highlighted in the most recent assessment. Ohio will complete a Traffic Records Assessment in FFY2021.

Analysis

Ohio will be working on the following projects this year: Optical Character Recognition, EMSIRS (Emergency Medical Services Incident Reporting System) project, OLEIS (Ohio Law Enforcement Information System) outreach and support, Court Case Management System upgrades, eCitation Interfaces, Intersection Data Collection, BMV Driver Exam Testing platform, and an Ohio Uniform Crash Manual Application. These projects will improve the accuracy and the timeliness of crash reporting and timeliness of data processing electronic citations.

Pedestrian Safety

Using preliminary state numbers, the number of pedestrian fatalities has increased 10.34 percent over the five-year period (2015 - 2019). The five-year average has increased 27.72 percent since the 2011 – 2015 average.

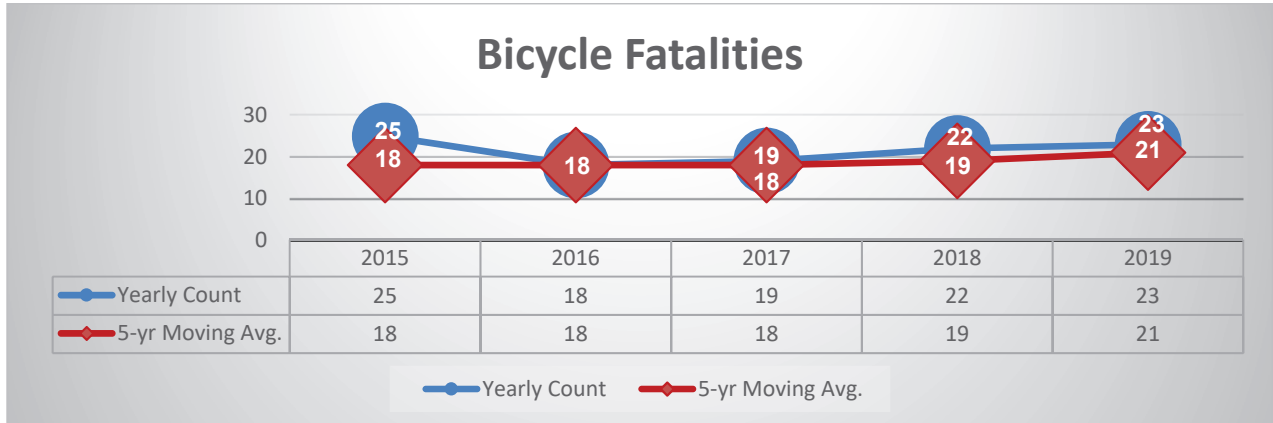


Analysis

Pedestrian fatalities continue to increase in Ohio. Looking at the statewide pedestrian statistics, pedestrian fatalities are isolated to certain locations (urban areas). Ohio will continue to fund local projects (Safe Communities) that have pedestrian fatality problems based on local problem identification. Ohio continues to address pedestrian issues through the SHSP.

Bicycle Safety

Using preliminary state numbers, the number of bicycle fatalities has decreased 8.00 percent over the five-year period (2015 - 2019). The five-year average has increased 16.67 percent since the 2011 - 2015 average.



Analysis

Ohio’s bicycle fatalities have fluctuated between 2015 and 2019. Looking at the statistics statewide, the bicycle problem appears to be mainly among adults, in urban areas. However, since bicycle fatalities only account for approximately two percent of all fatalities, Ohio will fund local projects if warranted based on problem identification and continue to work on bicycle issues through the SHSP.

Performance Measure and Target Setting

Historically, Ohio crash data, vehicle miles traveled (VMT), population and national / regional NHTSA priorities have been used to establish goals for priority areas including occupant protection, alcohol, speed and motorcycle. OTSO analyzes the previous five years of data from FARS, state crash data, Ohio Statewide Observational Seat Belt Surveys and ODOT data to set goals for the upcoming fiscal year. In the past, the amount of increase / decrease for each goal was established based on past data. The data from each individual year is averaged into a five-year average. This average is used to calculate the amount of increase/decrease from the five-year average to the single year goal. The University of Akron reviewed and approved the methodology used; however, due to the uncertainty of the effects of COVID-19 on 2020 crash data, they recommended using no more than a 1.0 – 1.5 percent decrease. They will continue to analyze data throughout the year. OTSO met with the ODOT (SHSP chair, Highway Safety Improvement Program (HSIP) staff and SHSP Project Manager) to review the fatal, fatality rate and serious injury goals to ensure these performance measures were identical in the HSP and HSIP and feed into the SHSP.

Project Selection Process

Grant proposals are accepted and reviewed annually by OTSO, with funds awarded to traffic safety projects that will have the greatest impact on reducing fatal crashes or that significantly improve traffic safety systems. Since partnerships are critical to the long-term success of a project effort, applicants are encouraged to develop broad-based support and commitment by officials and constituent groups to address traffic safety concerns.

Each grant proposal must focus on one or more of these priority program areas: restraint use, impaired driving (alcohol and/or drugged), speed management, motorcycle safety, youthful driver, distracted driving, traffic records and / or engineering. In addition, grant proposals must include an evaluation strategy designed to assess the impact of proposed project activities on the selected priority area(s). Based on the proposed strategies, each grant proposal must show how the effectiveness of the proposed activities will be measured. Each proposal is compared to the *Countermeasures that Work* to ensure the projects selected for funding are evidence-based.

The FFY2021 grant process solicited grant proposals for highway safety activities from state agencies, non-profit organizations, colleges, universities, hospitals, political subdivisions and other interested groups within Ohio counties and jurisdictions (based upon the number of fatal crashes). OTSO uses a targeted approach to ensure a statewide effort that will satisfy state highway safety goals and that a minimum of 40 percent of federal funds are allocated to local jurisdictions. Two hundred eleven grant proposals have been received for FFY2021. Federal funds have been tentatively allocated to 59 of Ohio's 88 counties representing 91.38 percent of Ohio's population (not including several grants that operate on a statewide basis).

The assigned regional Planner performed an initial review of the proposal, including the Risk Assessment questions. The Planner answered a series of questions on each submitted proposal. A review team (Commander, Traffic Safety Administrator, Grants Administrator, Regional Programs Manager, the assigned regional Planner, and regional Law Enforcement Liaison) reviewed the grant proposals.

The review team determined if each proposal: met the submission requirements, addressed an identified problem, was likely to have an impact, clearly stated proposal activities, contained an adequate evaluation plan and contained a cost effective budget. Sub-recipients were required to review *Countermeasures that Work* and OTSO's new crash data dashboard. The dashboard allows users to filter crash data by County and by Federal Information Processing Standard (FIPS). Then the user can click on a variety of crash variables to get statistics by year and severity. In addition, data can be displayed as a bar chart or line graph. Dashboard views can be saved as an image, PDF file, or in PowerPoint format. The OTSO dashboard will be updated weekly with the latest crash data. Users can also directly access a link to the main OSTATS dashboard to see more detailed statistics and maps, showing crashes by severity and crash density on a map at the county and NCIC level. Each proposal and its planned activities were compared to *Countermeasures that Work* and the OTSO dashboard to ensure the project and activities proposed was evidence-based and addressed the jurisdiction's problem identification.

The team reviewed the Risk Assessment questions. Management determined the proposal's Risk Level (High, Medium, or Low) based on the score from the answers. This Risk Level will determine the Monitoring Level if awarded a grant. The Risk Assessment process is defined in OTSO policy.

The Planning and Administration staff compiles a list of all proposals received. The list is submitted to the Traffic Safety Commander with funding recommendations. The Traffic Safety Commander, Traffic Safety Administrator and ODPS Director/Governor's Representative (GR) make the final decision on which proposals are funded.

Ohio focuses the majority of its grant funding toward counties and jurisdictions with the highest number of fatal crashes. Programming in these locations is likely to have the greatest impact on statewide goals. Throughout the year, grants are monitored to verify that funding is being utilized as stipulated in the project's work plan.

SHSP Outcomes and Coordination

Many components of the FFY2021 HSP are reflected in Ohio's SHSP. The SHSP addresses Ohio's most problematic traffic safety issues and relies on a collaborative approach by the state's safety partners to implement effective programs that impact motor vehicle crashes on Ohio's roadways. The SHSP was developed in conjunction with various safety agencies and focuses on safety for all road users, including cars, trucks, trains, motorcycles, pedestrians and bikes. The SHSP committee includes representatives from various local, state and federal safety agencies. The committee meets quarterly to review crash trends and discuss key strategies being implemented across agencies to reduce crashes.

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. If warranted by fatal/serious injury crash problem identification, the OTSO considers projects identified through the SHSP for implementation in the HSP. For example, the ODOT statewide bicycle and pedestrian sub-

committee is focused on advancing bicycle and pedestrian transport throughout Ohio. The goals of the program are to ensure the safety and security of non-motorized users on the transportation system within the statewide transportation planning process and advanced bicycle and pedestrian data collection and analyses with Metropolitan Planning Organizations (MPOs) and public transportation operators to support statewide transportation planning and programming priorities and decisions. ODOT lends support to local governments, governmental and non-governmental organizations and private citizens to encourage, educate, plan, and design pedestrian and bicycle facilities. A statewide Active Transportation Committee has been formed. This committee has been reviewing crashes involving bicycles and pedestrians. The committee is finalizing an action plan that will become a part of Ohio's SHSP. ODOT also continues to fund Safe Routes to assist communities in developing and implementing projects and programs that encourage and enable children in grades K-8 to walk or bike to school safely. OTSO works with Safe Community programs that have non-motorized user problems identified by problem identification to conduct education/awareness programming in the county.

Performance Report

Core Measure	FFY2020 Goal	Preliminary 2015 – 2019 Average	2020 YTD
C-1 Traffic Fatalities	To decrease traffic fatalities by 2.00 percent to 1,055.0 for the 2016 – 2020 5-year average.	1128.8	342
CURRENT STATUS: In Process Ohio's traffic fatality goal from the FFY 2020 HSP is 1077 for the 2015-2019 5-year average. The preliminary 2015-2019 average shows a 2.71% increase from the previous 5-year average. This would indicate that Ohio is not on track to meet their goal set for the 2020 HSP. Based on the linear forecast of the last 5 years of data (using the preliminary 2019 data), the projected 5-year traffic fatality average is 1134 for 2016-2020 and 1152 for 2017-2021. With the current upward trend in the 5-year rolling average, Ohio will need to see a decrease in traffic fatalities rate in order to begin to see a downward trend in the average.			
C-2 Serious Injuries	To decrease serious traffic injuries by 2.00 percent to 8,348 for the 2016 – 2020 5-year average.	8434.2	1,943
CURRENT STATUS: In Process Ohio's serious injury goal from the FFY 2020 HSP is 8518.4 for the 2015-2019 5-year average. The preliminary 2015-2019 average shows a 2.97% decrease from the previous 5-year average. This would indicate that Ohio is going to meet the goal set for the 2020 HSP. Based on the linear forecast of the last 5 years of data (using the preliminary 2019 data), the projected 5-year serious injury average is 8251.6 for 2016-2020 and 8024.48 for 2017-2021. With the current downward trend in the 5-year rolling average, Ohio should be able to meet future goals set for the HSP.			
C-3(a) Fatalities/VMT	To decrease the fatalities/100 VMT by 2.00 percent to 0.910 for the 2016 – 2020 5-year average.	0.978	TBD
CURRENT STATUS: In Process Ohio's fatality/VMT goal from the FFY 2020 HSP is 0.921 for the 2015-2019 5-year average. The preliminary 2015-2019 average shows a 3.93% increase from the previous 5-year average. This would indicate that Ohio is not on track to meet their goal set for the 2020 HSP. Based on the linear forecast of the last 5 years of data (using the preliminary 2019 data), the projected 5-year average fatality/VMT rate is 0.975 for 2016-2020 and 0.985 for 2017-2021. Ohio will need to see a continued decrease in the fatality/VMT rate in order to see a decreasing trend in the 5-year rolling average.			
C-3(b) Rural Fatalities/VMT	To decrease the rural fatalities/100 VMT by 4.86 percent to 1.351 for the 2015 – 2019 5-year average.	1.526	TBD
CURRENT STATUS: In Process Ohio's rural fatality/VMT goal from the FFY 2020 HSP is 1.351 for the 2015-2019 5-year average. The preliminary 2015-2019 average shows a 9.86% increase from the previous 5-year average. This would indicate that Ohio is not on track to meet their goal set for the 2020 HSP. Based on the linear forecast of the last 5 years of data (using the preliminary 2019 data), the projected 5-year average rural fatality/VMT rate is 1.428 for 2016-2020 and 1.39 for 2017-2021. Despite the increased 5-year average from last year to this year, Ohio is seeing a downward trend in the 5-year rolling average. If Ohio continues to decrease the annual rural fatality/VMT rate, they will be able to meet future goals.			
C-3(c) Urban Fatalities/VMT	To decrease the urban fatalities/100 VMT by 1.25 percent to 0.683 for the 2015 – 2019 5-year average.	0.730	TBD
CURRENT STATUS: In Process Ohio's urban fatality/VMT goal from the FFY 2020 HSP is 0.683 for the 2015-2019 5-year average. The preliminary 2015-2019 average shows a 5.49% increase from the previous 5-year average. This would indicate that Ohio is not on track to meet their goal set for the 2020 HSP. Based on the linear forecast of the last 5 years of data (using the preliminary 2019 data), the projected 5-year average urban fatality/VMT rate is 0.753 for 2016-2020 and 0.779 for 2017-2021. Ohio will need to see a continued decrease in the fatality/VMT rate in order to see a switch from an increasing trend in the 5-year rolling average to a decreasing trend.			
C-4 Unrestrained Passenger Vehicle Occupant Fatalities	To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 1.83 percent to 360 for the 2015 – 2019 5-year average.	384	151
CURRENT STATUS: In Process Ohio's unrestrained occupant fatality goal from the FFY 2020 HSP is 360 for the 2015-2019 5-year average. The preliminary 2015-2019 average shows a 5.49% increase from the previous 5-year average. Also, Ohio has seen an annual increase in the number of unrestrained fatalities since 2018. This would indicate that Ohio is not on track to meet their goal set for the 2020 HSP. Based on the linear forecast for the last 5 years of data (using the preliminary 2019 data), the projected 5-year unrestrained fatality average is 374 for 2016-2020 and 375 for 2017-2021. If Ohio reduces the number of unrestrained fatalities in 2020, they could begin to see a downward trend in the 5-year rolling average.			

C-5 Alcohol-Impaired Driving Fatalities	To decrease alcohol impaired driving fatalities by 2.05 percent to 292 for the 2015 – 2019 5-year average.	325	81
CURRENT STATUS: In Process Ohio's alcohol impaired driving fatality goal for the FFY 2020 HSP is 292 for the 2015-2019 5-year average. The preliminary 2015-2019 average shows a 3.83% increase from the previous year's 5-year average. Also, Ohio has seen an annual increase in the number of alcohol impaired fatalities since 2018. This would indicate that Ohio is not on track to meet their goal set for the 2020 HSP. Based on the linear forecast for the last 5 years of data (using the preliminary 2019 data), the projected 5-year unrestrained fatality average is 320 for 2016-2020 and 321 for 2017-2021. With this slight upward trend, Ohio will need to decrease the number of alcohol involved fatalities in the future to meet future goals.			
C-6 Speeding-Related Fatalities	To decrease speeding-related fatalities by 3.71 percent to 247 for the 2015 – 2019 5-year average.	268	88
CURRENT STATUS: In Process Ohio's speed related fatality goal for the FFY 2020 HSP is 247 for the 2015-2019 5-year average. The preliminary 2015-2019 average shows 4.69% increase from the previous 5-year average. Also, Ohio has seen an annual increase in the number of speed related fatalities since 2017. This would indicate that Ohio is not on track to meet the 2020 HSP goal. Based on the linear forecast for the last 5 years of data (using the preliminary 2019 data), the projected 5-year speed related fatality average is 253 for 2016-2020 and 249 for 2017-2021. With this downward trend, if Ohio see a decrease in the annual number of speed related fatalities, they could meet their future goals.			
C-7 Motorcyclist Fatalities	To decrease motorcyclist fatalities by 1.89 percent to 158 for the 2015 – 2019 5-year average.	166	30
CURRENT STATUS: In Process Ohio's motorcyclist fatality goal for the FFY 2020 HSP is 158 for the 2015-2019 5-year average. The preliminary 2015-2019 average shows a 3.36% increase from the previous 5-year average. Also, Ohio has seen an annual increase in the number of motorcyclist fatalities since 2018. This would indicate that Ohio is not on track to meet the 2020 HSP goal. Based on the linear forecast for the last 5 years of data (using the preliminary 2019 data), the projected 5-year motorcyclist fatality average is 168 for 2016-2020 and 171 for 2017-2021. With this upward trend, Ohio will need to continuously see a decrease in the annual number of motorcyclist fatalities in order to see a decrease in the 5-year rolling average.			
C-8 Un-helmeted Motorcyclist Fatalities	To decrease un-helmeted motorcyclist fatalities by 3.24 percent to 108 for the 2015 – 2019 5-year average.	115	22
CURRENT STATUS: In Process Ohio's un-helmeted motorcyclist fatality goal for the FFY 2020 HSP is 108 for the 2015-2019 5-year average. The preliminary 2015-2019 average shows a 4.54% increase from the previous 5-year average. Also, Ohio has seen an annual increase in the number of un-helmeted motorcyclist fatalities since 2018. This would indicate that Ohio is not on track to meet the 2020 HSP goal. Based on the linear forecast for the last 5 years of data (using the preliminary 2019 data), the projected 5-year un-helmeted motorcyclist fatality average is 115 for 2016-2020 and 116 for 2017-2021. With this slight upward trend, Ohio will need to continuously see a decrease in the annual number of motorcyclist fatalities in order to see a decrease in the 5-year rolling average.			
C-9 Drivers Age 20 or Younger Involved in Fatal Crashes	To decrease drivers age 20 or younger involved in fatal crashes by 2.84 percent to 141 for the 2015 – 2019 5-year average.	141	38
CURRENT STATUS: In Process Ohio's goal for drivers age 20 or younger involved fatal crashes for the FFY 2020 HSP is 141 for the 2015-2019 5-year average. The preliminary 2015-2019 average shows a 2.76% decrease from the previous 5-year average. Also, Ohio has seen an annual decrease in the number of drivers 20 or younger involved in fatal crashes since 2016. This would indicate that Ohio is on track to meet the 2020 HSP goal. Based on the linear forecast for the last 5 years of data (using the preliminary 2019 data), the projected 5-year average of drivers 20 or younger involved in a fatal crash is 142 for 2016-2020 and 141 for 2017-2021. This slight downward trend could be improved with the continued decrease in number of fatal crashes with a driver 20 or younger.			
C-10 Pedestrian Fatalities	To reduce pedestrian fatalities by 1.25 percent to 120 for the 2015 – 2019 5-year average.	129	51
CURRENT STATUS: In Process Ohio's pedestrian fatality goal for the FFY 2020 HSP is 120 for the 2015-2019 5-year average. The preliminary 2015-2019 average shows a 6.61% increase from the previous 5-year average. Ohio has seen an annual decrease in the number of pedestrian fatalities since 2017. This indicates that Ohio will not meet the 2020 HSP goal. Based on the linear forecast of the last 5 years of data (using preliminary 2019 data), the projected pedestrian fatality average is 135 for 2016-2020 and 142 for 2017-2021. However, if Ohio continues to see an annual downward trend in number of pedestrian fatalities, the trend of the 5-year rolling average will begin to decrease, showing that Ohio could meet future goals.			

C-11 Bicyclist Fatalities	To maintain bicyclist fatalities to 19 for the 2015 – 2019 5-year average.	21	2
CURRENT STATUS: In Process			
Ohio's bicyclist fatality goal for the FFY 2020 HSP is 19 for the 2015-2019 5-year average. The Preliminary 2015-2019 average shows a 10.52% increase from the previous 5-year average. Ohio has seen an annual increase in the number of bicyclist fatalities since 2016. This indicates that Ohio will not meet the 2020 HSP goal. Based on the linear forecast of the last 5 years of data (using preliminary 2019 data), the projected bicyclist fatality average is 21 for 2016-2020 and 22 for 2017-2020. Ohio will need to begin to see a decrease in the number of bicyclist fatalities in order to meet future goals.			
B-1 Observed Seat Belt Use	To increase statewide observed seat belt use of front outboard occupants in passenger vehicles 0.2 percentage points to 85.1 percent by December 31, 2020.	85.9	85.9
CURRENT STATUS: Met			
Ohio met this goal with an observed rate of 85.9 percent submitted in 2019. Ohio will be taking the survey waiver in 2020, maintaining the 85.9 percent.			
Distracted Driving Fatal Crashes	To decrease distracted driving fatal crashes 1.25 percent to 40 for the 2015 – 2019 5-year average.	41	11
CURRENT STATUS: In Process			
Ohio's distracted driving fatal crash goal for the FFY 2020 HSP is 40 for the 2015-2019 5-year average. The Preliminary 2015-2019 average shows a 2.5% increase from the previous 5-year average. Ohio has seen an annual decrease in the number of distracted driving fatal crashes since 2017. Based on this, Ohio will be close to meeting their goal but may fall short. Based on the linear forecast of the last 5 years of data (using preliminary 2019 data), the projected distracted driving fatal crash average is 48 for 2016-2020 and 53 for 2017-2020. With this upward trend in the 5-year rolling average, Ohio will need to continue to decrease the number of distracted driving fatal crashes in order to begin to see a downward trend.			
Distracted Driving Serious Injury Crashes	To decrease distracted driving serious injury crashes 1.25 percent to 393 for the 2015 – 2019 5-year average.	386	78
CURRENT STATUS: In Process			
Ohio's distracted driving serious injury crash goal for the FFY 2020 HSP is 393 for the 2015-2019 5-year average. The Preliminary 2015-2019 average shows a 3.02% decrease from the previous 5-year average. Ohio has seen a general decrease in the annual number of distracted driving fatal crashes since 2015. Based on this Ohio should be able to meet their goal for the 2020 HSP. Based on the linear forecast of the last 5 years of data (using preliminary 2019 data), the projected distracted driving serious injury crash average is 374 for 2016-2020 and 359 for 2017-2020. Ohio will need to continue to decrease the number of distracted driving serious injury crashes in order to continue to see a downward trend in the 5-year rolling average.			
Drugged Driving Fatal Crashes	To decrease drugged driving fatal crashes 1.25 percent to 363 for the 2015 – 2019 5-year average.	215	67
CURRENT STATUS: In Process			
Ohio's drugged driving fatal crash goal for the FFY 2020 HSP is 363 for the 2015-2019 5-year average. The Preliminary 2015-2019 average shows a 2.91% increase from the previous 5-year average. Ohio has seen an annual increase in the number of drugged driving fatal crashes since 2017. Based on this, Ohio will be meet their goal for the 2020 HSP. Based on the linear forecast of the last 5 years of data (using preliminary 2019 data), the projected drugged driving fatal crash average is 250 for 2016-2020 and 273 for 2017-2020. Given that Ohio has seen an increase in the annual number of drugged driving fatal crashes, there will need to be a continuous decrease in the number of drugged driving crashes in order to begin to see a downward trend in the data.			
Drugged Driving Serious Injury Crashes	To decrease drugged driving serious injury crashes 1.25 percent to 1,199 for the 2015 – 2019 5-year average.	250	117
CURRENT STATUS: In Process			
Ohio's drugged driving serious injury crash goal for the FFY 2020 HSP is 1199 for the 2015-2019 5-year average. The Preliminary 2015-2019 average shows a 28.2% decrease from the previous 5-year average. Ohio has seen an annual decrease in the number of drugged driving serious injury crashes since 2015. Based on this, Ohio will be able to meeting their goal for the 2020 HSP. Based on the linear forecast of the last 5 years of data (using preliminary 2019 data), the projected drugged driving serious injury crash average is 492 for 2016-2020 and 424 for 2017-2020. Ohio will need to continue decrease the number of drugged driving serious injury crashes in order to continue to meet future goals.			

Performance Plan

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2015 – 2019 average of 1,129 to a 2017 – 2021 average of 1,084 by 2021.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2015 – 2019 year average of 8,434 to a 2017 -2021 average of 8,101 by 2021.*
- C-3a) Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2015 – 2019 average of 0.97 to a 2017 – 2021 average of 0.93 by 2021.*
- C-3b) Reduce the rural fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 1.51 to a 2017 – 2021 average of 1.47 by 2021.
- C-3c) Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 0.72 to a 2017 – 2021 average of 0.70 by 2021.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 1.25 percent per year from the 2015 – 2019 average of 384 to a 2017 – 2021 average of 374 by 2021.
- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from the 2015 – 2019 average of 325 to a 2017 – 2021 average of 317 by 2021.
- C-6) Reduce speeding-related fatalities by 1.25 percent per year from the 2015 – 2019 average of 268 to a 2017 – 2021 average of 261 by 2021.
- C-7) Reduce motorcyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 166 to a 2017 – 2021 average of 162 by 2021.
- C-8) Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 115 to a 2017 – 2021 average of 112 by 2021.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 0.69 percent per year from the 2015 – 2019 average of 141 to a 2017 – 2021 average of 139 by 2021.
- C-10) Reduce pedestrian fatalities by 1.25 percent per year from the 2015 – 2019 average of 129 to a 2017 – 2021 average of 126 by 2021.
- C-11) Reduce bicyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 21 to a 2017 – 2021 average of 20 by 2021.
- Reduce distracted driving fatal crashes by 1.25 percent per year from the 2015 – 2019 average of 40 to a 2017 – 2021 average of 39 by 2021.
- Reduce distracted driving serious injury crashes by 1.25 percent per year from the 2015 – 2019 average of 398 to a 2017 – 2021 average of 388 by 2021.
- Reduce drugged driving fatal crashes by 1.25 percent per year from the 2015 – 2019 average of 368 to a 2017 – 2021 average of 359 by 2021.
- Reduce drugged driving serious injury crashes by 1.25 percent per year from the 2015 – 2019 average of 1,214 to a 2017 – 2021 average of 1,184 by 2021.
- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 0.09 percent to 86.0 percent by December 31, 2021.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Ohio Core Outcome Measures

CORE OUTCOME MEASURES			2015	2016	2017	2018	2019
C-1	Traffic Fatalities (FARS)	Annual	1,110	1,132	1,179	1,068	1,155
		5-Year Moving Average	1,049	1,072	1,083	1,099	1,128
Reduce traffic fatalities by 2.00 percent per year from the 2015 – 2019 average of 1,129 to a 2017 – 2021 average of 1,084 by 2021.							
C-2	Serious Injuries in Traffic Crashes (State Crash Data)	Annual	9,079	9,207	8,763	7,627	7,495
		5-Year Moving Average	9,306	9,216	9,013	8,692	8,434
Reduce serious traffic injuries by 2.00 percent per year from the 2015 – 2019 year average of 8,434 to a 2017 -2021 average of 8,101 by 2021.							
C-3a	Fatalities/VMT (FARS/FHWA)	Annual	0.98	0.95	0.99	0.93	1.00
		5-Year Moving Average	0.93	0.94	0.94	0.95	0.97
Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2015 – 2019 average of 0.97 to a 2017 – 2021 average of 0.93 by 2021.							
C-3b	Rural Fatalities/VMT (FARS/FHWA)	Annual	1.46	1.46	1.46	1.36	1.79
		5-Year Moving Average	1.62	1.54	1.50	1.47	1.51
Reduce the rural fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 1.51 to a 2017 – 2021 average of 1.47 by 2021.							
C-3c	Urban Fatalities/VMT (FARS/FHWA)	Annual	0.76	0.73	0.69	0.73	0.68
		5-Year Moving Average	0.62	0.67	0.69	0.72	0.72
Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 0.72 to a 2017 – 2021 average of 0.70 by 2021.							
C-4	Unrestrained Passenger Vehicle Occupant Fatalities (FARS)	Annual	385	352	376	333	474
		5-Year Moving Average	377	376	368	364	384
Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 1.25 percent per year from the 2015 – 2019 average of 384 to a 2017 – 2021 average of 374 by 2021.							
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	309	331	329	294	364
		5-Year Moving Average	315	319	307	313	325
Reduce alcohol impaired driving fatalities by 1.25 percent per year from the 2015 – 2019 average of 325 to a 2017 – 2021 average of 317 by 2021.							
C-6	Speeding-Related Fatalities (FARS)	Annual	207	257	252	290	334
		5-Year Moving Average	281	273	253	256	268
Reduce speeding-related fatalities by 1.25 percent per year from the 2015 – 2019 average of 268 to a 2017 – 2021 average of 261 by 2021.							
C-7	Motorcyclist Fatalities (FARS)	Annual	168	199	157	145	160
		5-Year Moving Average	153	159	158	161	166
Reduce motorcyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 166 to a 2017 – 2021 average of 162 by 2021.							

CORE OUTCOME MEASURES			2015	2016	2017	2018	2019
C-8	Un-helmeted Motorcyclist Fatalities (FARS)	Annual	112	145	109	95	115
		5-Year Moving Average	107	112	109	110	115
Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 115 to a 2017 – 2021 average of 112 by 2021.							
C-9	Drivers Age 20 or Younger involved in Fatal Crashes (FARS)	Annual	153	156	151	127	118
		5-Year Moving Average	145	144	144	145	141
Reduce drivers age 20 or younger involved in fatal crashes by 0.69 percent per year from the 2015 – 2019 average of 141 to a 2017 – 2021 average of 139 by 2021.							
C-10	Pedestrian Fatalities (FARS)	Annual	116	134	142	127	128
		5-Year Moving Average	101	107	113	121	129
Reduce pedestrian fatalities by 1.25 percent per year from the 2015 – 2019 average of 129 to a 2017 – 2021 average of 126 by 2021.							
C-11	Bicyclist Fatalities (FARS)	Annual	25	18	19	22	23
		5-Year Moving Average	18	18	18	19	21
Reduce bicyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 21 to a 2017 – 2021 average of 20 by 2021.							

MINIMUM BEHAVIOR MEASURES			2015	2016	2017	2018	2019
B-1	Seat Belt Use Rate (Observed Seat Belt Use Survey)		83.9	83.8	82.8	84.9	85.9
	Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 0.09 percent to 86.0 percent by December 31, 2021.						

ACTIVITY PERFORMANCE MEASURES		2015	2016	2017	2018	2019
A-1	Number of seat belt citations (Ohio GRANTS)	43,663	54,430	56,950	53,383	38,559
A-2	Number of impaired driving arrests (Ohio GRANTS)	8,315	9,342	7,908	8,596	7,081
A-3	Number of speeding citations issued (Ohio GRANTS)	154,880	153,633	142,486	141,842	128,343

OHIO VEHICLE MILES OF TRAVEL	
2015	117,828,869,300 (Ohio Department of Transportation)
2016	118,505,816,550 (Ohio Department of Transportation)
2017	119,266,845,200 (Ohio Department of Transportation)
2018	112,860,387,100 (Ohio Department of Transportation)
2019	114,694,000,000 (Ohio Department of Transportation)

Communications (Media)

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary state numbers, the number of traffic fatalities has increased 4.05 percent over the five-year period (2015 - 2019). The five-year average has increased 7.53 percent since the 2011 – 2015 average. The number of serious injuries has decreased 17.45 percent over the five-year period (2015 - 2019). The five-year moving average has decreased 9.38 percent since the 2011 - 2015 average.

Analysis

Fatalities increased 8.15 percent from 1,068 in 2018 to 1,155 in 2019. Ohio began new efforts in FFY2019 and FFY2020 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 17.45 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach these segments of Ohio's roadways.

Impaired Driving

Problem

Using preliminary state numbers, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has increased 8.09 percent over the five-year period (2015 - 2019). The five-year moving average has increased 3.17 percent since the 2011 - 2015 average. The number of drugged driving fatal crashes has increased 173.33 percent over the five-year period (2015 - 2019). The five-year moving average has increased 74.80 percent since the 2011 - 2015 average. The number of drugged driving serious injury crashes has decreased 22.56 percent over the five-year period (2015 - 2019). The five-year moving average has decreased 36.17 percent since the 2011 - 2015 average.

Analysis

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, Ohio continues to focus efforts toward impaired driving. Ohio is increasing its focus on drug impaired driving. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach identified target audiences.

Occupant Protection

Problem

In 2019, Ohio reached an 85.9 percent observed seat belt use rate – a 1.18 percent increase from 84.9 percent in 2018. Using preliminary state numbers, the number of unrestrained fatalities has increased 23.12 percent over the five-year period (2015 - 2019). The five-year average has increased 1.86 percent since the 2011 - 2015 average.

Analysis

Ohio's observed seat belt usage rate increased from 84.9 percent in 2018 to 85.9 percent in 2019. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Motorcycle Safety

Problem

Using preliminary state numbers, the number of motorcycle fatalities has decreased 4.76 percent over the five-year period (2015 - 2019). The five-year average has increased 8.50 percent since the 2011 - 2015 average. Using preliminary state numbers, the number of un-helmeted motorcycle fatalities has increased 2.68 percent over the five-year period (2015 - 2019). The five-year average has increased 7.48 percent since the 2011 - 2015 average.

Analysis

The number of motorcycle fatalities has increased 4.76 percent over the last five years. The number of un-helmeted motorcycle fatalities has increased 2.68 percent over the last five years. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to focus its efforts to reduce motorcyclist fatalities, increase helmet use, and increase driver awareness of motorcyclists on the roadway.

Youthful Driver

Problem

Using preliminary state numbers, the number of young drivers (20 or younger) involved in fatal crashes has decreased 22.88 percent over the five-year period (2015 - 2019). The five-year average has decreased 2.76 percent since the 2011 - 2015 average.

Analysis

Ohio has reduced the number of drivers aged 20 or younger involved in fatal crashes over the last five years and the five-year average remains fairly consistent (between 141 and 145). Ohio will continue to focus efforts towards this age group with an emphasis on speed, impaired driving and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of youthful drivers involved in fatal crashes.

Distracted Driving

Problem

The number of distracted driving fatal crashes has increased 5.13 percent over the five-year period (2015 - 2019). The five-year average has increased 51.85 percent since the 2011 - 2015 average. The number of distracted driving serious injury crashes has increased 10.34 percent over the five-year period (2015 - 2019). The five-year average has increased 27.72 percent since the 2011 - 2015 average.

Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants and the statewide distracted driving grant. In FFY2021, Ohio will continue with projects that place an emphasis on youthful driver, including distracted driving.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2015 – 2019 average of 1,129 to a 2017 – 2021 average of 1,084 by 2021.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2015 – 2019 year average of 8,434 to a 2017 -2021 average of 8,101 by 2021.*
- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 1.25 percent per year from the 2015 – 2019 average of 384 to a 2017 – 2021 average of 374 by 2021.
- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from the 2015 – 2019 average of 325 to a 2017 – 2021 average of 317 by 2021.
- C-7) Reduce motorcyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 166 to a 2017 – 2021 average of 162 by 2021.
- C-8) Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 115 to a 2017 – 2021 average of 112 by 2021.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 0.69 percent per year from the 2015 – 2019 average of 141 to a 2017 – 2021 average of 139 by 2021.
- Reduce distracted driving fatal crashes by 1.25 percent per year from the 2015 – 2019 average of 40 to a 2017 – 2021 average of 39 by 2021.
- Reduce distracted driving serious injury crashes by 1.25 percent per year from the 2015 – 2019 average of 398 to a 2017 – 2021 average of 388 by 2021.
- Reduce drugged driving fatal crashes by 1.25 percent per year from the 2015 – 2019 average of 368 to a 2017 – 2021 average of 359 by 2021.
- Reduce drugged driving serious injury crashes by 1.25 percent per year from the 2015 – 2019 average of 1,214 to a 2017 – 2021 average of 1,184 by 2021.
- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 0.09 percent to 86.0 percent by December 31, 2021.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategy

Mass Media Campaign

Project Safety Impacts / Linkage Between Program Area

Paid media is an important component of Ohio's communication and outreach strategies to inform the public about the dangers of: impaired driving (alcohol and/or drugged), speed, and distracted driving and the importance of: wearing a seat belt, being aware of motorcyclists and riding a motorcycle safely. The goal of the paid media plan is to decrease the number of: impaired driving (alcohol and/or drugged) fatalities, speed-related fatalities, distract driving fatalities, un-restrained fatalities, motorcyclist fatalities, and youthful driver related fatalities. The media objective is to increase awareness of highly visible law enforcement with both local and national media exposure.

In 2021, media will be heavily directed toward the appropriate target audience for each message. Media tactics will include a combination of television, radio, social and print media that will be used to maximize the amount of resources for each media campaign. Bonus inventory will be required by each station. Regional radio will be negotiated in counties receiving less significant impact from the larger cities. Additional cost efficiency and greater message reach are available in many of the smaller regions by employing spot radio as part of this plan. Funds are allocated to each media campaign (listed below under Planned

Activities) based on problem identification, with the majority of the funding allocated to impaired driving and seat belt campaigns. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding.

Rationale

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Ninth Edition, 2017

- Chapter 1. Alcohol and Drug Impaired Driving
 - 5. Prevention, Intervention, Communications and Outreach
 - 5.2 Mass Media Campaigns
- Chapter 2. Seat Belts and Child Restraints
 - 3. Communications and Outreach
 - 3.1 Supporting Enforcement
 - 3.2 Strategies for Low-Belt-Use Groups
 - 6. Communications and Outreach
 - 6.1 Strategies for Older Children
- Chapter 4. Distracted and Drowsy Driving
 - 2. Communications and Outreach
 - 2.2 Communications and Outreach on Distracted Driving
- Chapter 5. Motorcycle Safety
 - 2. Alcohol Impairment
 - 2.2 Alcohol-Impaired Motorcyclists: Communications and Outreach
 - 4. Communications and Outreach
 - 4.1 Communications and Outreach: Conspicuity and Protective Clothing
 - 4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists

Planned Activities

Earned Media Plan

Ohio's earned media plan will span the entire federal fiscal year with the heaviest emphasis during national mobilizations / crackdowns. Ohio uses many different networks to ensure earned media is achieved statewide (e.g., law enforcement, Safe Communities, corporate partners, etc.). Messaging will be consistent with the National Highway Traffic Safety Administration (NHTSA) National Communications Plan and will consist 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 news releases, a letter to the editor, fact sheets, newsletter articles and artwork. Toolkit contents will be consistent with NHTSA Messaging (trafficsafetymarketing.gov).

- Broadcast e-mails to all safety partners directing them to the 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.
- ODPS will continue to partner with other state agencies to issue joint press releases and assist with media exposure.

Ohio’s earned media includes the following: impaired driving (alcohol and/or drugged), seat belts, speed, distracted driving, motorcyclist safety, awareness of motorcycles, and overall traffic safety messaging. The earned media plan reinforces the paid media plan for each of these program areas. Paid and earned media are based on Ohio's problem identification.

Project Number: M6OT-2021-00-00-01

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

Description:

Paid media is an important component of Ohio’s communication and outreach strategies to inform the public of the dangers of impaired driving (alcohol and/or drugged). The goal of the paid media plan for the December / January crackdown is to decrease the number of impaired drivers and alcohol related fatalities. The media objective is to increase awareness of highly visible law enforcement with both local and national media exposure.

The target audience is defined as anyone who drives impaired or is likely to drive impaired on Ohio’s roadways. In 2021, media will be heavily directed toward a younger male audience. Once again, the primary media target will be 18 – 34 year old males; however, other demographic audiences might be targeted based on Ohio’s current crash data.

Media tactics will include a combination of television, radio, social and print media that will be used to maximize the amount of resources for the Holiday Drive Sober or Get Pulled Over paid media plan. Bonus inventory will be required by each station. Regional radio will be negotiated in counties receiving less significant impact from the larger cities. Additional cost efficiency and greater message reach are available in many of the smaller regions by employing spot radio as part of this plan.

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d	405d Impaired Driving Low (FAST)	\$200,000	\$0	\$0

Project Number: M6OT-2021-00-00-02

Project Title: Drive Sober or Get Pulled Over Paid Media

Description:

Paid media is an important component of Ohio’s communication and outreach strategies to inform the public of the dangers of impaired driving (alcohol and/or drugged). The national Drive Sober or Get Pulled Over alcohol crackdown around the Labor Day holiday combines highly visible law enforcement with both local and national media exposure. Advertising during the crackdown highlights that law enforcement will be strictly enforcing impaired driving (alcohol and/or drugged) laws during the crackdown period. Law enforcement agencies across the state will be encouraged to participate in the 2021 crackdown.

The goal of the paid media plan for the 2021 alcohol crackdown is to decrease the number of impaired drivers and alcohol related fatalities. The media objective is to increase awareness of highly visible enforcement with both local and national media exposure.

The target audience is defined as anyone who drives impaired or is likely to drive impaired on Ohio’s roadways. In 2021, media will be heavily directed toward a younger male audience. Once again, the primary media target will be 18 – 34 year old males; however, other demographic audiences might be targeted based on Ohio’s current crash data. Media will also be directed toward Ohio’s multicultural communities.

Media tactics will include a combination of television, radio, social and print media that will be used to maximize the amount of resources for the Drive Sober or Get Pulled Over alcohol paid media plan. Bonus inventory will be required by each station. Regional radio will be negotiated in counties receiving less significant impact from the larger cities. Additional cost-efficiency and greater message reach are available in many of the smaller regions by employing spot radio as a part of this plan.

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	405d Impaired Driving Low (FAST)	\$300,000	\$0	\$0

Project Number: M6OT-2021-00-00-03

Project Title: Sustained Impaired Driving Paid Media

Description:

Paid media is an important component of Ohio’s communication and outreach strategies to inform the public of the dangers of impaired driving (alcohol and/or drugged). In FFY2021, Ohio will continue to model the NHTSA National Communications 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 will be to sustain impaired driving (alcohol and/or drugged) 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 secondary messages like *Fans Don't Let Fans Drive Drunk* and *Buzzed Driving is Drunk Driving* provides an opportunity to extend the core safety messages. Embracing social-norming messages allows us to look for marketing alliances with businesses and organizations already branded and important to our target audiences.

An emphasis is being placed on working with media partners who not only reach our target audience, but also embrace traffic safety messages and are 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 opportunities that will help reach specific segments of our targeted audience. Media will also be directed toward Ohio's multicultural communities.

Media tactics will include a combination of television, radio, social and print media that will be used to maximize the amount of resources for the sustained impaired paid media plan.

Ohio runs impaired driving messages during home games throughout the season with the following sports teams in Ohio to target this high-risk population: Cincinnati Bengals, Cincinnati Reds, Cleveland Browns, Cleveland Cavaliers, Cleveland Indians, Columbus Crew, Columbus Clippers, Toledo Mudhens, and The Ohio State University. These partners generally include television, radio, interior and exterior signage. The broadcast coverage for the Major League Baseball teams includes a broad network of stations in the region beyond just the metro market that it primarily serves. The sustained alcohol paid media plan will complement the NHTSA National Communications Plan and the NHTSA Marketing Calendar, which prioritizes NHTSA special events and messaging opportunities throughout the year.

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d	405d Impaired Driving Low (FAST)	\$500,000	\$0	\$0

Project Number: M2X-2021-00-00-01

Project Title: Holiday Click It or Ticket Paid Media

Description:

Ohio will participate in the national seat belt mobilization model in November 2020. Campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation.

The target audience is defined as anyone who drives or rides in a motor vehicle within Ohio. According to the ODPS 2019 Observational Survey of Safety Belt Use, younger

drivers/passengers (ages 15 ½ - 25) and males are less likely to use seat belts. During November 2020, a heavy emphasis of paid media will be directed toward younger males with the primary media target being 18 - 34 year olds. A secondary emphasis will continue to be male urban audiences, rural and pick-up truck drivers.

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

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b	405b OP Low (FAST)	\$200,000	\$0	\$0

Project Number: M2X-2021-00-00-02

Project Title: Click It or Ticket Paid Media

Description:

Ohio will continue to implement and expand the national seat belt mobilization model around the Memorial Day holiday in FFY2021. Campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation.

A higher frequency of messaging directed at low usage populations helps increase awareness and equates to a higher overall compliance rate for belt use. New media partnerships and earned media will help expand the campaign’s message into the low usage populations. In FFY2021, TV and radio spots will continue to be concentrated and aired on stations most likely to reach Ohio’s targeted demographic. Media will also be directed toward Ohio’s multicultural communities. Additionally, social media and a limited amount of targeted outdoor and print media will be used during this effort.

The target audience is defined as anyone who drives or rides in a motor vehicle within the State of Ohio. According to the ODPS 2019 Observational Survey of Safety Belt Use, younger drivers/passengers (ages 15 ½ - 25) and males are less likely to use seat belts. Throughout FFY2021, a heavy emphasis of paid media will be directed toward younger males with the primary media target being 18 - 34 year olds. A secondary emphasis will continue to be male urban audiences, rural and pick-up truck drivers.

Media tactics will include a combination of television, radio, social and print media that will be used to maximize the amount of resources for the Click It or Ticket paid media plan. Bonus inventory will be required by each station. Regional radio will be negotiated in counties receiving less significant impact from the larger cities. Additional cost-efficiency and greater

message reach are available in many of the smaller regions by also employing a statewide radio network in part for this effort.

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b	405b OP Low (FAST)	\$300,000	\$0	\$0

Project Number: M2X-2021-00-00-03

Project Title: Sustained Belt Paid Media

Description:

In FFY2021, Ohio will continue to model the NHTSA National Communications 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 will be to sustain the message throughout the year and to hit the highest peak during the national mobilization. Throughout the year, using secondary messages like *Buckle Up in your Truck - What's Holding You Back?* provides an opportunity to extend the core safety messages. Embracing social-norming messages allows the OTSO to look for marketing alliances with businesses and organizations 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 helps to avoid these conflicts and provides OTSO with more opportunities to keep our messages in front of the public and target audiences.

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

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

High Risk Populations

Teens

Ohio is working to target rural teen seat belt usage. Huddle High Schools, Inc. distributes tickets for regular season events (sports, plays, etc.) for high schools throughout Ohio. Last year, OTSO co-sponsored ticket backs with a *What's Holding You Back? Buckle-Up in Your Truck* seat belt message during the school year to directly target this audience.

Rural

Ohio is working to target rural seat belt usage. Through Huddle, high school sport tickets are printed with the *Buckle-Up in Your Truck – What’s Holding You Back?* message in rural areas. Currently, 25 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 has been identified throughout the State of Ohio as a low-usage population. Qualitative research information has generally identified the younger males (16 - 24 years) within this demographic as the most “high risk” drivers and passengers. These males are also less likely to use seat belts if they travel in pick-up trucks, consume alcohol, or ride at night and/or are African American. Ohio runs seat belt messages during home games throughout the season with the following sports teams in Ohio to target this high-risk population: Cincinnati Bengals, Cincinnati Reds, Cleveland Browns, Cleveland Cavaliers, Cleveland Indians, Columbus Clippers, Toledo Mudhens, Columbus Crew and The Ohio State University. These partners generally include television, radio, interior and exterior signage. The broadcast coverage for the Major League Baseball teams includes a broad network of stations in the region beyond just the metro market that it primarily serves.

The sustained belt paid media plan will complement the NHTSA National Communications Plan and the NHTSA Marketing Calendar, which prioritizes NHTSA special events and messaging opportunities throughout the year.

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b	405b OP Low (FAST)	\$500,000	\$0	\$0

Project Number: PM-2021-00-00-01

Project Title: Motorcycle Safety Paid Media

Description:

Ohio’s messaging contains messages to the motorcyclist about riding “SMART” (Sober, Motorcycle endorsed, Alert, with the Right gear, and properly Trained). Ohio’s motorcycle paid media plan will complement the NHTSA National Communications Plan for motorcycle safety. Messaging will be sustained throughout the riding season. Media tactics will include print materials.

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 PM	Paid Advertising (FAST)	\$100,000	\$0	\$0

Project Number: M9MA-2021-00-00-01**Project Title:** Motorcycle Awareness Paid Media**Description:**

Ohio’s messaging contains messages to the motoring public about sharing the road with motorcyclists. Ohio’s motorcycle paid media plan will complement the NHTSA National Communications Plan for motorcycle safety. Messaging will be sustained throughout the riding season. Media tactics will include outdoor advertising.

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405f	405f Motorcyclist Awareness (FAST)	\$100,000	\$0	\$0

Project Number: PM-2021-00-00-02**Project Title:** Sustained Distracted Driving Paid Media**Description:**

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

Ohio is working to target teen distracted driving. Huddle High Schools, Inc. distributes tickets for regular season events (sports, plays, etc.) for high schools throughout Ohio. Last year, OTSO co-sponsored ticket backs with a *Don’t Txt and Drive* message during the school year to directly target this audience.

Media tactics will include a combination of social and print media that will be used to maximize the amount of resources for the sustained distracted driving paid media plan. The sustained distracted driving paid media plan will complement the NHTSA National Communications Plan and the NHTSA Marketing Calendar, which prioritizes NHTSA special events and messaging opportunities throughout the year.

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 PM	Paid Advertising (FAST)	\$500,000	\$0	\$0

Project Number: PM-2021-00-00-03**Project Title:** Youthful Driver Paid Media**Description:**

An emphasis is being placed on working with media partners who not only reach all the driving population, but also embrace traffic safety messages and are willing to go above and beyond the traditional media buy to provide additional bonus spots, public service announcements with high profile talent, and integrating traffic safety messaging into social media campaigns, live reads during events, on ground events, and other innovative and unique opportunities that will help reach specific segments of our targeted audience.

Ohio is working to target all youthful driver traffic safety behaviors to encourage young drivers to wear seat belts, not drive impaired or distracted, not speed, and other unsafe driving practices identified through problem identification. Media tactics will include a combination of social and print media that will be used to maximize the amount of resources for the youthful driver paid media plan. The youthful driver paid media plan will complement the NHTSA National Communications Plan and the NHTSA Marketing Calendar, which prioritizes NHTSA special events and messaging opportunities throughout the year.

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 PM	Paid Advertising (FAST)	\$500,000	\$0	\$0

Project Number: PM-2021-00-00-04**Project Title:** Campaign Creative/Design**Description:**

In addition to media placement the ODPS media buyer's contract has been expanded to allow for creative and design work to better assist OTSO in the promotion of campaigns and activities related to traffic safety. Materials will be consistent with NHTSA Messaging.

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 PM	Paid Advertising (FAST)	\$300,000	\$0	\$0

Communications (Media): Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 PM – Paid Advertising (FAST)						
PM-2021-00-00-01	Motorcycle Safety Paid Media	2020	\$100,000	\$0	\$0	\$0
PM-2021-00-00-02	Distracted Driving Paid Media	2020	\$500,000	\$0	\$0	\$0
PM-2021-00-00-03	Youthful Driver Paid Media	2020	\$500,000	\$0	\$0	\$0
PM-2021-00-00-04	Campaign Creative/Design	2020	\$300,000	\$0	\$0	\$0
FAST Act 402 PM Total			\$1,400,000	\$0	\$0	\$0
FAST Act 405b OP Low						
M2X-2021-00-00-01	Holiday Click It or Ticket Paid Media	2020	\$200,000	\$0	\$0	\$0
M2X-2021-00-00-02	Click It or Ticket Paid Media	2020	\$300,000	\$0	\$0	\$0
M2X-2021-00-00-03	Sustained Belt Paid Media	2020	\$500,000	\$0	\$0	\$0
Fast Act 405b OP Low Total			\$1,000,000	\$0	\$0	\$0
FAST Act 405d Impaired Driving Low						
M6OT-2021-00-00-01	Holiday Drive Sober or Get Pulled Over Paid	2020	\$200,000	\$0	\$0	\$0
M6OT-2021-00-00-02	Drive Sober or Get Pulled Over Paid Media	2021	\$300,000	\$0	\$0	\$0
M6OT-2021-00-00-03	Sustained Impaired Driving Paid Media	2020	\$500,000	\$0	\$0	\$0
Fast Act 405d Impaired Driving Low			\$1,000,000	\$0	\$0	\$0
FAST Act 405f Motorcycle Programs						
M9MA-2021-00-00-01	Motorcycle Awareness Paid Media	2020	\$100,000	\$0	\$0	\$0
FAST Act 405f Motorcycle Programs			\$100,000	\$0	\$0	\$0
Total Funding Communications (Media) Program Area			\$3,500,000	\$0	\$0	\$0

Community Traffic Safety Program

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary state numbers, the number of traffic fatalities has increased 4.05 percent over the five-year period (2015 - 2019). The five-year average has increased 7.53 percent since the 2011 – 2015 average. The number of serious injuries has decreased 17.45 percent over the five-year period (2015 - 2019). The five-year moving average has decreased 9.38 percent since the 2011 - 2015 average.

Analysis

Fatalities increased 8.15 percent from 1,068 in 2018 to 1,155 in 2019. Ohio began new efforts in FFY2019 and FFY2020 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 17.45 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach these segments of Ohio's roadways.

Impaired Driving

Problem

Using preliminary state numbers, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has increased 8.09 percent over the five-year period (2015 - 2019). The five-year moving average has increased 3.17 percent since the 2011 - 2015 average. The number of drugged driving fatal crashes has increased 173.33 percent over the five-year period (2015 - 2019). The five-year moving average has increased 74.80 percent since the 2011 - 2015 average. The number of drugged driving serious injury crashes has decreased 22.56 percent over the five-year period (2015 - 2019). The five-year moving average has decreased 36.17 percent since the 2011 - 2015 average.

Analysis

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, Ohio continues to focus efforts toward impaired driving. Ohio is increasing its focus on drug impaired driving. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach identified target audiences.

Occupant Protection

Problem

In 2019, Ohio reached an 85.9 percent observed seat belt use rate – a 1.18 percent increase from 84.9 percent in 2018. Using preliminary state numbers, the number of unrestrained fatalities has increased 23.12 percent over the five-year period (2015 - 2019). The five-year average has increased 1.86 percent since the 2011 - 2015 average.

Analysis

Ohio's observed seat belt usage rate increased from 84.9 percent in 2018 to 85.9 percent in 2019. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Speed

Problem

Using preliminary state numbers, the number of speed related fatalities has increased 61.35 percent over the five-year period (2015 - 2019). The five-year average has decreased 4.63 percent since the 2011 - 2015 average.

Analysis

Speed-related fatal crashes increased 61.35 percent from 2015 to 2019. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) based on problem identification.

Motorcycle Safety

Problem

Using preliminary state numbers, the number of motorcycle fatalities has decreased 4.76 percent over the five-year period (2015 - 2019). The five-year average has increased 8.50 percent since the 2011 - 2015 average. Using preliminary state numbers, the number of un-helmeted motorcycle fatalities has increased 2.68 percent over the five-year period (2015 - 2019). The five-year average has increased 7.48 percent since the 2011 - 2015 average.

Analysis

The number of motorcycle fatalities has increased 4.76 percent over the last five years. The number of un-helmeted motorcycle fatalities has increased 2.68 percent over the last five years. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to focus its efforts to reduce motorcyclist fatalities, increase helmet use, and increase driver awareness of motorcyclists on the roadway.

Youthful Driver

Problem

Using preliminary state numbers, the number of young drivers (20 or younger) involved in fatal crashes has decreased 22.88 percent over the five-year period (2015 - 2019). The five-year average has decreased 2.76 percent since the 2011 - 2015 average.

Analysis

Ohio has reduced the number of drivers aged 20 or younger involved in fatal crashes over the last five years and the five-year average remains fairly consistent (between 141 and 145). Ohio will continue to focus efforts towards this age group with an emphasis on speed, impaired driving and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of youthful drivers involved in fatal crashes.

Distracted Driving

Problem

The number of distracted driving fatal crashes has increased 5.13 percent over the five-year period (2015 - 2019). The five-year average has increased 51.85 percent since the 2011 -

2015 average. The number of distracted driving serious injury crashes has increased 10.34 percent over the five-year period (2015 - 2019). The five-year average has increased 27.72 percent since the 2011 – 2015 average.

Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants and the statewide distracted driving grant. In FFY2021, Ohio will continue with projects that place an emphasis on youthful driver, including distracted driving.

Pedestrian Safety

Problem

Using preliminary state numbers, the number of pedestrian fatalities has increased 10.34 percent over the five-year period (2015 - 2019). The five-year average has increased 27.72 percent since the 2011 – 2015 average.

Analysis

Pedestrian fatalities continue to increase in Ohio. Looking at the statewide pedestrian statistics, pedestrian fatalities are isolated to certain locations (urban areas). Ohio will continue to fund local projects (Safe Communities) that have pedestrian fatality problems based on local problem identification. Ohio continues to address pedestrian issues through the SHSP.

Bicycle Safety

Problem

Using preliminary state numbers, the number of bicycle fatalities has decreased 8.00 percent over the five-year period (2015 - 2019). The five-year average has increased 16.67 percent since the 2011 - 2015 average.

Analysis

Ohio's bicycle fatalities have fluctuated between 2015 and 2019. Looking at the statistics statewide, the bicycle problem appears to be mainly among adults, in urban areas. However, since bicycle fatalities only account for approximately two percent of all fatalities, Ohio will fund local projects if warranted based on problem identification and continue to work on bicycle issues through the SHSP.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2015 – 2019 average of 1,129 to a 2017 – 2021 average of 1,084 by 2021.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2015 – 2019 year average of 8,434 to a 2017 -2021 average of 8,101 by 2021.*
- C-3a) Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2015 – 2019 average of 0.97 to a 2017 – 2021 average of 0.93 by 2021.*
- C-3b) Reduce the rural fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 1.51 to a 2017 – 2021 average of 1.47 by 2021.
- C-3c) Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 0.72 to a 2017 – 2021 average of 0.70 by 2021.

- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 1.25 percent per year from the 2015 – 2019 average of 384 to a 2017 – 2021 average of 374 by 2021.
- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from the 2015 – 2019 average of 325 to a 2017 – 2021 average of 317 by 2021.
- C-6) Reduce speeding-related fatalities by 1.25 percent per year from the 2015 – 2019 average of 268 to a 2017 – 2021 average of 261 by 2021.
- C-7) Reduce motorcyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 166 to a 2017 – 2021 average of 162 by 2021.
- C-8) Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 115 to a 2017 – 2021 average of 112 by 2021.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 0.69 percent per year from the 2015 – 2019 average of 141 to a 2017 – 2021 average of 139 by 2021.
- C-10) Reduce pedestrian fatalities by 1.25 percent per year from the 2015 – 2019 average of 129 to a 2017 – 2021 average of 126 by 2021.
- C-11) Reduce bicyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 21 to a 2017 – 2021 average of 20 by 2021.
- Reduce distracted driving fatal crashes by 1.25 percent per year from the 2015 – 2019 average of 40 to a 2017 – 2021 average of 39 by 2021.
- Reduce distracted driving serious injury crashes by 1.25 percent per year from the 2015 – 2019 average of 398 to a 2017 – 2021 average of 388 by 2021.
- Reduce drugged driving fatal crashes by 1.25 percent per year from the 2015 – 2019 average of 368 to a 2017 – 2021 average of 359 by 2021.
- Reduce drugged driving serious injury crashes by 1.25 percent per year from the 2015 – 2019 average of 1,214 to a 2017 – 2021 average of 1,184 by 2021.
- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 0.09 percent to 86.0 percent by December 31, 2021.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategy

Communications and Outreach

Project Safety Impacts / Linkage Between Program Area

For FFY2021, 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 2017, 2018 and 2019. New programs had to have a minimum of a three-year average of 6.17 fatal crashes to be eligible for funding. For FFY2021, Ohio will fund 45 countywide Safe Communities programs which will involve almost 1,300 communities. These counties reach 83.01 percent of Ohio's population. Almost 76 percent of the fatal crashes between 2015 and 2019 occurred in these counties. These coordinated communities will play an active role in addressing traffic safety issues. Each program must include strategies focusing on seat belt use, impaired driving (alcohol and/or drugged) and motorcycle safety. Additional strategies are included based on county problem identification. Ohio's Safe Communities network uses local coalitions to deliver traffic safety messages and programs throughout the year at the local level. Safe Communities provides the education/earned media portion of our enforcement campaigns while our law enforcement agencies, including the Ohio State Highway Patrol, conduct the enforcement portion. Amount of funding allocated

to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding.

Rationale

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Ninth Edition, 2017

- Chapter 1. Alcohol and Drug Impaired Driving
 - 5. Prevention, Intervention, Communications and Outreach
 - 5.2 Mass Media Campaigns
- Chapter 2. Seat Belts and Child Restraints
 - 3. Communications and Outreach
 - 3.1 Supporting Enforcement
 - 3.2 Strategies for Low-Belt-Use Groups
 - 6. Communications and Outreach
 - 6.1 Communications and Outreach Strategies for Older Children
- Chapter 3. Speeding and Speed Management
 - 4. Communications and Outreach
 - Communications and Outreach Supporting Enforcement
- Chapter 4. Distracted and Drowsy Driving
 - 2. Communications and Outreach
 - 2.2 Communications and Outreach on Distracted Driving
- Chapter 5. Motorcycle Safety
 - 2. Alcohol Impairment
 - 2.2 Alcohol-Impaired Motorcyclists: Communications and Outreach
 - 4. Communications and Outreach
 - 4.1 Communications and Outreach: Conspicuity and Protective Clothing
 - 4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists
- Chapter 7. Older Drivers
 - 1. Communications and Outreach
 - 1.1 Formal Courses for Older Drivers
 - General Communications and Education
- Chapter 8. Pedestrians
 - 3. Impaired Pedestrians
 - 3.1 Impaired Pedestrians: Communications and Outreach

Planned Activities

Project Number: SA-2021-00-00-01

Project Title: Safe Communities

Description:

For FFY2021, 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 2017, 2018 and 2019. New programs had to have a minimum of a three-year average of 6.17 fatal crashes to be eligible for funding. For FFY2021, Ohio will fund 45 countywide Safe Communities programs which will involve almost 1,300 communities. These counties reach 83.01 percent of Ohio's population. Almost 76 percent of the fatal crashes between 2015 and 2019 occurred in these counties.

These coordinated communities will play an active role in addressing traffic safety issues. Each program must include strategies focusing on seat belt use, impaired driving (alcohol and impaired), and motorcycle safety. Ohio's Safe Communities network uses local coalitions to deliver traffic safety messages and programs throughout the year at the local level. Safe Communities provides the education/earned media portion of our enforcement campaigns while our law enforcement agencies, including the Ohio State Highway Patrol, conduct the enforcement portion.

Safe Communities are multi-jurisdictional programs with many different agencies and organizations within the county making up the coalitions. Traffic safety will be 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 have a vested interest in traffic safety.

All Safe Community sub-recipients are required to attend scheduled OTSO/Sub-recipient meetings. Items discussed at the meetings include re-caps of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meetings to ensure all activities are highly visible and are based on problem identification.

Each Safe Communities program can direct programming based on local problem identification. Butler County, Franklin County, and Hamilton County have proposed pedestrian activities in their grants to address their pedestrian issues. These counties had 184 pedestrian fatalities and 921 pedestrian serious injuries between 2015 and 2019. These fatalities are 27.88 percent of the statewide pedestrian fatalities and 35.56 percent of statewide pedestrian serious injuries in those years.

The University of Cincinnati has an approved Indirect Cost Rate of 30.00 percent. The Indirect Cost Rate amount is \$9,692.30.

Intended Sub-recipients:

Agency	County	Population	Agency	County	Population
Lima-Allen Co. Reg. Planning Comm.	Allen	106,331	Educational Svc. Ctr. of Lake Erie West	Lucas	441,815
Ashland Area Economic Dev. Fund	Ashland	53,139	Madison County Public Health	Madison	43,435
UH Geneva Medical Center	Ashtabula	101,497	National Safety Council Ohio Chapter	Mahoning	238,823
Safety Council of Southwestern Ohio	Butler	368,130	Medina Co. Health Dept.	Medina	172,332
Clark Co. Combined Health	Clark	138,333	Miami Co. Health District	Miami	102,506
University of Cincinnati	Clermont	197,363	Miami Valley Hos. – Injury Prev. Ctr.	Montgomery	535,153
Univ. Hospitals Cleveland Med. Ctr.	Cuyahoga	1,280,122	Perry County EMA	Perry	36,058
Defiance Co. General Health District	Defiance	39,037	Pike Co. General Health District	Pike	28,709
Delaware General Health District	Delaware	174,214	Portage Co. Health Dept.	Portage	161,419
Erie Co. Health Dept.	Erie	77,079	Miami Valley Hos. – Injury Prev. Ctr.	Preble	42,270
Fairfield Co. Family, Adult & Children First Council	Fairfield	146,156	Adena Health System	Ross	78,064
Columbus Health Dept.	Franklin	1,163,414	Sandusky County Public Health	Sandusky	60,944
Fulton Co. Health Dept.	Fulton	42,698	Stark Co. Sheriff's Office	Stark	375,586
Geauga Public Health	Geauga	93,389	Summit Co. Sheriff's Office	Summit	541,781
Greene Co. Combined Health District	Greene	161,573	Fowler Twp. Police Dept.	Trumbull	210,312
Bethesda North Hospital	Hamilton	802,374	Tuscarawas Co. Health Dept.	Tuscarawas	92,582
Hancock Public Health	Hancock	74,782	Union Co. Health District	Union	52,300
Henry County Health Department	Henry	28,215	Atrium Medical Center	Warren	212,693
Anazao Community Partners	Holmes	42,366	Anazao Community Partners	Wayne	114,520
Knox Co. Health Dept.	Knox	60,921	Williams Co. Combined Health Dept.	Williams	37,642
Lake Co. General Health	Lake	230,041	Bowling Green State University	Wood	125,488
Licking Co. Health Dept.	Licking	166,492	Wyandot Co. Health Dept.	Wyandot	22,615
Lorain Co. General Health District	Lorain	301,356			

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 SA	Safe Communities (FAST)	\$2,400,000	\$0	\$2,400,000

Community Traffic Safety Program: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 SA – Safe Communities (FAST)						
SA-2021-00-00-01	Safe Communities	2020	\$2,400,000	\$2,400,000	\$0	\$9,692
FAST Act 402 SA Total			\$2,400,000	\$2,400,000	\$0	\$9,692
<i>Total Funding Community Traffic Safety Program Area</i>			<i>\$2,400,000</i>	<i>\$2,400,000</i>	<i>\$0</i>	<i>\$9,692</i>

Distracted Driving

Description of Problem

Distracted Driving

Problem

The number of distracted driving fatal crashes has increased 5.13 percent over the five-year period (2015 - 2019). The five-year average has increased 51.85 percent since the 2011 – 2015 average. The number of distracted driving serious injury crashes has increased 10.34 percent over the five-year period (2015 - 2019). The five-year average has increased 27.72 percent since the 2011 – 2015 average.

Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants and the statewide distracted driving grant. In FFY2021, Ohio will continue with projects that place an emphasis on youthful driver, including distracted driving.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2015 – 2019 average of 1,129 to a 2017 – 2021 average of 1,084 by 2021.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2015 – 2019 year average of 8,434 to a 2017 -2021 average of 8,101 by 2021.*
- C-3a) Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2015 – 2019 average of 0.97 to a 2017 – 2021 average of 0.93 by 2021.*
- C-3b) Reduce the rural fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 1.51 to a 2017 – 2021 average of 1.47 by 2021.
- C-3c) Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 0.72 to a 2017 – 2021 average of 0.70 by 2021.
- Reduce distracted driving fatal crashes by 1.25 percent per year from the 2015 – 2019 average of 40 to a 2017 – 2021 average of 39 by 2021.
- Reduce distracted driving serious injury crashes by 1.25 percent per year from the 2015 – 2019 average of 398 to a 2017 – 2021 average of 388 by 2021.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategy

High Visibility Cellphone/Text Messaging Enforcement

Project Safety Impacts / Linkage Between Program Area

In FFY2021, the Ohio State Highway Patrol (OSHP) will work overtime with a focus on distracted driving with the majority of the hours being worked during National Distracted Driving Month. In addition, STEP sub-recipients will conduct overtime enforcement during National Distracted Driving Month. There were 205 distracted driving related fatal crashes and 1,931 distracted driving related serious injury crashes in Ohio between 2015 and 2019. Enforcement efforts will be coupled with paid and earned media to reduce distracted driving

crashes. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding.

Rationale

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Ninth Edition, 2017

- Chapter 4. Distracted and Drowsy Driving
 - 1. Laws and Enforcement
 - 1.3 High Visibility Cell Phone and Text Messaging Enforcement

Planned Activities

Project Number: DD-2021-00-00-01

Project Title: Statewide Distracted Driving Enforcement

Description:

There were 205 distracted driving related fatal crashes and 1,931 distracted driving related serious injury crashes in Ohio between 2015 and 2019. In FFY2021, the Ohio State Highway Patrol (OSHP) will work overtime with a focus on distracted driving with the majority of the hours being worked during National Distracted Driving Month (April 2021).

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 PT	Distracted Driving (FAST)	\$525,000	\$0	\$0

Distracted Driving Program: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 DD – Distracted Driving (FAST)						
DD-2021-00-00-01	Statewide Distracted Driving Enforcement	2020	\$525,000	\$0	\$0	\$0
FAST Act 402 DD Total			\$525,000	\$0	\$0	\$0
<i>Total Funding Distracted Driving Program Area</i>			<i>\$525,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>

Driver Education and Behavior

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary state numbers, the number of traffic fatalities has increased 4.05 percent over the five-year period (2015 - 2019). The five-year average has increased 7.53 percent since the 2011 – 2015 average. The number of serious injuries has decreased 17.45 percent over the five-year period (2015 - 2019). The five-year moving average has decreased 9.38 percent since the 2011 - 2015 average.

Analysis

Fatalities increased 8.15 percent from 1,068 in 2018 to 1,155 in 2019. Ohio began new efforts in FFY2019 and FFY2020 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 17.45 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach these segments of Ohio's roadways.

Impaired Driving

Problem

Using preliminary state numbers, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has increased 8.09 percent over the five-year period (2015 - 2019). The five-year moving average has increased 3.17 percent since the 2011 - 2015 average. The number of drugged driving fatal crashes has increased 173.33 percent over the five-year period (2015 - 2019). The five-year moving average has increased 74.80 percent since the 2011 - 2015 average. The number of drugged driving serious injury crashes has decreased 22.56 percent over the five-year period (2015 - 2019). The five-year moving average has decreased 36.17 percent since the 2011 - 2015 average.

Analysis

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, Ohio continues to focus efforts toward impaired driving. Ohio is increasing its focus on drug impaired driving. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach identified target audiences.

Occupant Protection

Problem

In 2019, Ohio reached an 85.9 percent observed seat belt use rate – a 1.18 percent increase from 84.9 percent in 2018. Using preliminary state numbers, the number of unrestrained fatalities has increased 23.12 percent over the five-year period (2015 - 2019). The five-year average has increased 1.86 percent since the 2011 - 2015 average.

Analysis

Ohio's observed seat belt usage rate increased from 84.9 percent in 2018 to 85.9 percent in 2019. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Speed

Problem

Using preliminary state numbers, the number of speed related fatalities has increased 61.35 percent over the five-year period (2015 - 2019). The five-year average has decreased 4.63 percent since the 2011 - 2015 average.

Analysis

Speed-related fatal crashes increased 61.35 percent from 2015 to 2019. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) based on problem identification.

Motorcycle Safety

Problem

Using preliminary state numbers, the number of motorcycle fatalities has decreased 4.76 percent over the five-year period (2015 - 2019). The five-year average has increased 8.50 percent since the 2011 - 2015 average. Using preliminary state numbers, the number of un-helmeted motorcycle fatalities has increased 2.68 percent over the five-year period (2015 - 2019). The five-year average has increased 7.48 percent since the 2011 - 2015 average.

Analysis

The number of motorcycle fatalities has increased 4.76 percent over the last five years. The number of un-helmeted motorcycle fatalities has increased 2.68 percent over the last five years. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to focus its efforts to reduce motorcyclist fatalities, increase helmet use, and increase driver awareness of motorcyclists on the roadway.

Youthful Driver

Problem

Using preliminary state numbers, the number of young drivers (20 or younger) involved in fatal crashes has decreased 22.88 percent over the five-year period (2015 - 2019). The five-year average has decreased 2.76 percent since the 2011 - 2015 average.

Analysis

Ohio has reduced the number of drivers aged 20 or younger involved in fatal crashes over the last five years and the five-year average remains fairly consistent (between 141 and 145). Ohio will continue to focus efforts towards this age group with an emphasis on speed, impaired driving and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of youthful drivers involved in fatal crashes.

Distracted Driving

Problem

The number of distracted driving fatal crashes has increased 5.13 percent over the five-year period (2015 - 2019). The five-year average has increased 51.85 percent since the 2011 -

2015 average. The number of distracted driving serious injury crashes has increased 10.34 percent over the five-year period (2015 - 2019). The five-year average has increased 27.72 percent since the 2011 – 2015 average.

Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants and the statewide distracted driving grant. In FFY2021, Ohio will continue with projects that place an emphasis on youthful driver, including distracted driving.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2015 – 2019 average of 1,129 to a 2017 – 2021 average of 1,084 by 2021.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2015 – 2019 year average of 8,434 to a 2017 -2021 average of 8,101 by 2021.*
- C-3a) Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2015 – 2019 average of 0.97 to a 2017 – 2021 average of 0.93 by 2021.*
- C-3b) Reduce the rural fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 1.51 to a 2017 – 2021 average of 1.47 by 2021.
- C-3c) Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 0.72 to a 2017 – 2021 average of 0.70 by 2021.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 1.25 percent per year from the 2015 – 2019 average of 384 to a 2017 – 2021 average of 374 by 2021.
- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from the 2015 – 2019 average of 325 to a 2017 – 2021 average of 317 by 2021.
- C-6) Reduce speeding-related fatalities by 1.25 percent per year from the 2015 – 2019 average of 268 to a 2017 – 2021 average of 261 by 2021.
- C-7) Reduce motorcyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 166 to a 2017 – 2021 average of 162 by 2021.
- C-8) Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 115 to a 2017 – 2021 average of 112 by 2021.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 0.69 percent per year from the 2015 – 2019 average of 141 to a 2017 – 2021 average of 139 by 2021.
- Reduce distracted driving fatal crashes by 1.25 percent per year from the 2015 – 2019 average of 40 to a 2017 – 2021 average of 39 by 2021.
- Reduce distracted driving serious injury crashes by 1.25 percent per year from the 2015 – 2019 average of 398 to a 2017 – 2021 average of 388 by 2021.
- Reduce drugged driving fatal crashes by 1.25 percent per year from the 2015 – 2019 average of 368 to a 2017 – 2021 average of 359 by 2021.
- Reduce drugged driving serious injury crashes by 1.25 percent per year from the 2015 – 2019 average of 1,214 to a 2017 – 2021 average of 1,184 by 2021.
- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 0.09 percent to 86.0 percent by December 31, 2021.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategy

Communications and Outreach

Project Safety Impacts / Linkage Between Program Area

Communications and outreach strategies seek to inform the public of:

- The dangers of driving while impaired
- The dangers of not wearing a seat belt
- The importance of motorcycle awareness (Watch Out for Motorcycles)
- The dangers of distracted driving
- The dangers of speeding

As with prevention and intervention, education through various communications and outreach strategies is especially important for youth under 21. Education may occur through formal classroom settings, news media, paid advertisements and public service announcements, and a wide variety of other communication channels such as posters, billboards, web banners, and the like. A mass media campaign consists of intensive communications and outreach activities that use radio, television, print, and other mass media, both paid and/or earned. Materials purchased with campaign messages reinforces the Paid Media Campaign and increases earned media during Ohio's traffic enforcement periods. Earned media are based on Ohio's problem identification. Communication and outreach strategies deliver traffic safety messages and programs throughout the year at the local level. Communication and outreach strategies provide the education / earned media portion of our enforcement campaigns while our law enforcement agencies, including the Ohio State Highway Patrol, conduct the enforcement portion. Using communication / outreach strategies along with enforcement will help Ohio reach its goals. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding.

Rationale

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Ninth Edition, 2017

- Chapter 1. Alcohol and Drug Impaired Driving
 - 5. Prevention, Intervention, Communications and Outreach
 - 5.2 Mass Media Campaigns
- Chapter 2. Seat Belts and Child Restraints
 - 3. Communications and Outreach
 - 3.1 Supporting Enforcement
 - 3.2 Strategies for Low-Belt-Use Groups
 - 6. Communications and Outreach
 - 6.1 Strategies for Older Children
- Chapter 3. Speeding and Speed Management
 - 4. Communications and Outreach
 - 4.1 Communications and Outreach Supporting Enforcement
- Chapter 4. Distracted and Drowsy Driving
 - 2. Communications and Outreach
 - 2.2 Communications and Outreach on Distracted Driving

- Chapter 5. Motorcycle Safety
 - 4. Communications and Outreach
 - 4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists

Planned Activities

Project Number: M6OT-2021-00-00-04

Project Title: Impaired Driving Print Advertising/Educational Materials

Description:

Impaired driving (alcohol and/or drugged) print advertising/educational materials are one of Ohio’s communication and outreach strategies to inform the public of the dangers of impaired driving (alcohol and/or impaired). The national Drive Sober or Get Pulled Over alcohol crackdown around the Labor Day Holiday combines highly visible enforcement with both local and national media exposure. Paid media during the crackdown will highlight that law enforcement will be strictly enforcing impaired driving laws. All law enforcement agencies across the state will be encouraged and funded agencies are required to participate in the 2021 crackdown. Funds will be used to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with approved print advertising/educational materials that will be distributed in a systematic manner to promote the message through earned media. Print advertising/educational materials are evaluated in several ways: knowledge surveys, gross impressions, and numbers distributed.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	Fast Act 405d	405d Impaired Driving Low (FAST)	\$250,000	\$0	\$0

Project Number: M2X-2021-00-00-04

Project Title: Seat Belt Print Advertising/Educational Materials

Description:

In FFY2021, Ohio will continue to use the Click It or Ticket (CIOT) message for sustained seat belt messaging throughout the year. The goal of the sustained effort is to increase statewide usage of seat belts. The objective is to elevate awareness of the seat belt message. This will be coupled with paid media and heightened enforcement throughout the State of Ohio. Funds will be used to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with approved print advertising/educational materials that will be distributed in a systematic manner to promote seat belt use through earned media. Print media/educational materials are evaluated in several ways: knowledge surveys, gross impressions, and numbers distributed.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b	405b Low Public Education (FAST)	\$250,000	\$0	\$0

Project Numbers: M9MA-2021-00-00-02

Project Title: Motorcycle Awareness Print Advertising/Educational Materials

Description:

In FFY2021, Section 405f funding will be used to purchase approved print advertising/educational materials aimed to increase motorists’ awareness of motorcyclists. In addition to distributing print advertising/educational materials directly to traffic safety partners, OTSO distributes materials to the Safe Community programs for distribution. Print advertising/educational materials are distributed in a systematic manner to promote the message. Print advertising/educational materials are evaluated in several ways: knowledge surveys, gross impressions, and numbers distributed.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405f	405f Motorcyclist Awareness (FAST)	\$100,000	\$0	\$0

Project Number: SC-2021-00-00-01

Project Title: Speed Print Advertising/Educational Materials

Description:

In FFY2021, funds will be used to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with approved print advertising/educational materials to address speed. Materials will be distributed in a systematic manner to promote seat belt use through earned media. Print media/educational materials are evaluated in several ways: knowledge surveys, gross impressions, and numbers distributed.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 SC	Speed Management (FAST)	\$50,000	\$0	\$0

Project Number: DD-2021-00-00-02**Project Title:** Distracted Driving Print Advertising/Educational Materials**Description:**

Funds will be used to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with approved print advertising/educational materials to promote the distracted driving message. Print advertising/educational materials are evaluated in several ways: knowledge surveys, gross impressions, and numbers distributed.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 DD	Distracted Driving (FAST)	\$250,000	\$0	\$0

Project Number: DE-2021-00-00-01**Project Title:** Youthful Driver Print Advertising/Educational Materials**Description:**

Funds will be used to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with approved print advertising/educational materials to address youthful drivers. Print advertising/educational materials are evaluated in several ways: knowledge surveys, gross impressions, numbers distributed and telephone surveys.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 DE	Drivers Education (FAST)	\$100,000	\$0	\$0

Driver Education and Behavior: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 DD – Distracted Driving (FAST)						
DD-2021-00-00-02	Distracted Driving Print Advertising/Educational	2020	\$250,000	\$0	\$0	\$0
FAST Act 402 DD Total			\$250,000	\$0	\$0	\$0
FAST Act 402 DE – Driver Education						
DE-2021-00-00-01	Youthful Driver Print Advertising/Educational	2020	\$100,000	\$0	\$0	\$0
FAST Act 402 DE Total			\$100,000	\$0	\$0	\$0
FAST Act 402 SC – Speed Management (FAST)						
SC-2021-00-00-01	Speed Print Advertising/Educational	2020	\$50,000	\$0	\$0	\$0
FAST Act 402 SC Total			\$50,000	\$0	\$0	\$0
FAST Act 405b OP Low						
M2X-2021-00-00-04	Seat Belt Print Advertising/Educational	2020	\$250,000	\$0	\$0	\$0
Fast Act 405b OP Low Total			\$250,000	\$0	\$0	\$0
FAST Act 405d Impaired Driving Low						
M6OT-2021-00-00-04	Impaired Driving Print Advertising/Educational	2020	\$250,000	\$0	\$0	\$0
Fast Act 405d Impaired Driving Low			\$250,000	\$0	\$0	\$0
FAST Act 405f Motorcycle Programs						
M9MA-2021-00-00-02	Motorcycle Awareness Print Advertising/Educ.	2021	\$100,000	\$0	\$0	\$0
FAST Act 405f Motorcycle Programs			\$100,000	\$0	\$0	\$0
Total Funding Driver Education and Behavior Program Area			\$1,000,000	\$0	\$0	\$0

Impaired Driving (Alcohol and Drug)

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary state numbers, the number of traffic fatalities has increased 4.05 percent over the five-year period (2015 - 2019). The five-year average has increased 7.53 percent since the 2011 – 2015 average. The number of serious injuries has decreased 17.45 percent over the five-year period (2015 - 2019). The five-year moving average has decreased 9.38 percent since the 2011 - 2015 average.

Analysis

Fatalities increased 8.15 percent from 1,068 in 2018 to 1,155 in 2019. Ohio began new efforts in FFY2019 and FFY2020 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 17.45 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach these segments of Ohio's roadways.

Impaired Driving

Problem

Using preliminary state numbers, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has increased 8.09 percent over the five-year period (2015 - 2019). The five-year moving average has increased 3.17 percent since the 2011 - 2015 average. The number of drugged driving fatal crashes has increased 173.33 percent over the five-year period (2015 - 2019). The five-year moving average has increased 74.80 percent since the 2011 - 2015 average. The number of drugged driving serious injury crashes has decreased 22.56 percent over the five-year period (2015 - 2019). The five-year moving average has decreased 36.17 percent since the 2011 - 2015 average.

Analysis

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, Ohio continues to focus efforts toward impaired driving. Ohio is increasing its focus on drug impaired driving. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach identified target audiences.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2015 – 2019 average of 1,129 to a 2017 – 2021 average of 1,084 by 2021.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2015 – 2019 year average of 8,434 to a 2017 -2021 average of 8,101 by 2021.*

- C-3a) Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2015 – 2019 average of 0.97 to a 2017 – 2021 average of 0.93 by 2021.*
- C-3b) Reduce the rural fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 1.51 to a 2017 – 2021 average of 1.47 by 2021.
- C-3c) Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 0.72 to a 2017 – 2021 average of 0.70 by 2021.
- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from the 2015 – 2019 average of 325 to a 2017 – 2021 average of 317 by 2021.
- Reduce drugged driving fatal crashes by 1.25 percent per year from the 2015 – 2019 average of 368 to a 2017 – 2021 average of 359 by 2021.
- Reduce drugged driving serious injury crashes by 1.25 percent per year from the 2015 – 2019 average of 1,214 to a 2017 – 2021 average of 1,184 by 2021.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategies

High Visibility Enforcement

Publicized Sobriety Checkpoint

Enforcement of Drug-Impaired Driving

Liquor Law Enforcement

Law Enforcement Training

Drug Recognition Expert (DRE) Training

Ignition Interlocks

Breath Test Devices

Laboratory Drug Testing

Project Safety Impacts / Linkage Between Program Area

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, Ohio continues to focus efforts toward reducing impaired driving (alcohol and/or drugged) fatal and serious injury crashes. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach identified target audiences. The OSHP and IDEP sub-recipients will be conducting alcohol overtime enforcement during strategic times throughout the year consistent with the NHTSA Communications Calendar (coupled with paid and earned media). 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 0.08 g/dL or higher, Ohio is concentrating its OVI Task Force program in the counties that experience the highest number of alcohol-related fatal crashes. In addition, the OSHP and DDEP sub-recipients will be conducting day-time drugged driving overtime enforcement. The Trace Back program allows Ohio Investigative Unit (OIU) Agents to investigate alcohol involved fatal and serious injury crashes to interview suspect/witnesses to "trace back" where the alcohol was consumed prior to crash. Ohio's training program includes Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and DRE training for law enforcement. Additional programs selected to reduce Ohio's impaired driving (alcohol and/or drugged) fatalities include a breath instrument training

program, oral fluid project and Ohio's ignition interlock program. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding.

Rationale

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Ninth Edition, 2017

- Chapter 1. Alcohol and Drug Impaired Driving
 - 2. Deterrence: Enforcement
 - 2.1 Publicized Sobriety Checkpoints
 - 2.2 High Visibility Saturation Patrols
 - 2.3 Breath Test Devices
 - 2.5 Integrated Enforcement
 - 4. Deterrence: DWI Offender Treatment, Monitoring, and Control
 - 4.2 Alcohol Ignition Interlocks
 - 5. Prevention, Intervention, Communications and Outreach
 - 5.2 Mass Media Campaigns
 - 5.3 Responsible Beverage Service
 - 6. Underage Drinking and Drinking and Driving
 - 6.5 Other Legal Minimum Drinking Age 21 Law Enforcement
 - 7. Drug-Impaired Driving
 - 7.1 Enforcement of Drug-Impaired Driving Laws
 - 7.2 Drug-Drug Impaired Driving Laws
 - 7.3 Education Regarding Medications

Training Ohio's law enforcement officers (state, county, local) increases proper enforcement activity to ensure the charges do not get reduced or dismissed in court.

Planned Activities

Project Number: 164AL-2021-00-00-01

Project Title: Impaired Driving Enforcement Program

Description:

High Visibility Enforcement is designed to convince the public that there are consequences to traffic violations. Grants are awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2017, 2018 and 2019. Each agency must conduct alcohol impaired driving enforcement activity to impact their alcohol impaired fatal crashes. Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar. In addition to the required Blitzes and National Campaign, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding. All IDEP sub-recipients are also required to submit for the STEP hours to conduct all other traffic related overtime activities (i.e., speed, seat belts, aggressive, etc.). Included in the STEP grant are funds to be used for education. These funds can be used for training officers or for educating the

public on all areas of traffic safety including impaired driving. All IDEP sub-recipients are required to attend scheduled OTSO/Sub-recipient meetings. Items discussed at the meetings include re-caps of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meetings to ensure all activities are highly visible and are based on problem identification.

FFY2021 IDEP Required Blitz/National Campaigns

Dates	Blitz/National Campaign
October 23 – 31, 2020	Halloween
December 18 – 31, 2020	Winter Holiday Drive Sober or Get Pulled Over
January 1, 2021	Winter Holiday Drive Sober or Get Pulled Over
February 7 – 8, 2021	Super Bowl
March 12 – 18, 2021	St. Patrick's Day
April 2021	Distracted Driving Month
April – May 2021	Prom
May 24 – June 6, 2021	Click It or Ticket
July 2 – 5, 2021	4 th of July
August 20 – September 6, 2021	Drive Sober or Get Pulled Over
October 2020 and/or September 2021	Homecoming

IDEP/STEP Grants have been received in 53 of Ohio's 88 counties and represent 79.29 percent of the fatal crashes between 2015 and 2019, 79.92 percent of the alcohol fatal crashes between 2015 and 2019, and 85.82 percent of Ohio's population.

Intended Sub-recipients:

Agency	County	Population	Agency	County	Population
Allen County Sheriff's Office	Allen	106,331	Lucas Co. Sheriff's Office	Lucas	441,815
Ashland County Sheriff's Office	Ashland	53,139	Sylvania Twp. Police Dept.	Lucas	
Ashtabula County Sheriff's Office	Ashtabula	101,497	Toledo Co. Sheriff's Office	Lucas	
Athens Co. Sheriff's Office	Athens	64,757	Mahoning Co. Sheriff's Office	Mahoning	238,823
Brown Co. Sheriff's Office	Brown	44,846	Beaver Police Dept.	Mahoning	
Butler Co. Sheriff's Office	Butler	368,130	Youngstown Police Dept.	Mahoning	
Hamilton Police Dept.	Butler		Marion Co. Sheriff's Office	Marion	66,501
Middletown Police Dept.	Butler		Medina Co. Sheriff's Office	Medina	172,332
Clark Co. Sheriff's Office	Clark	138,333	Mercer Co. Sheriff's Office	Mercer	40,814
Springfield Police Dept.	Clark		Miami Co. Sheriff's Office	Miami	102,506
Clermont Co. Sheriff's Office	Clermont	197,363	Montgomery Co. Sheriff's Office	Montgomery	535,153
Miami Twp. Police Dept.	Clermont		Dayton Police Dept.	Montgomery	
Crawford Co. Sheriff's Office	Crawford	43,784	Miami Twp. Police Dept.	Montgomery	
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,280,122	Riverside Police Dept.	Montgomery	
Cleveland Police Dept.	Cuyahoga		Zanesville Police Dept.	Muskingum	25,512
Euclid Police Dept.	Cuyahoga		Perry Co. Sheriff's Office	Perry	36,058
Parma Police Dept.	Cuyahoga		Pickaway Co. Sheriff's Office	Pickaway	55,698
Defiance County Sheriff's Office	Defiance	39,037	Putnam Co. Sheriff's Office	Putnam	34,499
Delaware Co. Sheriff's Office	Delaware	174,214	Richland Co. Sheriff's Office	Richland	124,475
Erie Co. Sheriff's Office	Erie	77,079	Sandusky Co. Sheriff's Office	Sandusky	60,944
Franklin Co. Sheriff's Office	Franklin	1,163,414	Scioto Co. Sheriff's Office	Scioto	79,499
Columbus Police Dept.	Franklin		Seneca Co. Sheriff's Office	Seneca	56,745
Fulton Co. Sheriff's Office	Fulton	42,698	Stark Co. Sheriff's Office	Stark	375,586
Geauga Co. Sheriff's Office	Geauga	93,389	Canton Police Dept.	Stark	
Greene Co. Sheriff's Office	Greene	161,573	Jackson Twp. Police Dept.	Stark	
Beavercreek Police Dept.	Greene		Massillon Police Dept.	Stark	

Hamilton Co. Sheriff's Office	Hamilton	802,374	Summit Co. Sheriff's Office	Summit	541,781
Cincinnati Police Dept.	Hamilton		Akron Police Dept.	Summit	
Colerain Twp. Police Dept.	Hamilton		Cuyahoga Falls Police Dept.	Summit	
Hancock Co. Sheriff's Office	Hancock	74,782	Trumbull Co. Sheriff's Office	Trumbull	210,312
Hardin Co. Sheriff's Office	Hardin	32,058	Warren Police Department	Trumbull	
Harrison Co. Sheriff's Office	Harrison	15,864	Tuscarawas Co. Sheriff's Office	Tuscarawas	92,582
Highland Co. Sheriff's Office	Highland	43,589	Franklin Police Department	Warren	11,777
Holmes Co. Sheriff's Office	Holmes	42,366	Washington Co. Sheriff's Office	Washington	61,778
Jefferson Co. Sheriff's Office	Jefferson	69,709	Wayne Co. Sheriff's Office	Wayne	114,520
Madison Twp. Police Dept.	Lake	23,610	Williams Co. Sheriff's Office	Williams	37,642
Licking Co. Sheriff's Office	Licking	166,492	Wood Co. Sheriff's Office	Wood	125,488
Newark Police Dept.	Licking		Perrysburg Twp. Police Dept.	Wood	
Logan Co. Sheriff's Office	Logan	48,858	Wyandot Co. Sheriff's Office	Wyandot	22,615
Lorain Co. Sheriff's Office	Lorain	301,356			
Elyria Police Dept.	Lorain				
Lorain Police Dept.	Lorain				

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	164 Transfer Funds	164 Alcohol	\$2,500,000	\$0	\$2,500,000

*Funding levels and amount are for IDEP activities only.

Project Number: M6OT-2021-00-00-05

Project Title: Statewide Impaired Driving Enforcement Program

Description:

There were 1,523 alcohol related fatal crashes and 4,812 alcohol related serious injury crashes in Ohio between 2015 and 2019. Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar. In addition to the required Blitzes and National Campaign, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding. In FFY2021, the OSHP will continue with their Impaired Driving Enforcement grant. They will conduct at least 100 checkpoints in addition to saturation patrols. All sub-recipients are required to attend scheduled OTSO/Sub-recipient meetings. Items discussed at the meetings include re-caps of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meetings to ensure all activities are highly visible and are based on problem identification.

Using state funds, the OSHP conducts speed, occupant restraint, impaired driving (alcohol and/or drugged) and motorcycle enforcement activity statewide to impact fatal crashes. The state funds activity that occurs during regular working hours. The portion of these funds that are impaired driving related is used towards match for the 405d funds.

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d	405d Impaired Driving Low (FAST)	\$2,300,000	\$2,250,000	\$0

Project Number: M6OT-2021-00-00-06

Project Title: OVI Task Force Program

Description:

Ohio’s OVI Task Force program is a countywide initiative to conduct high visibility enforcement, public awareness and education focusing on impaired driving (alcohol and/or drugged). In order to reach our goal of reducing fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of 0.08 g/dL or higher, Ohio is concentrating its OVI Task Force program in the counties that experience the highest number of alcohol-related fatal crashes. The counties that have a yearly average of at least six alcohol related fatal crashes were eligible to apply.

The 10 counties that were eligible and submitted represent 44.55 percent of the alcohol related fatal crashes between 2015 and 2019 and 52.43 percent of Ohio’s population. Each OVI Task Force is required to conduct a minimum of 16 checkpoints* (two during the Drive Sober or Get Pulled Over Crackdown) and three press events (one during Drive Sober or Get Pulled Over). Saturation patrols are conducted in conjunction with the checkpoints. OVI Task Forces conduct meetings with participating agencies to coordinate activities within the task force. All OVI Task Force sub-recipients are required to attend scheduled OTSO/Sub-recipient meetings. Items discussed at the meetings include re-caps of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meetings to ensure all activities are highly visible and are based on problem identification.

Intended Sub-recipients:

Agency	County	Population
Oxford Division of Police	Butler	368,130
University Hospitals of Cleveland	Cuyahoga	1,280,122
Franklin County Sheriff’s Office	Franklin	1,163,414
Blue Ash Police Department	Hamilton	802,374
North Ridgeville Police Department	Lorain	301,356
Lucas County Sheriff’s Office	Lucas	441,815
Canfield Police Department	Mahoning	238,823
Dayton Police Department	Montgomery	535,153
Stark County Sheriff’s Office	Stark	375,856
Summit County Sheriff’s Office	Summit	541,781

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	405d Impaired Driving Low (FAST)	\$2,500,000	\$0	\$2,500,000

Project Number: M6OT-2021-00-00-07

Project Title: Drugged Driving Enforcement Program

Description:

There were 1,075 drugged driving fatal crashes and 2,252 drugged driving serious injury crashes in Ohio between 2015 and 2019. In FFY2019, OTSO developed a pilot grant to work with local agencies (city, county). This pilot project will continue in FFY2021. Awarded agencies will focus enforcement efforts on drugged drivers. Each agency is also required to work IDEP/STEP hours in their jurisdiction.

DDEP Grants have been received in 36 of Ohio's 88 counties and represent 61.12 percent of the fatal crashes between 2015 and 2019, 62.26 percent of the alcohol fatal crashes between 2015 and 2019, and 68.26 percent of Ohio's population.

Intended Sub-recipients:

Agency	County	Population	Agency	County	Population
Ashland County Sheriff's Office	Ashland	53,139	Mahoning Co. Sheriff's Office	Mahoning	238,823
Athens Co. Sheriff's Office	Athens	64,757	Youngstown Police Dept.	Mahoning	
Brown Co. Sheriff's Office	Brown	44,846	Marion Co. Sheriff's Office	Marion	66,501
Butler Co. Sheriff's Office	Butler	368,130	Medina Co. Sheriff's Office	Medina	172,332
Middletown Police Dept.	Butler		Montgomery Co. Sheriff's Office	Montgomery	535,153
Clermont Co. Sheriff's Office	Clermont	197,363	Dayton Police Dept.	Montgomery	
Miami Twp. Police Dept.	Clermont		Miami Twp. Police Dept.	Montgomery	
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,280,122	Riverside Police Dept.	Montgomery	
Cleveland Police Dept.	Cuyahoga		Zanesville Police Dept.	Muskingum	25,512
Parma Police Dept.	Cuyahoga		Perry Co. Sheriff's Office	Perry	36,058
Defiance County Sheriff's Office	Defiance	39,037	Putnam Co. Sheriff's Office	Putnam	34,499
Columbus Police Dept.	Franklin	790,935	Richland Co. Sheriff's Office	Richland	124,475
Geauga Co. Sheriff's Office	Geauga	93,389	Sandusky Co. Sheriff's Office	Sandusky	60,944
Greene Co. Sheriff's Office	Greene	161,573	Seneca Co. Sheriff's Office	Seneca	56,745
Hamilton Co. Sheriff's Office	Hamilton	802,374	Stark Co. Sheriff's Office	Stark	375,586
Cincinnati Police Dept.	Hamilton		Jackson Twp. Police Dept.	Stark	
Colerain Twp. Police Dept.	Hamilton		Summit Co. Sheriff's Office	Summit	541,781
Hancock Co. Sheriff's Office	Hancock	74,782	Akron Police Dept.	Summit	
Hardin Co. Sheriff's Office	Hardin	32,058	Cuyahoga Falls Police Dept.	Summit	
Highland Co. Sheriff's Office	Highland	43,589	Warren Police Department	Trumbull	41,481
Holmes Co. Sheriff's Office	Holmes	42,366	Tuscarawas Co. Sheriff's Office	Tuscarawas	92,582
Jefferson Co. Sheriff's Office	Jefferson	69,709	Washington Co. Sheriff's Office	Washington	61,778
Newark Police Dept.	Licking	47,614	Wayne Co. Sheriff's Office	Wayne	114,520
Logan Co. Sheriff's Office	Logan	48,858	Wyandot Co. Sheriff's Office	Wyandot	22,615
Lorain Co. Sheriff's Office	Lorain	301,356			
Elyria Police Dept.	Lorain				
Lorain Police Dept.	Lorain				

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d	405d Impaired Driving Low (FAST)	\$375,000	\$0	\$375,000

Project Number: M6OT-2021-00-00-08**Project Title:** Statewide Drugged Driving Enforcement Program**Description:**

There were 1,075 drugged driving fatal crashes and 2,252 drugged driving serious injury crashes in Ohio between 2015 and 2019. In FFY2021, the OSHP will continue to focus enforcement efforts on drugged drivers.

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	405d Impaired Driving Low (FAST)	\$730,000	\$0	\$0

Project Number: M6OT-2021-00-00-09**Project Title:** Trace Back Program**Description:**

OIU will continue to implement a statewide Trace Back Program that was initiated in FFY2013 where OIU Agents will be 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 will 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 will pay for trace back investigations that are completed in an overtime status.

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	405d Impaired Driving Low (FAST)	\$45,000	\$0	\$0

Project Number: M6OT-2021-00-00-10

Project Title: Officer Training (Impaired)

Description:

The Attorney General's Office / Ohio Peace Officer Training Academy (OPOTA) will offer SFST Instructor and ARIDE courses. Training Ohio's officers will allow them to conduct effective enforcement programs to remove impaired drivers from Ohio's roads before fatal crashes occur.

Intended Sub-recipients:

Ohio Attorney General's Office – Ohio Peace Officer Training Academy

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d	405d Impaired Driving Low (FAST)	\$200,000	\$0	\$200,000

Project Number: M6OT-2021-00-00-11

Project Title: Drug Recognition Expert Program

Description:

Ohio currently has 213 certified DREs. Two DRE classes are planned in FFY2021, meaning Ohio will have as many as 248 certified DREs by the end of FFY2021. Ohio currently has 27 DRE instructors. The OSHP is the statewide DRE Coordinator.

Intended Sub-recipients:

Ohio Traffic Safety Office
Columbus Police Department
Medina County Sheriff's Office
Summit County Sheriff's Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	405d Impaired Driving Low (FAST)	\$550,000	\$0	\$0

Project Number: M6OT-2021-00-00-12

Project Title: Ignition Interlock Device Program

Description:

Ohio's passage of an Ignition Interlock law, H.B. 388 will provide the state with an additional tool to deter alcohol impaired driving. This law provides for the use of Ignition Interlock Devices for drivers wishing to regain their driving privileges. The OTSO has oversight of this program. Ohio continues the inspection of ignition interlock installers.

Intended Sub-recipient:

Ohio Traffic Safety Office (Contracted employee)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	405d Impaired Driving Low (FAST)	\$50,000	\$0	\$0

Project Number: M6OT-2021-00-00-13**Project Title:** Breath Testing Instrument Training**Description:**

The ODH has certified two new breath-testing instruments to be available to law enforcement agencies across the state to better address impaired driving. ODH has requested funding for the purchase of training instruments to be used to train and certify law enforcement across the state on these two new instruments to ensure consistency and establish competency.

Intended Sub-recipients:

Ohio Department of Health

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	405d Impaired Driving Low (FAST)	\$150,000	\$0	\$0

Project Number: M6OT-2021-00-00-14**Project Title:** Oral Fluid Testing**Description:**

Ohio will work with BGSU, OSHP and ODH to identify and establish protocols for oral fluid testing in Ohio. With the increasing prevalence of drug-impaired driving and poly-category drug use, current evidence collection methods for impaired driving prosecution is a challenge. The current options permitted by the Ohio Administrative Code (OAC) are blood, breath, and urine. While blood is the best evidence, warrant-based collection requirements have become difficult. Breath testing is restricted to alcohol analysis and urine is a waste product that fails to identify impairment at the time of the driving violation. Oral fluid has emerged across the country as an additional evidentiary option. Research has shown the blood contained in oral fluid will provide the same result as a blood test in a much less invasive process. To provide this option to Ohio law enforcement, the OAC will need revised to allow for oral fluid and an Ohio-based study demonstrating the reliability of oral fluid for subsequent prosecutions. To accomplish this objective ODH, ODPS / OTSO, BGSU, OSHP Crime Lab, and Ohio's DRE program are collaborating to establish oral fluid testing in Ohio.

With the scientific reliability of oral fluid established, the next step is to develop evidence collection and submission protocols to be used by law enforcement during impaired driver arrests. The overall objective of this aim is to evaluate amount of THC, THC-OH and THC-COOH lost during the sample preparation process. The central hypothesis is that the amount of THC, THC-OH and THC-COOH lost during the sample preparation can be calculated in order to obtain a better sample quantification of cannabinoids. Also, to evaluate the stability

of oral fluid samples stored in a variety of temperatures. The central hypothesis is that the stability of oral fluid samples will vary over a range of temperatures and storage times. The rationale is that once oral fluid samples are collected roadside by officers, their storage and handling will vary and subsequently differences in storage and handling will influence the overall stability of the sample.

BGSU has an approved Indirect Cost Rate of 42.00 percent. The Indirect Cost Rate amount is \$58,263.

Intended Sub-recipients:

Bowling Green State University

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	405d Impaired Driving Low (FAST)	\$200,000	\$0	\$0

Impaired Driving (Alcohol and Drug): Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
164 Transfer Funds – 164 Alcohol						
164 AL-2021-00-00-01	Impaired Driving Enforcement Program	2021	\$2,500,000	\$2,500,000	\$0	\$0
164 Transfer Funds Total			\$2,500,000	\$2,500,000	\$0	\$0
FAST Act 405d Impaired Driving Low						
M6OT-2021-00-00-05	Statewide Impaired Driving Enforcement	2020	\$2,300,000	\$0	\$2,250,000	\$0
M6OT-2021-00-00-06	OVI Task Force Program	2021	\$2,500,000	\$2,500,000	\$0	\$0
M6OT-2021-00-00-07	Drugged Driving Enforcement Program	2020	\$375,000	\$375,000	\$0	\$0
M6OT-2021-00-00-08	Statewide Drugged Driving Enforcement	2021	\$730,000	\$0	\$0	\$0
M6OT-2021-00-00-09	Trace Back Program	2021	\$45,000	\$0	\$0	\$0
M6OT-2021-00-00-10	Officer Training (Impaired)	2020	\$200,000	\$200,000	\$0	\$0
M6OT-2021-00-00-11	Drug Recognition Expert Program	2021	\$550,000	\$0	\$0	\$0
M6OT-2021-00-00-12	Ignition Interlock Program	2021	\$50,000	\$0	\$0	\$0
M6OT-2021-00-00-13	Breath Instrument Training	2021	\$150,000	\$0	\$0	\$0
M6OT-2021-00-00-14	Oral Fluid Testing	2021	\$200,000	\$0	\$0	\$58,263
Fast Act 405d Impaired Driving Low			\$7,100,000	\$3,075,000	\$2,250,000	\$58,263
Total Funding Impaired Driving (Alcohol and Drug) Program Area			\$9,600,000	\$5,575,000	\$2,250,000	\$58,263

Motorcycle Safety

Description of Problem

Motorcycle Safety

Problem

Using preliminary state numbers, the number of motorcycle fatalities has decreased 4.76 percent over the five-year period (2015 - 2019). The five-year average has increased 8.50 percent since the 2011 - 2015 average. Using preliminary state numbers, the number of un-helmeted motorcycle fatalities has increased 2.68 percent over the five-year period (2015 - 2019). The five-year average has increased 7.48 percent since the 2011 – 2015 average.

Analysis

The number of motorcycle fatalities has increased 4.76 percent over the last five years. The number of un-helmeted motorcycle fatalities has increased 2.68 percent over the last five years. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to focus its efforts to reduce motorcyclist fatalities, increase helmet use, and increase driver awareness of motorcyclists on the roadway.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2015 – 2019 average of 1,129 to a 2017 – 2021 average of 1,084 by 2021.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2015 – 2019 year average of 8,434 to a 2017 -2021 average of 8,101 by 2021.*
- C-7) Reduce motorcyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 166 to a 2017 – 2021 average of 162 by 2021.
- C-8) Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 115 to a 2017 – 2021 average of 112 by 2021.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategy

Motorcycle Rider Training

Project Safety Impacts / Linkage Between Program Area

In FFY2021, ODPS / BMV / Motorcycle Ohio program is updating its motorcycle training curriculum for the Basic Rider Skills (BRS), Basic Rider Skills for Returning Riders (BRS-RR), Basic Rider Skills for Experienced Riders (BRS-2) and Advanced Rider Skills (ARS) courses. The updated curriculum will improve the training for motorcycle riders in the State of Ohio.

Rationale

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Ninth Edition, 2017

- Chapter 5. Motorcycle Safety
 - 3. Motorcycle Rider Licensing and Training
 - 3.2 Motorcycle Rider Training

Planned Activities

Project Number: M9MT-2021-00-00-01

Project Title: Motorcycle Training

Description:

In FFY2021, Motorcycle Ohio is updating its motorcycle training curriculum for BRS, BRS-RR, BRS-2, and ARS. Funds will be utilized to print the new student workbooks, instructor guides, range cards, activity cards, range support materials, range set-up supplies, paint and labor to paint the road surface marking on the motorcycle training ranges.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405f	405f Motorcycle Training (FAST)	\$47,000	\$0	\$0

Motorcycle Safety Program: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
<i>FAST Act 405f – Motorcycle Training (FAST)</i>						
M9MT-2021-00-00-01	Motorcycle Training	2021	\$47,000	\$0	\$0	\$0
FAST Act 405f Total			\$47,000	\$0	\$0	\$0
<i>Total Funding Motorcycle Safety Program Area</i>			<i>\$47,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>

Non-Motorized (Pedestrians)

Ohio does not qualify for the Section 405h Non-motorized Safety Grant. Non-motorized programming is handled at a local level based on problem identification. See Community Traffic Safety Program, Safe Communities for funded pedestrian programming. See Roadway Safety / Traffic Engineering, Roadway Safety Training for pedestrian/bicycle for funded training courses.

Occupant Protection (Adult and Child Passenger Safety)

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary state numbers, the number of traffic fatalities has increased 4.05 percent over the five-year period (2015 - 2019). The five-year average has increased 7.53 percent since the 2011 – 2015 average. The number of serious injuries has decreased 17.45 percent over the five-year period (2015 - 2019). The five-year moving average has decreased 9.38 percent since the 2011 - 2015 average.

Analysis

Fatalities increased 8.15 percent from 1,068 in 2018 to 1,155 in 2019. Ohio began new efforts in FFY2019 and FFY2020 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 17.45 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach these segments of Ohio's roadways.

Occupant Protection

Problem

In 2019, Ohio reached an 85.9 percent observed seat belt use rate – a 1.18 percent increase from 84.9 percent in 2018. Using preliminary state numbers, the number of unrestrained fatalities has increased 23.12 percent over the five-year period (2015 - 2019). The five-year average has increased 1.86 percent since the 2011 - 2015 average.

Analysis

Ohio's observed seat belt usage rate increased from 84.9 percent in 2018 to 85.9 percent in 2019. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2015 – 2019 average of 1,129 to a 2017 – 2021 average of 1,084 by 2021.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2015 – 2019 year average of 8,434 to a 2017 -2021 average of 8,101 by 2021.*
- C-3a) Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2015 – 2019 average of 0.97 to a 2017 – 2021 average of 0.93 by 2021.*
- C-3b) Reduce the rural fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 1.51 to a 2017 – 2021 average of 1.47 by 2021.
- C-3c) Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 0.72 to a 2017 – 2021 average of 0.70 by 2021.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 1.25 percent per year from the 2015 – 2019 average of 384 to a 2017 – 2021 average of 374 by 2021.

- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 0.09 percent to 86.0 percent by December 31, 2021.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategy

Short-term, High Visibility Seat Belt Law Enforcement
Child Restraint System Inspection Station(s)

Project Safety Impacts / Linkage Between Program Area

Even though Ohio's observed seat belt usage rate increased from 84.9 percent in 2018 to 85.9 percent in 2019, approximately 34 percent of fatalities between 2015 and 2019 are un-restrained. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to increase the observed seat belt usage rate among identified target audiences and to decrease the number of un-restrained fatalities. OSHP will conduct seat belt tac squads again during FFY2021. In addition to seat belt enforcement, the ODH oversees Ohio's Occupant Protection Coordinator program. This grant focuses on occupant protection for children (car seat and booster seat), but also uses those opportunities to educate the entire family on proper restraint use. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding.

Rationale

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Ninth Edition, 2017

- Chapter 2. Seat Belts and Child Restraints
 - 2. Seat Belt Law Enforcement
 - 2.1 Short-term, High Visibility Seat Belt Law Enforcement
 - 5. Child Restraint/Booster Seat Law Enforcement
 - 5.1 Short-term, High Visibility Child Restraint/Booster Law Enforcement
 - 6. Communications and Outreach
 - 6.1 Communications and Outreach Strategies for Older Children
 - 6.2 Communications and Outreach Strategies for Child Restraint and Booster Seat Use
 - 7. Other Strategies
 - 7.2 Inspection Stations

Planned Activities

Project Number: M2X-2021-00-00-05

Project Title: Statewide Seat Belt Tac Squads

Description:

The OSHP will distribute hours to districts statewide for seat belt tac squads. These tac squads will be conducted between 6 a.m. and 6 p.m. in areas with high numbers of unbelted

fatalities during the Holiday CIOT mobilization in November and during the National May CIOT mobilization.

The OSHP conducts speed, occupant restraint, impaired driving (alcohol and/or drugged), and motorcycle enforcement activity statewide to impact fatal crashes. The state funded activity occurs during regular working hours. The portion of these funds that are seat belt - related is used towards match for the 405b funds.

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405b	405b Low Public Education (FAST)	\$940,000	\$687,500	\$0

Project Number: M2X-2021-00-00-06

Project Title: Occupant Protection Coordinator Program

Description:

In FFY2021, Ohio Department of Health (ODH) will continue to be the lead agency for the Occupant Protection Coordinator (OPC) program. ODH plans to sub-grant with up to eight OP Coordinators to provide occupant restraint programming to all 88 Ohio counties. OPC responsibilities include coordinating a child safety seat distribution program for low-income families, conducting car seat check-up events, coordinating the NHTSA 32-hour Standardized Child Passenger Safety (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.

Each OPC Coordinator is responsible for conducting car seat check events and overseeing each partnering established fitting station within the region. Ohio currently has 149 established fitting stations. Ohio currently has 1,041 certified technicians. Ohio’s training program includes 43 instructors, a minimum of 15 certification courses, and eight refresher courses. Following this program, Ohio is able to maintain sufficient coverage at fitting stations and events. Ohio’s technician retention rate is 71.4 percent, which is above the national average of 47.4 percent. Ohio has 87 fitting stations in rural areas (an at-risk population), 56 in urban areas (some of these are also at-risk populations that include predominantly minority populations and low-income areas), 86 in low-income areas, 42 in predominantly minority populated areas.

The ODH has an approved Indirect Cost Rate of 28.96 percent on direct labor and fringe. The Indirect Cost Rate amount is \$9,325.

Intended Sub-recipients:

Ohio Department of Health

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405b	405b Low Public Education (FAST)	\$560,000	\$0	\$472,000

Occupant Protection (Adult and Child Passenger Safety): Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 405b OP Low						
M2X-2021-00-00-05	Statewide Seat Belt Tac Squads	2021	\$940,000	\$0	\$687,500	\$0
M2X-2021-00-00-06	Occupant Protection Coordinator Program	2021	\$560,000	\$472,000	\$0	\$9,325
Fast Act 405b OP Low Total			\$1,500,000	\$472,000	\$687,500	\$9,325
Total Funding Occupant Protection (Adult and Child) Program			\$1,500,000	\$472,000	\$687,500	\$9,325

Planning & Administration

Description of Problem

Planning and Administration projects were selected based upon the needs of the office to address problem identification and meet goals.

Planned Activities

Project Numbers: PA-2021-00-00-01
CP-2021-00-00-01

Project Title: Traffic Safety Grant Program Management

Description:

Housed under ODPS within OSHP, OTSO administers Section 402 State and Community grants, related National Highway Traffic Safety Administration (NHTSA) awards and initiatives and contracts for traffic safety activities. Expenses incurred include direct office expenditures, staff salaries, benefits, staff travel, equipment, supplies and other costs necessary to carry out the functions of the Traffic Safety Section. Certified time and attendance records reflect actual hours worked.

402 PA	402 CP
Traffic Safety Administrator	Planner
Grants Administrator	Planner
Regional Programs Manager	Planner
Special Projects Coordinator	
Program Administrator	
Grants Coordinator 2	
Fiscal Professional	
Administrative Professional 3	
Public Information Officer	

The State of Ohio will use state funds spent to support OTSO to meet the 50 percent match requirement on the 402 PA funds. The Office of Criminal Justice Service's Grants Fiscal Monitoring and Compliance Section will monitor traffic safety grants. State funds can also include, but are not limited to personnel costs, fringe benefits, office supplies, etc.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 PA	Planning and Administration (FAST)	\$950,000	\$950,000	\$0
2019	Fast Act 402 CP	Community Traffic Safety Project (FAST)	\$350,000	\$0	\$0

Project Number: PA-2021-00-00-02

Project Title: Web-Based Grants Management System

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 FFY2006 and upgraded in 2017 for FFY2018. 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, expenditure reports (programmatic reports and 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. The funding allocated to this project is for hosting, maintenance service, training, and system enhancements.

The State of Ohio will use state funds spent to support OTSO to meet the 50 percent match requirement on the 402 PA funds. The Office of Criminal Justice Service’s Grants Fiscal Monitoring and Compliance Section will monitor traffic safety grants. State funds can also include, but are not limited to personnel costs, fringe benefits, office supplies, etc.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 PA	Planning and Administration (FAST)	\$200,000	\$200,000	\$0

Project Number: CP-2021-00-00-02

Project Title: Traffic Safety Resource Prosecutor Program

Description:

The Traffic Safety Resource Prosecutor (TSRP) role is designed to increase the ability of prosecutors and law enforcement to effectively present and prosecute traffic safety violations, particularly focusing on impaired driving (alcohol and/or drugged). The two TSRPs work closely with the Law Enforcement Liaisons (LELs) and are a valuable resource to the office and to all of our partners. The TSRPs are a vital resource for local communities in traffic safety laws. The TSRPs will be conducting classes for law enforcement and prosecutors in FFY2021 on various traffic safety related issues.

Intended Sub-recipients:

Cincinnati Police Department
Stark County Sheriff’s Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	Fast Act 402 CP	Community Traffic Safety Project (FAST)	\$375,000	\$0	\$0

Project Number: CP-2021-00-00-03**Project Title:** Training / Educational Materials**Description:**

This grant will cover associated costs with training conducted by OTSO. Examples of items include, but are not limited to: printing student manuals, workbooks, and other materials.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	Fast Act 402 CP	Community Traffic Safety Project (FAST)	\$15,000	\$0	\$0

Project Number: CP-2021-00-00-04**Project Title:** Judicial Outreach Liaison Program**Description:**

The Judicial Outreach Liaison (JOL) role is designed to increase the ability of judges to prosecute traffic safety violations, particularly focusing on impaired driving (alcohol and/or drugged). The JOL will work closely with the TSRPs and the Law Enforcement Liaisons (LELs) and will be a valuable resource to the office and to all of our partners.

Intended Sub-recipients:

American Bar Association

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	Fast Act 402 CP	Community Traffic Safety Project (FAST)	\$300,000	\$0	\$0

Project Numbers: PA-2021-00-00-03**Project Title:** Equipment Inspection / Inventory Program**Description:**

The goal of the Equipment Inspection / Inventory Program is to keep the OTSO's federally funded equipment inventory compliant with all state and federal inspection requirements.

The Equipment Inspection / Inventory Program consists of up to two contracted employees. The primary role of the contractor is to:

- Maintain the federally funded equipment database to include physically inspecting equipment;
- Disseminate federally funded equipment that is returned by law enforcement agencies;
- Oversee the disposition of federally funded equipment that is no longer of value.

The State of Ohio will use state funds spent to support OTSO to meet the 50 percent match requirement on the 402 PA funds. The Office of Criminal Justice Service’s Grants Fiscal Monitoring and Compliance Section will monitor traffic safety grants. State funds can also include, but are not limited to personnel costs, fringe benefits, office supplies, etc.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 PA	Planning and Administration (FAST)	\$140,000	\$140,000	\$0

Project Number: PA-2021-00-00-04

Project Title: University Evaluation

Description:

The University of Akron will assist OTSO by overseeing the observational seat belt survey, problem identification and data analysis. In FFY2021, the University of Akron’s activities will include:

- Training observers, collecting and analyzing the statewide observational seat belt survey data to determine the annual usage rate for the state using NHTSA’s newly established methodology.
- Collecting and analyzing observational seat belt survey data to determine countywide usage rates.
- Problem identification and data analysis.

The University of Akron has an approved Indirect Cost Rate of 26.00 percent. The Indirect Cost Rate amount is \$35,397.

The State of Ohio will use state funds spent to support OTSO to meet the 50 percent match requirement on the 402 PA funds. The Office of Criminal Justice Service’s Grants Fiscal Monitoring and Compliance Section will monitor traffic safety grants. State funds can also include, but are not limited to personnel costs, fringe benefits, office supplies, etc.

Intended Sub-recipients:

The University of Akron

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 PA	Planning and Administration (FAST)	\$200,000	\$200,000	\$0

Project Numbers: PA-2021-00-00-05

Project Title: GHSA Projects

Description:

The OTSO will continue to work with Consulting Services Initiative (CSI) through GHSA for three projects in FFY2021. Project one is to produce an impaired driving (alcohol and/or drugged) resource document detailing Ohio’s process from pre-arrest to adjudication. Project two is to revise OTSO’s Policy and Procedure manual to mirror the GHSA recommended template. Project three is facilitation and administrative support for Ohio’s newly established Ohio Traffic Safety Council.

The State of Ohio will use state funds spent to support OTSO to meet the 50 percent match requirement on the 402 PA funds. The Office of Criminal Justice Service’s Grants Fiscal Monitoring and Compliance Section will monitor traffic safety grants. State funds can also include, but are not limited to personnel costs, fringe benefits, office supplies, etc.

Intended Sub-recipients:

Governor’s Highway Safety Association

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 PA	Planning and Administration (FAST)	\$55,000	\$55,000	\$0

Planning and Administration: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 CP – Community Traffic Safety Project (FAST)						
CP-2021-00-00-01	Traffic Safety Program Management	2019	\$350,000	\$0	\$0	\$0
CP-2021-00-00-02	Traffic Safety Resource Prosecutor Program	2020	\$375,000	\$0	\$0	\$0
CP-2021-00-00-03	Training/Educational Materials	2020	\$15,000	\$0	\$0	\$0
CP-2021-00-00-04	Judicial Outreach Liaison	2020	\$300,000	\$0	\$0	\$0
FAST Act 402 CP Total			\$1,040,000	\$0	\$0	\$0
FAST Act 402 PA – Planning and Administration (FAST)						
PA-2021-00-00-01	Traffic Safety Program Management	2020	\$950,000	\$0	\$950,000	\$0
PA-2021-00-00-02	Web-Based Grant Management System	2020	\$200,000	\$0	\$200,000	\$0
PA-2021-00-00-03	Equipment Inspection/Inventory Program	2020	\$140,000	\$0	\$140,000	\$0
PA-2021-00-00-04	University Evaluation	2020	\$200,000	\$0	\$200,000	\$35,397
PA-2021-00-00-05	GHSA Projects	2020	\$55,000	\$0	\$55,000	\$0
FAST Act 402 PA Total			\$1,545,000	\$0	\$1,545,000	\$35,397
Total Funding Planning and Administration Program Area			\$2,585,000	\$0	\$1,545,000	\$35,397

Police Traffic Services

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary state numbers, the number of traffic fatalities has increased 4.05 percent over the five-year period (2015 - 2019). The five-year average has increased 7.53 percent since the 2011 – 2015 average. The number of serious injuries has decreased 17.45 percent over the five-year period (2015 - 2019). The five-year moving average has decreased 9.38 percent since the 2011 - 2015 average.

Analysis

Fatalities increased 8.15 percent from 1,068 in 2018 to 1,155 in 2019. Ohio began new efforts in FFY2019 and FFY2020 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 17.45 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach these segments of Ohio's roadways.

Impaired Driving

Problem

Using preliminary state numbers, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has increased 8.09 percent over the five-year period (2015 - 2019). The five-year moving average has increased 3.17 percent since the 2011 - 2015 average. The number of drugged driving fatal crashes has increased 173.33 percent over the five-year period (2015 - 2019). The five-year moving average has increased 74.80 percent since the 2011 - 2015 average. The number of drugged driving serious injury crashes has decreased 22.56 percent over the five-year period (2015 - 2019). The five-year moving average has decreased 36.17 percent since the 2011 - 2015 average.

Analysis

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, Ohio continues to focus efforts toward impaired driving. Ohio is increasing its focus on drug impaired driving. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach identified target audiences.

Occupant Protection

Problem

In 2019, Ohio reached an 85.9 percent observed seat belt use rate – a 1.18 percent increase from 84.9 percent in 2018. Using preliminary state numbers, the number of unrestrained fatalities has increased 23.12 percent over the five-year period (2015 - 2019). The five-year average has increased 1.86 percent since the 2011 - 2015 average.

Analysis

Ohio's observed seat belt usage rate increased from 84.9 percent in 2018 to 85.9 percent in 2019. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Speed

Problem

Using preliminary state numbers, the number of speed related fatalities has increased 61.35 percent over the five-year period (2015 - 2019). The five-year average has decreased 4.63 percent since the 2011 - 2015 average.

Analysis

Speed-related fatal crashes increased 61.35 percent from 2015 to 2019. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) based on problem identification.

Motorcycle Safety

Problem

Using preliminary state numbers, the number of motorcycle fatalities has decreased 4.76 percent over the five-year period (2015 - 2019). The five-year average has increased 8.50 percent since the 2011 - 2015 average. Using preliminary state numbers, the number of un-helmeted motorcycle fatalities has increased 2.68 percent over the five-year period (2015 - 2019). The five-year average has increased 7.48 percent since the 2011 - 2015 average.

Analysis

The number of motorcycle fatalities has increased 4.76 percent over the last five years. The number of un-helmeted motorcycle fatalities has increased 2.68 percent over the last five years. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to focus its efforts to reduce motorcyclist fatalities, increase helmet use, and increase driver awareness of motorcyclists on the roadway.

Youthful Driver

Problem

Using preliminary state numbers, the number of young drivers (20 or younger) involved in fatal crashes has decreased 22.88 percent over the five-year period (2015 - 2019). The five-year average has decreased 2.76 percent since the 2011 - 2015 average.

Analysis

Ohio has reduced the number of drivers aged 20 or younger involved in fatal crashes over the last five years and the five-year average remains fairly consistent (between 141 and 145). Ohio will continue to focus efforts towards this age group with an emphasis on speed, impaired driving and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of youthful drivers involved in fatal crashes.

Distracted Driving

Problem

The number of distracted driving fatal crashes has increased 5.13 percent over the five-year period (2015 - 2019). The five-year average has increased 51.85 percent since the 2011 -

2015 average. The number of distracted driving serious injury crashes has increased 10.34 percent over the five-year period (2015 - 2019). The five-year average has increased 27.72 percent since the 2011 – 2015 average.

Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants and the statewide distracted driving grant. In FFY2021, Ohio will continue with projects that place an emphasis on youthful driver, including distracted driving.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2015 – 2019 average of 1,129 to a 2017 – 2021 average of 1,084 by 2021.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2015 – 2019 year average of 8,434 to a 2017 -2021 average of 8,101 by 2021.*
- C-3a) Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2015 – 2019 average of 0.97 to a 2017 – 2021 average of 0.93 by 2021.*
- C-3b) Reduce the rural fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 1.51 to a 2017 – 2021 average of 1.47 by 2021.
- C-3c) Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 0.72 to a 2017 – 2021 average of 0.70 by 2021.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 1.25 percent per year from the 2015 – 2019 average of 384 to a 2017 – 2021 average of 374 by 2021.
- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from the 2015 – 2019 average of 325 to a 2017 – 2021 average of 317 by 2021.
- C-6) Reduce speeding-related fatalities by 1.25 percent per year from the 2015 – 2019 average of 268 to a 2017 – 2021 average of 261 by 2021.
- C-7) Reduce motorcyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 166 to a 2017 – 2021 average of 162 by 2021.
- C-8) Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 115 to a 2017 – 2021 average of 112 by 2021.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 0.69 percent per year from the 2015 – 2019 average of 141 to a 2017 – 2021 average of 139 by 2021.
- Reduce distracted driving fatal crashes by 1.25 percent per year from the 2015 – 2019 average of 40 to a 2017 – 2021 average of 39 by 2021.
- Reduce distracted driving serious injury crashes by 1.25 percent per year from the 2015 – 2019 average of 398 to a 2017 – 2021 average of 388 by 2021.
- Reduce drugged driving fatal crashes by 1.25 percent per year from the 2015 – 2019 average of 368 to a 2017 – 2021 average of 359 by 2021.
- Reduce drugged driving serious injury crashes by 1.25 percent per year from the 2015 – 2019 average of 1,214 to a 2017 – 2021 average of 1,184 by 2021.
- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 0.09 percent to 86.0 percent by December 31, 2021.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategy

Communications and Outreach

Officer Training

Short-term, High Visibility Law Enforcement

Project Safety Impacts / Linkage Between Program Area

In FFY2019, preliminary numbers show increases in the majority of the core measures. In an effort to reduce all areas of traffic fatalities, Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach identified target audiences. The OSHP and STEP sub-recipients will be conducting overtime enforcement during strategic times throughout the year consistent with the NHTSA Communications Calendar (coupled with paid and earned media). Ohio contracts with four Law Enforcement Liaisons (LELs) to enhance all aspects of OTSO's relationship with Ohio's law enforcement agencies. Additional programs selected to reduce Ohio's fatalities and serious injuries include training for both law enforcement personnel and funding available to help educate the public about traffic safety. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding.

Rationale

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Ninth Edition, 2017

- Chapter 1. Alcohol and Drug Impaired Driving
 - 2. Deterrence: Enforcement
 - 2.1 Publicized Sobriety Checkpoints
 - 2.2 High Visibility Saturation Patrols
 - 2.5 Integrated Enforcement
 - 7. Drug-Impaired Driving
 - 7.1 Enforcement of Drug-Impaired Driving Laws
- Chapter 2. Seat Belts and Child Restraints
 - 2. Seat Belt Law Enforcement
 - 2.1 Short-term, High Visibility seat Belt Law Enforcement
 - 5. Child Restraint/Booster Seat Law Enforcement
 - 5.1 Short-term, High Visibility Child Restraint/Booster Law Enforcement
- Chapter 3. Speeding and Speed Management
 - 2. Enforcement
 - 2.2 High Visibility Enforcement
- Chapter 4. Distracted and Drowsy Driving
 - 1. Laws and Enforcement
 - 1.3 High Visibility Cell Phone and Text Messaging Enforcement
- Chapter 5. Motorcycle Safety
 - 1. Motorcycle Helmets
 - 1.3 Motorcycle Helmet Law Enforcement: Noncompliant Helmets
 - 2. Alcohol Impairment

- 2.1 Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions
- Chapter 6. Young Drivers
 - 4. Traffic Law Enforcement
 - 4.1 Enforcement of GDL and Zero-Tolerance Laws
- Chapter 7. Older Drivers
 - 3. Traffic Law Enforcement
 - 3.1 Law Enforcement Roles

Planned Activities

Project Numbers: PT-2021-00-00-01

Project Title: Law Enforcement Liaison Program

Description:

The goal of the 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 four field LELs who are placed geographically throughout Ohio. The LELs’ primary roles are to:

- Seek commitments from agencies to participate in the national mobilizations;
- Increase percentage of agencies reporting in the mobilizations to 65 percent in 2021. Currently, approximately 60 percent of participating agencies are reporting;
- Visit law enforcement agencies to encourage the agencies to issue citations for distracted driving, seat belt and child passenger restraint violations and take a zero tolerance approach on impaired driving (alcohol and/or drugged) and improperly licensed motorcyclists;
- Educate agencies on the need for their officers to wear seat belts at all times; LELs promote the Below 100 Training to law enforcement agencies across the state;
- Educate law enforcement on laws and regulations pertaining to motorcycles;
- Disseminate information and materials on NHTSA programs and projects;
- Disseminate information and address any traffic safety related issues that arise around the state;
- Encourage accurate and timely submission of crash reports; LELs promote the new online crash reporting system to agencies that do not currently report electronically;
- Assist with training for law enforcement agencies and other traffic safety funded agencies; encouraging the use of OSTATS to help in problem site identification;
- Assist with the physical inspection and documentation of federally funded equipment;
- Help promote the E-Citation Program;
- DRE Recruitment and ARIDE training.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 PT	Police Traffic Services (FAST)	\$360,000	\$0	\$0

Project Number: PT-2021-00-00-02

Project Title: Selective Traffic Enforcement Program

Description:

High Visibility Enforcement is designed to convince the public that there are consequences for traffic violations. Grants are awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2017, 2018 and 2019. Each agency must conduct enforcement activity (i.e., speed, seat belt, aggressive, etc.) to impact their fatal crashes. Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar. In addition to the required Blitzes and National Campaigns, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding. All STEP sub-recipients are also required to submit for the Impaired Driving Enforcement (IDEP) hours to conduct alcohol impaired driving related overtime activities. Included in the STEP grant are funds to be used for education. The amount available for education is based on the jurisdiction’s population (\$1,500 for small; \$2,500 for medium; \$3,500 for large). These funds can be used for training officers or for educating the public on all areas of traffic safety including the importance of seat belts. All STEP sub-recipients are required to attend scheduled OTSO/Sub-recipient meetings. Items discussed at the meetings include re-caps of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meetings to ensure all activities are highly visible and are based on problem identification.

FFY2021 STEP Required Blitz/National Campaigns

Dates	Blitz/National Campaign
November 16 – 29, 2020	Thanksgiving Click It or Ticket
April 2021	Distracted Driving Month
April – May 2021	Prom
May 24 – June 6, 2021	Click It or Ticket
October 2020 and/or September 2021	Homecoming

IDEP/STEP Grants have been received in 53 of Ohio’s 88 counties and represent 79.29 percent of the fatal crashes between 2015 and 2019, 78.05 percent of the un-restrained fatalities between 2015 and 2019, and 85.82 percent of Ohio’s population.

Intended Sub-recipients:

Agency	County	Population	Agency	County	Population
Allen County Sheriff's Office	Allen	106,331	Lucas Co. Sheriff's Office	Lucas	441,815
Ashland County Sheriff's Office	Ashland	53,139	Sylvania Twp. Police Dept.	Lucas	
Ashtabula County Sheriff's Office	Ashtabula	101,497	Toledo Co. Sheriff's Office	Lucas	
Athens Co. Sheriff's Office	Athens	64,757	Mahoning Co. Sheriff's Office	Mahoning	238,823
Brown Co. Sheriff's Office	Brown	44,846	Beaver Police Dept.	Mahoning	
Butler Co. Sheriff's Office	Butler	368,130	Youngstown Police Dept.	Mahoning	
Hamilton Police Dept.	Butler		Marion Co. Sheriff's Office	Marion	66,501
Middletown Police Dept.	Butler		Medina Co. Sheriff's Office	Medina	172,332
Clark Co. Sheriff's Office	Clark	138,333	Mercer Co. Sheriff's Office	Mercer	40,814
Springfield Police Dept.	Clark		Miami Co. Sheriff's Office	Miami	102,506
Clermont Co. Sheriff's Office	Clermont	197,363	Montgomery Co. Sheriff's Office	Montgomery	535,153
Miami Twp. Police Dept.	Clermont		Dayton Police Dept.	Montgomery	
Crawford Co. Sheriff's Office	Crawford	43,784	Miami Twp. Police Dept.	Montgomery	
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,280,122	Riverside Police Dept.	Montgomery	
Cleveland Police Dept.	Cuyahoga		Zanesville Police Dept.	Muskingum	25,512
Euclid Police Dept.	Cuyahoga		Perry Co. Sheriff's Office	Perry	36,058
Parma Police Dept.	Cuyahoga		Pickaway Co. Sheriff's Office	Pickaway	55,698
Defiance County Sheriff's Office	Defiance	39,037	Putnam Co. Sheriff's Office	Putnam	34,499
Delaware Co. Sheriff's Office	Delaware	174,214	Richland Co. Sheriff's Office	Richland	124,475
Erie Co. Sheriff's Office	Erie	77,079	Sandusky Co. Sheriff's Office	Sandusky	60,944
Franklin Co. Sheriff's Office	Franklin	1,163,414	Scioto Co. Sheriff's Office	Scioto	79,499
Columbus Police Dept.	Franklin		Seneca Co. Sheriff's Office	Seneca	56,745
Fulton Co. Sheriff's Office	Fulton	42,698	Stark Co. Sheriff's Office	Stark	375,586
Geauga Co. Sheriff's Office	Geauga	93,389	Canton Police Dept.	Stark	
Greene Co. Sheriff's Office	Greene	161,573	Jackson Twp. Police Dept.	Stark	
Beavercreek Police Dept.	Greene		Massillon Police Dept.	Stark	
Hamilton Co. Sheriff's Office	Hamilton	802,374	Summit Co. Sheriff's Office	Summit	541,781
Cincinnati Police Dept.	Hamilton		Akron Police Dept.	Summit	
Colerain Twp. Police Dept.	Hamilton		Cuyahoga Falls Police Dept.	Summit	
Hancock Co. Sheriff's Office	Hancock	74,782	Trumbull Co. Sheriff's Office	Trumbull	210,312
Hardin Co. Sheriff's Office	Hardin	32,058	Warren Police Department	Trumbull	
Harrison Co. Sheriff's Office	Harrison	15,864	Tuscarawas Co. Sheriff's Office	Tuscarawas	92,582
Highland Co. Sheriff's Office	Highland	43,589	Franklin Police Department	Warren	11,777
Holmes Co. Sheriff's Office	Holmes	42,366	Washington Co. Sheriff's Office	Washington	61,778
Jefferson Co. Sheriff's Office	Jefferson	69,709	Wayne Co. Sheriff's Office	Wayne	114,520
Madison Twp. Police Dept.	Lake	23,610	Williams Co. Sheriff's Office	Williams	37,642
Licking Co. Sheriff's Office	Licking	166,492	Wood Co. Sheriff's Office	Wood	125,488
Newark Police Dept.	Licking		Perrysburg Twp. Police Dept.	Wood	
Logan Co. Sheriff's Office	Logan	48,858	Wyandot Co. Sheriff's Office	Wyandot	22,615
Lorain Co. Sheriff's Office	Lorain	301,356			
Elyria Police Dept.	Lorain				
Lorain Police Dept.	Lorain				

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 PT	Police Traffic Services (FAST)	\$1,800,000	\$0	\$1,800,000

*Funding levels and amount are for STEP activities only.

Project Number: PT-2021-00-00-03

Project Title: Officer Training

Description:

The Attorney General's Office / OPOTA will offer Traffic Collision Investigation Level 1, Advanced Collision Investigation Level II, Vehicle Dynamics Level III, RADAR and LIDAR Operator and RADAR and LIDAR Instructor classes. Training Ohio's officers will allow them to conduct effective enforcement programs to remove speeding and drivers displaying other unsafe driving behaviors from Ohio's roads before fatal crashes occur.

Intended Sub-recipients:

Ohio Attorney General's Office – Ohio Peace Officer Training Academy

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 PT	Police Traffic Services (FAST)	\$80,000	\$0	\$80,000

Project Number: PT-2020-00-00-04

Project Title: Officer Training/Public Education

Description:

OSHP will use education funds to attend public events (fairs, festivals, high schools, etc.) to speak to the public regarding impaired driving (alcohol and/or drugged), seat belts, distracted driving, speeding and other traffic safety related safety topics. In addition, funds may be used to educate troopers on traffic safety related topics through trainings and / or conferences.

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 PT	Police Traffic Services (FAST)	\$275,000	\$0	\$0

Police Traffic Services: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 PT – Police Traffic Services (FAST)						
PT-2021-00-00-01	Law Enforcement Liaison Program	2020	\$360,000	\$0	\$0	\$0
PT-2021-00-00-02	Selective Traffic Enforcement Program	2021	\$1,800,000	\$1,800,000	\$0	\$0
PT-2021-00-00-03	Officer Training	2020	\$80,000	\$80,000	\$0	\$0
PT-2021-00-00-04	Officer Training/Public Education	2020	\$275,000	\$0	\$0	\$0
FAST Act 402 PT Total			\$2,515,000	\$1,880,000	\$0	\$0
Total Funding Police Traffic Services Program Area			\$2,515,000	\$1,880,000	\$0	\$0

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary state numbers, the number of traffic fatalities has increased 4.05 percent over the five-year period (2015 - 2019). The five-year average has increased 7.53 percent since the 2011 – 2015 average. The number of serious injuries has decreased 17.45 percent over the five-year period (2015 - 2019). The five-year moving average has decreased 9.38 percent since the 2011 - 2015 average.

Analysis

Fatalities increased 8.15 percent from 1,068 in 2018 to 1,155 in 2019. Ohio began new efforts in FFY2019 and FFY2020 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 17.45 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach these segments of Ohio's roadways.

Pedestrian Safety

Problem

Using preliminary state numbers, the number of pedestrian fatalities has increased 10.34 percent over the five-year period (2015 - 2019). The five-year average has increased 27.72 percent since the 2011 – 2015 average.

Analysis

Pedestrian fatalities continue to increase in Ohio. Looking at the statewide pedestrian statistics, pedestrian fatalities are isolated to certain locations (urban areas). Ohio will continue to fund local projects (Safe Communities) that have pedestrian fatality problems based on local problem identification. Ohio continues to address pedestrian issues through the SHSP.

Bicycle Safety

Problem

Using preliminary state numbers, the number of bicycle fatalities has decreased 8.00 percent over the five-year period (2015 - 2019). The five-year average has increased 16.67 percent since the 2011 - 2015 average.

Analysis

Ohio's bicycle fatalities have fluctuated between 2015 and 2019. Looking at the statistics statewide, the bicycle problem appears to be mainly among adults, in urban areas. However, since bicycle fatalities only account for approximately two percent of all fatalities, Ohio will fund local projects if warranted based on problem identification and continue to work on bicycle issues through the SHSP.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2015 – 2019 average of 1,129 to a 2017 – 2021 average of 1,084 by 2021.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2015 – 2019 year average of 8,434 to a 2017 -2021 average of 8,101 by 2021.*
- C-3a) Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2015 – 2019 average of 0.97 to a 2017 – 2021 average of 0.93 by 2021.*
- C-3b) Reduce the rural fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 1.51 to a 2017 – 2021 average of 1.47 by 2021.
- C-3c) Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 0.72 to a 2017 – 2021 average of 0.70 by 2021.
- C-10) Reduce pedestrian fatalities by 1.25 percent per year from the 2015 – 2019 average of 129 to a 2017 – 2021 average of 126 by 2021.
- C-11) Reduce bicyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 21 to a 2017 – 2021 average of 20 by 2021.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategy

Training

Project Safety Impacts / Linkage Between Program Area

In conjunction with Ohio's SHSP, Ohio works with ODOT to provide additional safety related courses for engineers and surveyors from ODOT as well as locals (county and municipal governments). These courses are designed specifically to reduce traffic fatalities and are approved by OTSO prior to scheduling to ensure that topics are highway safety related. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding

Rationale

Training Ohio's engineers and surveyors (state, county, local), allows for safer roadway designs and modifications to be made to Ohio's roadways.

Planned Activities

Project Number: RS-2021-00-00-01

Project Title: Roadway Safety Training

Description:

In conjunction with Ohio's SHSP, Ohio works with ODOT to provide additional safety related courses for engineers and surveyors from ODOT as well as local governments (county and municipal). These courses are designed specifically to reduce traffic fatalities and are approved by OTSO prior to scheduling to ensure that topics are highway safety related. Courses that may be approved for funding in FFY2021 include Traffic Signal Timing Concepts, Traffic Signal Design and Operation, Signalized Intersection Guidebook Workshop, Roadside Safety Design, Designing for Pedestrian Safety, Modern Roundabouts, and Innovative Intersections and Interchanges.

Intended Sub-recipients:

Ohio Department of Transportation

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 RS	Roadway Safety (FAST)	\$140,000	\$0	\$140,000

Roadway Safety: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 RS – Roadway Safety (FAST)						
RS-2021-00-00-01	Roadway Safety Training	2020	\$140,000	\$140,000	\$0	\$0
FAST Act 402 RS Total			\$140,000	\$140,000	\$0	\$0
<i>Total Funding Roadway Safety Program Area</i>						
			\$140,000	\$140,000	\$0	\$0

Speed Management

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary state numbers, the number of traffic fatalities has increased 4.05 percent over the five-year period (2015 - 2019). The five-year average has increased 7.53 percent since the 2011 – 2015 average. The number of serious injuries has decreased 17.45 percent over the five-year period (2015 - 2019). The five-year moving average has decreased 9.38 percent since the 2011 - 2015 average.

Analysis

Fatalities increased 8.15 percent from 1,068 in 2018 to 1,155 in 2019. Ohio began new efforts in FFY2019 and FFY2020 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 17.45 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach these segments of Ohio's roadways.

Speed

Problem

Using preliminary state numbers, the number of speed related fatalities has increased 61.35 percent over the five-year period (2015 - 2019). The five-year average has decreased 4.63 percent since the 2011 - 2015 average.

Analysis

Speed-related fatal crashes increased 61.35 percent from 2015 to 2019. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) based on problem identification.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2015 – 2019 average of 1,129 to a 2017 – 2021 average of 1,084 by 2021.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2015 – 2019 year average of 8,434 to a 2017 -2021 average of 8,101 by 2021.*
- C-3a) Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2015 – 2019 average of 0.97 to a 2017 – 2021 average of 0.93 by 2021.*
- C-3b) Reduce the rural fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 1.51 to a 2017 – 2021 average of 1.47 by 2021.
- C-3c) Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 0.72 to a 2017 – 2021 average of 0.70 by 2021.
- C-6) Reduce speeding-related fatalities by 1.25 percent per year from the 2015 – 2019 average of 268 to a 2017 – 2021 average of 261 by 2021.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategy

Sustained Enforcement

Project Safety Impacts / Linkage Between Program Area

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to decrease the number of speed-related fatalities. OSHP conduct overtime speed enforcement throughout the year. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding.

Rationale

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Ninth Edition, 2017

- Chapter 3. Speeding and Speed Management
 - 2. Enforcement
 - 2.2 High Visibility Enforcement

Planned Activities

Project Number: SE-2021-00-00-01

Project Title: Statewide Speed Enforcement

Description:

There were 1,608 speed related fatal crashes and 7,599 speed related serious injury crashes in Ohio between 2015 and 2019. In FFY2021, OSHP will focus on speed.

OSHP conducts speed, occupant restraint, impaired driving (alcohol and/or drugged) and motorcycle enforcement activity statewide to impact fatal crashes. The state funded activity occurs during regular working hours. The portion of these funds that are speed related is used towards match for the 402 funds.

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 SE	Speed Enforcement (FAST)	\$610,000	\$3,000,000	\$0

Speed Management: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 SE – Speed Enforcement (FAST)						
SE-2021-00-00-01	Statewide Speed Enforcement	2020	\$610,000	\$0	\$3,000,000	\$0
FAST Act 402 SE Total			\$610,000	\$0	\$3,000,000	\$0
<i>Total Speed Management Program Area</i>						
			\$610,000	\$0	\$3,000,000	\$0

Traffic Records

Description of Problem

Traffic Records

Problem

In 2015, Ohio completed a Traffic Records Assessment. The report identified that overall improvements could be made in the following areas: Crash, Citation / Adjudication and EMS. Strategic Planning, Data Use and Integration, and TRCC Management were also noted as needing improvement. The TRCC meets at least once a quarter to review progress made in the areas mentioned in the assessment, update members on current projects, and propose new projects that will address the concerns highlighted in the most recent assessment. Ohio will complete a Traffic Records Assessment in FFY2021.

Analysis

Ohio will be working on the following projects this year: Optical Character Recognition, EMSIRS (Emergency Medical Services Incident Reporting System) project, OLEIS (Ohio Law Enforcement Information System) outreach and support, Court Case Management System upgrades, eCitation Interfaces, Intersection Data Collection, BMV Driver Exam Testing platform, and an Ohio Uniform Crash Manual Application. These projects will improve the accuracy and the timeliness of crash reporting and timeliness of data processing electronic citations.

Countermeasure Strategy

Improves Accessibility, Accuracy, Completeness, Integration, Timeliness, and Uniformity

Project Safety Impacts / Linkage Between Program Area

The projects continue to address improvements from the 2015 Traffic Records Assessment. After the completion of the 2020 Traffic Records Assessment, the Strategic Plan and projects will be updated.

Rationale

All TRCC projects are funded with dedicated Traffic Record Improvement funds (405c) and will enhance the data systems used to guide traffic safety funding.

Planned Activities

Project Numbers: M3DA-2021-00-00-01 (2016 Promise Project)
M3DA-2021-00-00-02 (2017 Promise Project)
M3DA-2021-00-00-03

Project Title: Traffic Records Coordinating Committee Projects Grant

Description:

OSHP chairs the TRCC committee. The committee is comprised of state, local and federal agencies who are stakeholders in the traffic crash records system. Committee members oversee implementation of the Traffic Records Strategic Plan. A Traffic Records Assessment will be completed in FFY2021. In an effort to streamline the project management process,

the OSHP has been awarded a grant to oversee the TRCC grant projects. All project suggestions will continue to be submitted to the TRCC Committee. The committee will decide as a whole on whether or not to submit the project(s) to NHTSA for funding approval. Projects that will be completed by internal ODPS agencies will be overseen by OSHP through this grant. This should help liquidate the Section 405c funds in a more efficient manner. A brief description of the projects being funded under the OSHP grant with the data system/attribute are listed below. See the “TRCC Strategic Plan FFY2021 – 2025” for additional information including individual current, short-term, and long-term goals.

Travel - \$10,000

Travel costs associated with traffic records management training and conferences (Traffic Records Forum) for the TRCC Chair/Co-Chair.

Optical Character Recognition - \$200,000

Ohio will add Optical Character Recognition to OTIS and then OLEIS. This will reduce the number of data entry errors into the system and speed the completion of crash reports. This project will enhance the accuracy of the Citation/Adjudication and Crash data systems.

EMS EMSIRS Project - \$155,000

EMS is bringing EMSIRS and all related data back to ODPS ownership and control. Once data collection and analysis has been restored to the ODPS, Division of EMS will be able to initiate the linkage of data to the Ohio Trauma Registry and other state data systems. This project will enhance the completeness of the EMS/Injury Surveillance data system.

OLEIS Outreach and Support Field Liaison - \$45,000

Increase the number of agencies utilizing OLEIS for both eCitation and electronic crash reporting by offering training, technical support, supporting software and materials. This project will enhance the completeness of the Citation/Adjudication and Crash data systems.

Court Case Management System Upgrades - \$1,000,000

Assist local courts in upgrading case management systems to facilitate e-filing of traffic citations. This project will enhance the timeliness of the Citation/Adjudication data system.

Citation Interfaces with Courts - \$250,000

Ohio’s goal for FFY2021 will be to continue this project with additional law enforcement agencies and electronic submission to courts. Currently Ohio has 124 courts receiving E-Citations electronically. This project will enhance the timeliness of the Citation/Adjudication data system.

ODOT Intersection Collection - \$2,500,000

Ohio’s goal for FFY2021 will be to continue collecting intersection inventory data to collect data for more than 260,000 intersections. This project will enhance the completeness of the Roadway data system. **This project is Ohio’s 2016 and 2017 promise project. 2016 and 2017 405c funds will be obligated to this project. Any funds not spent on this project by September 30, 2021 will not be used for any other project.**

BMV Driver Exam Testing Platform - \$800,000

Ohio will replace the current paper-based testing process for driver exams with an electronic driver exam platform. The goal is to use the data obtained from the driver exams to increase

training to reduce failure rates on both the driving/skills and the knowledge tests. This project will enhance the accessibility of the Driver Safety data system.

Ohio Uniform Crash Manual Application - \$202,000

Ohio will provide a Uniform Crash Manual application that will be interactive, including reference material and definitions to improve the quality and accuracy of crash reporting. This project will enhance the accuracy of the Crash data system.

The state funds staff to review, correct, and update traffic records to improve the accuracy and availability of Ohio’s crash records. These funds are used for match for 405c.

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c	405c Data Program (MAP 21)	\$669,200	\$167,300	\$0
2017	FAST Act 405c	405c Data Program (FAST)	\$1,200,000	\$300,000	\$0
2018	FAST Act 405c	405c Data Program (FAST)	\$1,447,481	\$361,870	\$0
2019	FAST Act 405c	405c Data Program (FAST)	\$1,509,309	\$377,327	\$0
2020	FAST Act 405c	405c Data Program (FAST)	\$336,010	\$84,003	\$0
<i>Total:</i>			<i>5,162,000</i>	<i>\$1,290,500</i>	

Traffic Records: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
MAP 21 405c Data Program						
M3DA-2021-00-00-01	Traffic Records Coordinating Committee	2016	\$669,200	\$0	\$167,300	\$0
MAP 21 405c Data Program Total			\$669,200	\$0	\$167,300	\$0
FAST Act 405c Data Program						
M3DA-2021-00-00-02	Traffic Records Coordinating Committee	2017	\$1,200,000	\$0	\$300,000	\$0
M3DA-2021-00-00-03	Traffic Records Coordinating Committee	2018	\$1,447,481	\$0	\$361,870	\$0
M3DA-2021-00-00-03	Traffic Records Coordinating Committee	2019	\$1,509,309	\$0	\$377,327	\$0
M3DA-2021-00-00-03	Traffic Records Coordinating Committee	2020	\$336,010	\$0	\$84,003	\$0
FAST Act 405c Data Program Total			\$4,492,800	\$0	\$1,123,200	\$0
Total Traffic Records Program Area			\$5,162,000	\$0	\$1,290,500	\$0

Youthful Driver Safety Program

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary state numbers, the number of traffic fatalities has increased 4.05 percent over the five-year period (2015 - 2019). The five-year average has increased 7.53 percent since the 2011 – 2015 average. The number of serious injuries has decreased 17.45 percent over the five-year period (2015 - 2019). The five-year moving average has decreased 9.38 percent since the 2011 - 2015 average.

Analysis

Fatalities increased 8.15 percent from 1,068 in 2018 to 1,155 in 2019. Ohio began new efforts in FFY2019 and FFY2020 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 17.45 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach these segments of Ohio's roadways.

Impaired Driving

Problem

Using preliminary state numbers, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has increased 8.09 percent over the five-year period (2015 - 2019). The five-year moving average has increased 3.17 percent since the 2011 - 2015 average. The number of drugged driving fatal crashes has increased 173.33 percent over the five-year period (2015 - 2019). The five-year moving average has increased 74.80 percent since the 2011 - 2015 average. The number of drugged driving serious injury crashes has decreased 22.56 percent over the five-year period (2015 - 2019). The five-year moving average has decreased 36.17 percent since the 2011 - 2015 average.

Analysis

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, Ohio continues to focus efforts toward impaired driving. Ohio is increasing its focus on drug impaired driving. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach identified target audiences.

Occupant Protection

Problem

In 2019, Ohio reached an 85.9 percent observed seat belt use rate – a 1.18 percent increase from 84.9 percent in 2018. Using preliminary state numbers, the number of unrestrained fatalities has increased 23.12 percent over the five-year period (2015 - 2019). The five-year average has increased 1.86 percent since the 2011 - 2015 average.

Analysis

Ohio's observed seat belt usage rate increased from 84.9 percent in 2018 to 85.9 percent in 2019. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Speed

Problem

Using preliminary state numbers, the number of speed related fatalities has increased 61.35 percent over the five-year period (2015 - 2019). The five-year average has decreased 4.63 percent since the 2011 - 2015 average.

Analysis

Speed-related fatal crashes increased 61.35 percent from 2015 to 2019. Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) based on problem identification.

Youthful Driver

Problem

Using preliminary state numbers, the number of young drivers (20 or younger) involved in fatal crashes has decreased 22.88 percent over the five-year period (2015 - 2019). The five-year average has decreased 2.76 percent since the 2011 - 2015 average.

Analysis

Ohio has reduced the number of drivers aged 20 or younger involved in fatal crashes over the last five years and the five-year average remains fairly consistent (between 141 and 145). Ohio will continue to focus efforts towards this age group with an emphasis on speed, impaired driving and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of youthful drivers involved in fatal crashes.

Distracted Driving

Problem

The number of distracted driving fatal crashes has increased 5.13 percent over the five-year period (2015 - 2019). The five-year average has increased 51.85 percent since the 2011 – 2015 average. The number of distracted driving serious injury crashes has increased 10.34 percent over the five-year period (2015 - 2019). The five-year average has increased 27.72 percent since the 2011 – 2015 average.

Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants and the statewide distracted driving grant. In FFY2021, Ohio will continue with projects that place an emphasis on youthful driver, including distracted driving.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2015 – 2019 average of 1,129 to a 2017 – 2021 average of 1,084 by 2021.*

- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2015 – 2019 year average of 8,434 to a 2017 -2021 average of 8,101 by 2021.*
- C-3a) Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2015 – 2019 average of 0.97 to a 2017 – 2021 average of 0.93 by 2021.*
- C-3b) Reduce the rural fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 1.51 to a 2017 – 2021 average of 1.47 by 2021.
- C-3c) Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 0.72 to a 2017 – 2021 average of 0.70 by 2021.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 1.25 percent per year from the 2015 – 2019 average of 384 to a 2017 – 2021 average of 374 by 2021.
- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from the 2015 – 2019 average of 325 to a 2017 – 2021 average of 317 by 2021.
- C-6) Reduce speeding-related fatalities by 1.25 percent per year from the 2015 – 2019 average of 268 to a 2017 – 2021 average of 261 by 2021.
- Reduce distracted driving fatal crashes by 1.25 percent per year from the 2015 – 2019 average of 40 to a 2017 – 2021 average of 39 by 2021.
- Reduce distracted driving serious injury crashes by 1.25 percent per year from the 2015 – 2019 average of 398 to a 2017 – 2021 average of 388 by 2021.
- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 0.09 percent to 86.0 percent by December 31, 2021.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategy

Peer to Peer Teen Outreach

Youthful Driver Behavior Survey

Project Safety Impacts / Linkage Between Program Area

Ohio continues to focus on efforts geared toward youthful drivers. In FFY2021, Ohio will work with two teen peer to peer groups. Students Against Destructive Decisions (SADD) and Family, Career and Community Leaders of America (FCCLA) will provide peer to peer programming in many of Ohio's high schools. Partnerships with The Ohio State University include working with Recording Artists Against Drunk Driving (RADD) on a college campus impaired driving (alcohol and drugged) project. Ohio is also working with the Children's Hospital of Philadelphia on youthful driver research, evaluation, and evidence-based materials.

Rationale

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Ninth Edition, 2017

- Chapter 1. Alcohol and Drug Impaired Driving
 - 5. Prevention, Intervention, Communications and Outreach
 - 5.2 Mass Media Campaigns
 - 5.4 Alternative Transportation
 - 5.5 Designated Drivers
- Chapter 2. Seat Belts and Child Restraints
 - 3. Communications and Outreach
 - 3.1 Communications and Outreach Supporting Enforcement

- 3.2 Communications and Outreach Strategies for Low-Belt-Use Groups
 - 6. Communications and Outreach
 - 6.1 Communications and Outreach Strategies for Older Children
- Chapter 3. Speeding and Speed Management
 - 4. Communications and Outreach
 - 4.1 Communications and Outreach Supporting Enforcement
- Chapter 4. Distracted and Drowsy Driving
 - 2. Communications and Outreach
 - 2.2 Communications and Outreach on Distracted Driving

Planned Activities

Project Number: TSP-2021-00-00-01

Project Title: Peer-to-Peer Youth Programming - SADD

Description:

SADD will continue to conduct programming statewide in FFY2021. Ohio SADD will use evidence-based programming to facilitate peer-to-peer education to educate young drivers on seat belt usage, the dangers of alcohol and drug impaired driving (alcohol and drugged), and distracted driving. In FFY2021, SADD will reach out to teen populations that are not represented by a Safe Communities program or SADD chapter to reach additional teen drivers. SADD will also work with elementary and middle school students using NHTSA's resources. SADD is charging the grant the de Minimis rate of 10 percent of the modified total direct costs. This amount is \$11,769.

Intended Sub-recipients:

Students Against Destructive Decisions

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 TSP	Teen Safety Program (FAST)	\$135,000	\$0	\$0

Project Number: TSP-2021-00-00-02

Project Title: Peer-to-Peer Youth Programming - FCCLA

Description:

FCCLA will facilitate statewide peer-to-peer campaigns in high schools using toolkits focusing on seatbelts, distracted, and impaired driving. FCCLA would like to engage 75 chapters in FFY2021.

Intended Sub-recipients:

Family Career and Community Leaders of America (FCCLA)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 TSP	Teen Safety Program (FAST)	\$180,000	\$0	\$0

Project Number: M6OT-2021-00-00-15

Project Title: College Campus Impaired Driving Program

Description:

The Ohio State University will partner with Recording Artists against Drunk Driving (RADD) and the Higher Education Center for Alcohol and Drug (HECAOD). This pilot project was implemented at three campuses (Cleveland, Cincinnati, and Columbus) and will be expanded in FFY2021 to include five additional campus communities to reduce impaired driving (alcohol and/or drugged) among 18-24 year olds. The project will consist of promoting safe driving practices through an active social media campaign, web presence, and event presence at concert venues in Cleveland, Cincinnati, and Columbus. Build on RADD TV concept by securing video content promoting sober driving using entertainment themes and eight up and coming artists. The Ohio State University has an approved Indirect Cost Rate of 56.0 percent. The Indirect Cost Rate amount is \$71,792.

Intended Sub-recipients:

The Ohio State University

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d	405d Impaired Driving Low (FAST)	\$200,000	\$0	\$0

Project Number: DE-2021-00-00-02

Project Title: Youthful Driver Skills Assessment Project

Description:

OTSO will grant with Children’s Hospital of Philadelphia to collect data from new drivers pre and post the driver education course and at Bureau of Motor Vehicle (BMV) exam stations to determine areas of driving behavior that are deficient in new drivers. Data will be used to guide educational programming to improve new driver skill sets and provide statewide data for youthful driving (funding) problem identification. The Children’s Hospital of Philadelphia is charging the grant the de Minimis rate of 10 percent of the modified total direct costs. This amount is \$18,183.

Intended Sub-recipients:

Children’s Hospital of Philadelphia

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 DE	Drivers Education (FAST)	\$200,000	\$0	\$0

Youthful Driver Safety: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 DE – Driver Education						
DE-2021-00-00-02	Youthful Driver Skills Assessment Program	2020	\$200,000	\$0	\$0	\$18,183
FAST Act 402 DE Total			\$200,000	\$0	\$0	\$18,183
FAST Act 402 TSP – Teen Safety Program (FAST)						
TSP-2021-00-00-01	Peer to Peer Youth Programming - SADD	2020	\$135,000	\$0	\$0	\$11,769
TSP-2021-00-00-02	Peer to Peer Youth Programming - FCCLA	2020	\$180,000	\$0	\$0	\$0
FAST Act 402 TSP Total			\$315,000	\$0	\$0	\$11,769
FAST Act 405d Impaired Driving Low						
M6OT-2021-00-00-15	College Campus Impaired Driving Program	2021	\$200,000	\$0	\$0	\$71,792
Fast Act 405d Impaired Driving Low			\$200,000	\$0	\$0	\$71,792
Total Funding Youthful Driver Safety Program Area			\$715,000	\$0	\$0	\$101,744

Appendix A – FFY2021 Funding Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
164 Transfer Funds – 164 Alcohol						
164 AL-2021-00-00-01	Impaired Driving Enforcement Program	2021	\$2,500,000	\$2,500,000	\$0	\$0
164 Transfer Funds Total			\$2,500,000	\$2,500,000	\$0	\$0
FAST Act 402 CP – Community Traffic Safety Project (FAST)						
CP-2021-00-00-01	Traffic Safety Program Management	2019	\$350,000	\$0	\$0	\$0
CP-2021-00-00-02	Traffic Safety Resource Prosecutor Program	2020	\$375,000	\$0	\$0	\$0
CP-2021-00-00-03	Training/Educational Materials	2020	\$15,000	\$0	\$0	\$0
CP-2021-00-00-04	Judicial Outreach Liaison	2020	\$300,000	\$0	\$0	\$0
FAST Act 402 CP Total			\$1,040,000	\$0	\$0	\$0
FAST Act 402 DD – Distracted Driving (FAST)						
DD-2021-00-00-01	Statewide Distracted Driving Enforcement	2020	\$525,000	\$0	\$0	\$0
DD-2021-00-00-02	Distracted Driving Print Advertising/Educational	2020	\$250,000	\$0	\$0	\$0
FAST Act 402 DD Total			\$775,000	\$0	\$0	\$0
FAST Act 402 DE – Driver Education						
DE-2021-00-00-01	Youthful Driver Print Advertising/Educational	2020	\$100,000	\$0	\$0	\$0
DE-2021-00-00-02	Youthful Driver Skills Assessment Program	2020	\$200,000	\$0	\$0	\$18,123
FAST Act 402 DE Total			\$300,000	\$0	\$0	\$18,123
FAST Act 402 PA – Planning and Administration (FAST)						
PA-2021-00-00-01	Traffic Safety Program Management	2020	\$950,000	\$0	\$950,000	\$0
PA-2021-00-00-02	Web-Based Grant Management System	2020	\$200,000	\$0	\$200,000	\$0
PA-2021-00-00-03	Equipment Inspection/Inventory Program	2020	\$140,000	\$0	\$140,000	\$0
PA-2021-00-00-04	University Evaluation	2020	\$200,000	\$0	\$200,000	\$35,397
PA-2021-00-00-05	GHSA Projects	2020	\$55,000	\$0	\$55,000	\$0
FAST Act 402 PA Total			\$1,545,000	\$0	\$1,545,000	\$35,397
FAST Act 402 PM – Paid Advertising (FAST)						
PM-2021-00-00-01	Motorcycle Safety Paid Media	2020	\$100,000	\$0	\$0	\$0
PM-2021-00-00-02	Distracted Driving Paid Media	2020	\$500,000	\$0	\$0	\$0
PM-2021-00-00-03	Youthful Driver Paid Media	2020	\$500,000	\$0	\$0	\$0
PM-2021-00-00-04	Campaign Creative/Design	2020	\$300,000	\$0	\$0	\$0
FAST Act 402 PM Total			\$1,400,000	\$0	\$0	\$0
FAST Act 402 PT – Police Traffic Services (FAST)						
PT-2021-00-00-01	Law Enforcement Liaison Program	2020	\$360,000	\$0	\$0	\$0
PT-2021-00-00-02	Selective Traffic Enforcement Program	2021	\$1,800,000	\$1,800,000	\$0	\$0
PT-2021-00-00-03	Officer Training	2020	\$80,000	\$80,000	\$0	\$0
PT-2021-00-00-04	Officer Training/Public Education	2020	\$275,000	\$0	\$0	\$0
FAST Act 402 PT Total			\$2,515,000	\$1,880,000	\$0	\$0
FAST Act 402 RS – Roadway Safety (FAST)						
RS-2021-00-00-01	Roadway Safety Training	2020	\$140,000	\$140,000	\$0	\$0
FAST Act 402 RS Total			\$140,000	\$140,000	\$0	\$0
FAST Act 402 SA – Safe Communities (FAST)						
SA-2021-00-00-01	Safe Communities	2020	\$2,400,000	\$2,400,000	\$0	\$9,692
FAST Act 402 SA Total			\$2,400,000	\$2,400,000	\$0	\$9,692
FAST Act 402 SC – Speed Management (FAST)						
SC-2021-00-00-01	Speed Print Advertising/Educational	2020	\$50,000	\$0	\$0	\$0
FAST Act 402 SC Total			\$50,000	\$0	\$0	\$0
FAST Act 402 SE – Speed Enforcement (FAST)						
SE-2021-00-00-01	Statewide Speed Enforcement	2020	\$610,000	\$0	\$3,000,000	\$0
FAST Act 402 SE Total			\$610,000	\$0	\$3,000,000	\$0

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 TSP – Teen Safety Program (FAST)						
TSP-2021-00-00-01	Peer to Peer Youth Programming - SADD	2020	\$135,000	\$0	\$0	\$11,769
TSP-2021-00-00-02	Peer to Peer Youth Programming - FCCLA	2020	\$180,000	\$0	\$0	\$0
FAST Act 402 TSP Total			\$315,000	\$0	\$0	\$11,769
FAST Act 402 Total			\$11,090,000	\$4,420,000	\$4,545,000	\$74,981
FAST Act 405b OP Low						
M2X-2021-00-00-01	Holiday Click It or Ticket Paid Media	2020	\$200,000	\$0	\$0	\$0
M2X-2021-00-00-02	Click It or Ticket Paid Media	2020	\$300,000	\$0	\$0	\$0
M2X-2021-00-00-03	Sustained Belt Paid Media	2020	\$500,000	\$0	\$0	\$0
M2X-2021-00-00-04	Seat Belt Print Advertising/Educational	2020	\$250,000	\$0	\$0	\$0
M2X-2021-00-00-05	Statewide Seat Belt Tac Squads	2021	\$940,000	\$0	\$687,500	\$0
M2X-2021-00-00-06	Occupant Protection Coordinator Program	2021	\$560,000	\$472,000	\$0	\$9,325
Fast Act 405b OP Low Total			\$2,750,000	\$472,000	\$687,500	\$9,325
MAP 21 405c Data Program						
M3DA-2021-00-00-01	Traffic Records Coordinating Committee Projects	2016	\$669,200	\$0	\$167,300	\$0
MAP 21 405c Data Program Total			\$669,200	\$0	\$167,300	\$0
FAST Act 405c Data Program						
M3DA-2021-00-00-02	Traffic Records Coordinating Committee Projects	2017	\$1,200,000	\$0	\$300,000	\$0
M3DA-2021-00-00-03	Traffic Records Coordinating Committee Projects	2018	\$1,447,481	\$0	\$361,870	\$0
M3DA-2021-00-00-03	Traffic Records Coordinating Committee Projects	2019	\$1,509,309	\$0	\$377,327	\$0
M3DA-2021-00-00-03	Traffic Records Coordinating Committee Projects	2020	\$336,010	\$0	\$84,003	\$0
FAST Act 405c Data Program Total			\$4,492,800	\$0	\$1,123,200	\$0
FAST Act 405d Impaired Driving Low						
M6OT-2021-00-00-01	Holiday Drive Sober or Get Pulled Over Paid Media	2020	\$200,000	\$0	\$0	\$0
M6OT-2021-00-00-02	Drive Sober or Get Pulled Over Paid Media	2021	\$300,000	\$0	\$0	\$0
M6OT-2021-00-00-03	Sustained Impaired Driving Paid Media	2020	\$500,000	\$0	\$0	\$0
M6OT-2021-00-00-04	Impaired Driving Print Advertising/Educational	2020	\$250,000	\$0	\$0	\$0
M6OT-2021-00-00-05	Statewide Impaired Driving Enforcement Program	2020	\$2,300,000	\$0	\$2,250,000	\$0
M6OT-2021-00-00-06	OVI Task Force Program	2021	\$2,500,000	\$2,500,000	\$0	\$0
M6OT-2021-00-00-07	Drugged Driving Enforcement Program	2020	\$375,000	\$375,000	\$0	\$0
M6OT-2021-00-00-08	Statewide Drugged Driving Enforcement	2021	\$730,000	\$0	\$0	\$0
M6OT-2021-00-00-09	Trace Back Program	2021	\$45,000	\$0	\$0	\$0
M6OT-2021-00-00-10	Officer Training (Impaired)	2020	\$200,000	\$200,000	\$0	\$0
M6OT-2021-00-00-11	Drug Recognition Expert Program	2021	\$550,000	\$0	\$0	\$0
M6OT-2021-00-00-12	Ignition Interlock Program	2021	\$50,000	\$0	\$0	\$0
M6OT-2021-00-00-13	Breath Instrument Training	2021	\$150,000	\$0	\$0	\$0
M6OT-2021-00-00-14	Oral Fluid Testing	2021	\$200,000	\$0	\$0	\$58,263
M6OT-2021-00-00-15	College Campus Impaired Driving Program	2021	\$200,000	\$0	\$0	\$71,792
Fast Act 405d Impaired Driving Low			\$8,550,000	\$3,075,000	\$2,250,000	\$130,055
FAST Act 405f Motorcycle Programs						
M9MA-2021-00-00-01	Motorcycle Awareness Paid Media	2020	\$100,000	\$0	\$0	\$0
M9MA-2021-00-00-02	Motorcycle Awareness Print Advertising/Educ.	2021	\$100,000	\$0	\$0	\$0
M9MT-2021-00-00-01	Motorcycle Training	2021	\$47,000	\$0	\$0	\$0
FAST Act 405f Motorcycle Programs			\$247,000	\$0	\$0	\$0
Total FFY2021 Funding			\$30,299,000	\$10,467,000	\$8,773,000	\$214,361

Appendix B – FFY2021 Sub-Recipients

HSP Project Number	Grant Number	Organization	Award Amount
164 AL-2021-00-00-01	IDEP/STEP-2021-Akron Police Department-00054	Akron Police Department	\$ 43,192.79
164 AL-2021-00-00-01	IDEP/STEP-2021-Allen County Sheriff's Of-00027	Allen Co. Sheriff's Office	\$ 29,675.28
164 AL-2021-00-00-01	IDEP/STEP-2021-Ashland County Sheriff's -00025	Ashland Co. Sheriff's Office	\$ 21,777.07
164 AL-2021-00-00-01	IDEP/STEP-2021-Ashtabula County Sheriff-00050	Ashtabula Co. Sheriff's Office	\$ 37,715.63
164 AL-2021-00-00-01	IDEP/STEP-2021-Athens Co. Sheriff's Offi-00023	Athens Co. Sheriff's Office	\$ 22,504.19
164 AL-2021-00-00-01	IDEP/STEP-2021-Beaver Police Department-00045	Beaver Police Department	\$ 15,426.51
164 AL-2021-00-00-01	IDEP/STEP-2021-Beavercreek Police Depart-00075	Beavercreek Police Department	\$ 32,490.06
164 AL-2021-00-00-01	IDEP/STEP-2021-Brown County Sheriff's Of-00074	Brown Co. Sheriff's Office	\$ 16,781.37
164 AL-2021-00-00-01	IDEP/STEP-2021-Butler County Sheriff's O-00007	Butler Co. Sheriff's Office	\$ 55,374.93
164 AL-2021-00-00-01	IDEP/STEP-2021-Canton Police Department-00013	Canton Police Department	\$ 28,708.29
164 AL-2021-00-00-01	IDEP/STEP-2021-Cincinnati Police Departm-00048	Cincinnati Police Department	\$ 50,383.60
164 AL-2021-00-00-01	IDEP/STEP-2021-Clark County Sheriff's Of-00004	Clark Co. Sheriff's Office	\$ 44,891.06
164 AL-2021-00-00-01	IDEP/STEP-2021-Clermont County Sheriff's-00082	Clermont Co. Sheriff's Office	\$ 40,122.18
164 AL-2021-00-00-01	IDEP/STEP-2021-Cleveland Police Departme-00079	Cleveland Police Department	\$ 33,038.45
164 AL-2021-00-00-01	IDEP/STEP-2021-Colerain Twp. Police Depa-00063	Colerain Twp. Police Department	\$ 25,109.28
164 AL-2021-00-00-01	IDEP/STEP-2021-Columbus Police Departmen-00019	Columbus Police Department	\$ 66,494.56
164 AL-2021-00-00-01	IDEP/STEP-2021-Crawford County Sheriff's-00033	Crawford Co. Sheriff's Office	\$ 11,769.98
164 AL-2021-00-00-01	IDEP/STEP-2021-Cuyahoga Co. Sheriff's De-00020	Cuyahoga Co. Sheriff's Department	\$ 48,253.91
164 AL-2021-00-00-01	IDEP/STEP-2021-Cuyahoga Falls Police Dep-00029	Cuyahoga Falls Police Department	\$ 26,427.52
164 AL-2021-00-00-01	IDEP/STEP-2021-Dayton Police Dept. -00062	Dayton Police Dept.	\$ 44,265.13
164 AL-2021-00-00-01	IDEP/STEP-2021-Defiance Co. Sheriff's Of-00026	Defiance Co. Sheriff's Office	\$ 20,610.53
164 AL-2021-00-00-01	IDEP/STEP-2021-Delaware County Sheriff's-00024	Delaware Co. Sheriff's Office	\$ 45,804.30
164 AL-2021-00-00-01	IDEP/STEP-2021-Elyria Police Department-00080	Elyria Police Department	\$ 34,029.93
164 AL-2021-00-00-01	IDEP/STEP-2021-Erie Co. Sheriff's Office-00044	Erie Co. Sheriff's Office	\$ 25,946.26
164 AL-2021-00-00-01	IDEP/STEP-2021-Euclid Police Department-00012	Euclid Police Department	\$ 34,320.99
164 AL-2021-00-00-01	IDEP/STEP-2021-Franklin County Sheriff's-00053	Franklin Co. Sheriff's Office	\$ 69,075.99
164 AL-2021-00-00-01	IDEP/STEP-2021-Franklin Police Departmen-00072	Franklin Police Department	\$ 31,084.70
164 AL-2021-00-00-01	IDEP/STEP-2021-Fulton County Sheriff's O-00006	Fulton Co. Sheriff's Office	\$ 20,903.40
164 AL-2021-00-00-01	IDEP/STEP-2021-Geauga County Sheriff's O-00003	Geauga Co. Sheriff's Office	\$ 30,617.63
164 AL-2021-00-00-01	IDEP/STEP-2021-Greene County Sheriff's O-00022	Greene Co. Sheriff's Office	\$ 46,828.93
164 AL-2021-00-00-01	IDEP/STEP-2021-Hamilton County Sheriff's-00067	Hamilton Co. Sheriff's Office	\$ 61,815.91
164 AL-2021-00-00-01	IDEP/STEP-2021-Hamilton Police Departmen-00084	Hamilton Police Department	\$ 27,692.63
164 AL-2021-00-00-01	IDEP/STEP-2021-Hancock County Sheriff's -00056	Hancock Co. Sheriff's Office	\$ 21,761.38
164 AL-2021-00-00-01	IDEP/STEP-2021-Hardin Co. Sheriff's Offi-00059	Hardin Co. Sheriff's Office	\$ 15,088.41
164 AL-2021-00-00-01	IDEP/STEP-2021-Harrison County Sheriff's-00073	Harrison Co. Sheriff's Office	\$ 19,878.18
164 AL-2021-00-00-01	IDEP/STEP-2021-Highland Co. Sheriff's Of-00055	Highland Co. Sheriff's Office	\$ 17,236.47
164 AL-2021-00-00-01	IDEP/STEP-2021-Holmes Co. Sheriff's Offi-00014	Holmes Co. Sheriff's Office	\$ 15,311.43
164 AL-2021-00-00-01	IDEP/STEP-2021-Jackson Twp Police Depart-00008	Jackson Twp Police Department	\$ 15,824.08
164 AL-2021-00-00-01	IDEP/STEP-2021-Jefferson Co. Sheriff's O-00041	Jefferson Co. Sheriff's Office	\$ 17,796.20
164 AL-2021-00-00-01	IDEP/STEP-2021-Licking County Sheriff's -00009	Licking Co. Sheriff's Office	\$ 21,644.05
164 AL-2021-00-00-01	IDEP/STEP-2021-Logan Co. Sheriff's Offic-00043	Logan Co. Sheriff's Office	\$ 20,924.40
164 AL-2021-00-00-01	IDEP/STEP-2021-Lorain Co. Sheriff's Offi-00016	Lorain Co. Sheriff's Office	\$ 47,340.71
164 AL-2021-00-00-01	IDEP/STEP-2021-Lorain Police Department-00010	Lorain Police Department	\$ 24,217.16
164 AL-2021-00-00-01	IDEP/STEP-2021-Lucas County Sheriff's Of-00030	Lucas Co. Sheriff's Office	\$ 42,386.11
164 AL-2021-00-00-01	IDEP/STEP-2021-Madison Township Police D-00042	Madison Township Police Department	\$ 31,386.60
164 AL-2021-00-00-01	IDEP/STEP-2021-Mahoning County Sheriff's-00005	Mahoning Co. Sheriff's Office	\$ 39,523.92
164 AL-2021-00-00-01	IDEP/STEP-2021-Marion County Sheriff's O-00078	Marion Co. Sheriff's Office	\$ 25,763.17
164 AL-2021-00-00-01	IDEP/STEP-2021-Massillon Police Departme-00058	Massillon Police Department	\$ 14,986.29
164 AL-2021-00-00-01	IDEP/STEP-2021-Medina County Sheriff's O-00036	Medina Co. Sheriff's Office	\$ 44,389.62
164 AL-2021-00-00-01	IDEP/STEP-2021-Mercer County Sheriff's O-00065	Mercer Co. Sheriff's Office	\$ 21,824.15
164 AL-2021-00-00-01	IDEP/STEP-2021-Miami County Sheriff's Of-00039	Miami Co. Sheriff's Office	\$ 40,349.23
164 AL-2021-00-00-01	IDEP/STEP-2021-Miami Township Police Dep-00021	Miami Township Police Department	\$ 24,048.96
164 AL-2021-00-00-01	IDEP/STEP-2021-Miami Twp. Police Departm-00035	Miami Twp. Police Department	\$ 33,060.55
164 AL-2021-00-00-01	IDEP/STEP-2021-Middletown Police Departm-00017	Middletown Police Department	\$ 26,170.76
164 AL-2021-00-00-01	IDEP/STEP-2021-Montgomery County Sheriff-00070	Montgomery Co. Sheriff's Office	\$ 54,199.43
164 AL-2021-00-00-01	IDEP/STEP-2021-Newark Police Department-00069	Newark Police Department	\$ 13,262.54
164 AL-2021-00-00-01	IDEP/STEP-2021-Parma Police Department-00071	Parma Police Department	\$ 28,412.05
164 AL-2021-00-00-01	IDEP/STEP-2021-Perry Co. Sheriff's Offic-00066	Perry Co. Sheriff's Office	\$ 22,294.95
164 AL-2021-00-00-01	IDEP/STEP-2021-Perrysburg Twp. Police De-00083	Perrysburg Twp. Police Department	\$ 28,875.67
164 AL-2021-00-00-01	IDEP/STEP-2021-Pickaway Co. Sheriff's Of-00011	Pickaway Co. Sheriff's Office	\$ 20,380.37

HSP Project Number	Grant Number	Organization	Award Amount
164 AL-2021-00-00-01	IDEP/STEP-2021-Putnam County Sheriff's O-00051	Putnam Co. Sheriff's Office	\$ 20,646.26
164 AL-2021-00-00-01	IDEP/STEP-2021-Richland County Sheriff's-00040	Richland Co. Sheriff's Office	\$ 39,564.30
164 AL-2021-00-00-01	IDEP/STEP-2021-Riverside Police Departme-00046	Riverside Police Department	\$ 11,974.05
164 AL-2021-00-00-01	IDEP/STEP-2021-Sandusky Co. Sheriff's Of-00047	Sandusky Co. Sheriff's Office	\$ 22,833.75
164 AL-2021-00-00-01	IDEP/STEP-2021-Scioto Co. Sheriff's Offi-00076	Scioto Co. Sheriff's Office	\$ 22,294.95
164 AL-2021-00-00-01	IDEP/STEP-2021-Seneca County Sheriff's O-00031	Seneca Co. Sheriff's Office	\$ 20,401.29
164 AL-2021-00-00-01	IDEP/STEP-2021-Springfield Police Depart-00049	Springfield Police Department	\$ 24,231.12
164 AL-2021-00-00-01	IDEP/STEP-2021-Stark County Sheriff's Of-00015	Stark Co. Sheriff's Office	\$ 40,778.34
164 AL-2021-00-00-01	IDEP/STEP-2021-Summit County Sheriff's O-00032	Summit Co. Sheriff's Office	\$ 48,574.50
164 AL-2021-00-00-01	IDEP/STEP-2021-Sylvania Twp. Police Depa-00057	Sylvania Twp. Police Department	\$ 19,359.26
164 AL-2021-00-00-01	IDEP/STEP-2021-Toledo Police Department-00037	Toledo Police Department	\$ 42,394.77
164 AL-2021-00-00-01	IDEP/STEP-2021-Trumbull County Sheriff's-00028	Trumbull Co. Sheriff's Office	\$ 32,253.71
164 AL-2021-00-00-01	IDEP/STEP-2021-Tuscarawas County Sheriff-00018	Tuscarawas Co. Sheriff's Office	\$ 19,893.87
164 AL-2021-00-00-01	IDEP/STEP-2021-Warren Police Department-00064	Warren Police Department	\$ 21,463.51
164 AL-2021-00-00-01	IDEP/STEP-2021-Washington Co. Sheriff's -00061	Washington Co. Sheriff's Office	\$ 21,431.82
164 AL-2021-00-00-01	IDEP/STEP-2021-Wayne County Sheriff's Of-00060	Wayne Co. Sheriff's Office	\$ 19,355.07
164 AL-2021-00-00-01	IDEP/STEP-2021-Williams County Sheriff's-00052	Williams Co. Sheriff's Office	\$ 22,650.66
164 AL-2021-00-00-01	IDEP/STEP-2021-Wood County Sheriff's Off-00038	Wood Co. Sheriff's Office	\$ 34,607.46
164 AL-2021-00-00-01	IDEP/STEP-2021-Wyandot County Sheriff's -00034	Wyandot Co. Sheriff's Office	\$ 21,299.62
164 AL-2021-00-00-01	IDEP/STEP-2021-Youngstown Police Departm-00068	Youngstown Police Department	\$ 25,238.11
164 AL-2021-00-00-01	IDEP/STEP-2021-Zanesville Police Departm-00077	Zanesville Police Department	\$ 28,546.52
CP-2021-00-00-01	TBD	Ohio Traffic Safety Office	\$ 350,000.00
CP-2021-00-00-02	GG-2021-Cincinnati Police Departm-00002	Cincinnati Police Department	\$ 153,344.94
CP-2021-00-00-02	GG-2021-Stark County Sheriff's Of-00003	Stark Co. Sheriff's Office	\$ 206,156.99
CP-2021-00-00-03	TBD	Ohio Traffic Safety Office	\$ 15,000.00
CP-2021-00-00-04	TBD	American Bar Association	\$ 300,000.00
DD-2021-00-00-01	OHVEP-2021-Ohio State Highway Patrol-00023	Ohio State Highway Patrol	\$ 518,303.90
DD-2021-00-00-02	TBD	Ohio Traffic Safety Office	\$ 250,000.00
DE-2021-00-00-01	TBD	Ohio Traffic Safety Office	\$ 100,000.00
DE-2021-00-00-02	GG-2021-Children's Hospital of Ph-00010	Children's Hospital of Philadelphia	\$ 200,000.00
M2X-2021-00-00-01	TBD	Ohio Traffic Safety Office	\$ 200,000.00
M2X-2021-00-00-02	TBD	Ohio Traffic Safety Office	\$ 300,000.00
M2X-2021-00-00-03	TBD	Ohio Traffic Safety Office	\$ 500,000.00
M2X-2021-00-00-04	TBD	Ohio Traffic Safety Office	\$ 250,000.00
M2X-2021-00-00-05	OHVEP-2021-Ohio State Highway Patrol-00026	Ohio State Highway Patrol	\$ 939,425.83
M2X-2021-00-00-06	GG-2021-Ohio Department of Health-00004	Ohio Department of Health	\$ 559,495.58
M3DA-2021-00-00-01	GG-2021-Ohio State Highway Patrol-00021	Ohio State Highway Patrol	\$ 669,200.00
M3DA-2021-00-00-02	GG-2021-Ohio State Highway Patrol-00021	Ohio State Highway Patrol	\$ 1,200,000.00
M3DA-2021-00-00-03	GG-2021-Ohio State Highway Patrol-00021	Ohio State Highway Patrol	\$ 3,292,800.00
M6OT-2021-00-00-01	TBD	Ohio Traffic Safety Office	\$ 200,000.00
M6OT-2021-00-00-02	TBD	Ohio Traffic Safety Office	\$ 300,000.00
M6OT-2021-00-00-03	TBD	Ohio Traffic Safety Office	\$ 500,000.00
M6OT-2021-00-00-04	TBD	Ohio Traffic Safety Office	\$ 250,000.00
M6OT-2021-00-00-05	OHVEP-2021-Ohio State Highway Patrol-00025	Ohio State Highway Patrol	\$ 2,275,678.08
M6OT-2021-00-00-06	OVI-2021-Blue Ash Police Departmen-00015	Blue Ash Police Department	\$ 225,000.00
M6OT-2021-00-00-06	OVI-2021-Canfield Police Departmen-00014	Canfield Police Department	\$ 225,000.00
M6OT-2021-00-00-06	OVI-2021-Dayton Police Dept.-00012	Dayton Police Dept.	\$ 224,997.26
M6OT-2021-00-00-06	OVI-2021-Franklin County Sheriff's-00013	Franklin Co. Sheriff's Office	\$ 224,754.02
M6OT-2021-00-00-06	OVI-2021-Lucas County Sheriff's Of-00009	Lucas Co. Sheriff's Office	\$ 218,009.70
M6OT-2021-00-00-06	OVI-2021-North Ridgeville Police D-00011	North Ridgeville Police Department	\$ 224,996.75
M6OT-2021-00-00-06	OVI-2021-Oxford Division of Police-00007	Oxford Division of Police	\$ 225,000.00
M6OT-2021-00-00-06	OVI-2021-Stark County Sheriff's Of-00008	Stark Co. Sheriff's Office	\$ 225,000.00
M6OT-2021-00-00-06	OVI-2021-Summit County Sheriff's O-00010	Summit Co. Sheriff's Office	\$ 225,000.00
M6OT-2021-00-00-06	OVI-2021-University Hospitals Clev-00005	University Hospitals Cleveland Med. Ctr.	\$ 225,000.00
M6OT-2021-00-00-07	DDEP-2021-Ashland County Sheriff's -00024	Ashland Co. Sheriff's Office	\$ 4,976.87
M6OT-2021-00-00-07	DDEP-2021-Athens Co. Sheriff's Offi-00023	Athens Co. Sheriff's Office	\$ 1,758.34
M6OT-2021-00-00-07	DDEP-2021-Brown County Sheriff's Of-00051	Brown Co. Sheriff's Office	\$ 3,835.16
M6OT-2021-00-00-07	DDEP-2021-Butler County Sheriff's O-00011	Butler Co. Sheriff's Office	\$ 14,832.57
M6OT-2021-00-00-07	DDEP-2021-Middletown Police Departm-00015	Middletown Police Department	\$ 6,029.36
M6OT-2021-00-00-07	DDEP-2021-Clermont County Sheriff's-00058	Clermont Co. Sheriff's Office	\$ 9,726.59
M6OT-2021-00-00-07	DDEP-2021-Miami Twp. Police Departm-00029	Miami Twp. Police Department	\$ 7,555.56
M6OT-2021-00-00-07	DDEP-2021-Cleveland Police Departme-00053	Cleveland Police Department	\$ 11,282.29
M6OT-2021-00-00-07	DDEP-2021-Cuyahoga Co. Sheriff's De-00022	Cuyahoga Co. Sheriff's Department	\$ 11,282.29
M6OT-2021-00-00-07	DDEP-2021-Parma Police Department-00050	Parma Police Department	\$ 6,496.22

HSP Project Number	Grant Number	Organization	Award Amount
M6OT-2021-00-00-07	DDEP-2021-Defiance Co. Sheriff's Of-00025	Defiance Co. Sheriff's Office	\$ 4,710.27
M6OT-2021-00-00-07	DDEP-2021-Columbus Police Departmen-00020	Columbus Police Department	\$ 15,560.70
M6OT-2021-00-00-07	DDEP-2021-Geauga County Sheriff's O-00003	Geauga Co. Sheriff's Office	\$ 6,997.26
M6OT-2021-00-00-07	DDEP-2021-Greene County Sheriff's O-00021	Greene Co. Sheriff's Office	\$ 11,352.47
M6OT-2021-00-00-07	DDEP-2021-Cincinnati Police Departm-00036	Cincinnati Police Department	\$ 11,746.77
M6OT-2021-00-00-07	DDEP-2021-Colerain Twp. Police Depa-00044	Colerain Twp. Police Department	\$ 6,575.25
M6OT-2021-00-00-07	DDEP-2021-Hamilton County Sheriff's-00048	Hamilton Co. Sheriff's Office	\$ 14,453.24
M6OT-2021-00-00-07	DDEP-2021-Hancock County Sheriff's -00039	Hancock Co. Sheriff's Office	\$ 4,973.28
M6OT-2021-00-00-07	DDEP-2021-Hardin Co. Sheriff's Offi-00040	Hardin Co. Sheriff's Office	\$ 3,592.48
M6OT-2021-00-00-07	DDEP-2021-Highland Co. Sheriff's Of-00038	Highland Co. Sheriff's Office	\$ 3,939.17
M6OT-2021-00-00-07	DDEP-2021-Holmes Co. Sheriff's Offi-00016	Holmes Co. Sheriff's Office	\$ 3,499.23
M6OT-2021-00-00-07	DDEP-2021-Jefferson Co. Sheriff's O-00032	Jefferson Co. Sheriff's Office	\$ 4,067.09
M6OT-2021-00-00-07	DDEP-2021-Newark Police Department-00041	Newark Police Department	\$ 3,930.88
M6OT-2021-00-00-07	DDEP-2021-Logan Co. Sheriff's Offic-00034	Logan Co. Sheriff's Office	\$ 4,782.00
M6OT-2021-00-00-07	DDEP-2021-Elyria Police Department-00057	Elyria Police Department	\$ 7,780.71
M6OT-2021-00-00-07	DDEP-2021-Lorain Co. Sheriff's Offi-00017	Lorain Co. Sheriff's Office	\$ 11,203.03
M6OT-2021-00-00-07	DDEP-2021-Lorain Police Department-00013	Lorain Police Department	\$ 5,537.09
M6OT-2021-00-00-07	DDEP-2021-Mahoning County Sheriff's-00002	Mahoning Co. Sheriff's Office	\$ 9,205.96
M6OT-2021-00-00-07	DDEP-2021-Youngstown Police Departm-00046	Youngstown Police Department	\$ 6,231.34
M6OT-2021-00-00-07	DDEP-2021-Marion County Sheriff's O-00052	Marion Co. Sheriff's Office	\$ 5,887.84
M6OT-2021-00-00-07	DDEP-2021-Medina County Sheriff's O-00030	Medina Co. Sheriff's Office	\$ 10,329.12
M6OT-2021-00-00-07	DDEP-2021-Dayton Police Dept.-00043	Dayton Police Dept.	\$ 10,304.94
M6OT-2021-00-00-07	DDEP-2021-Miami Township Police Dep-00014	Miami Township Police Department	\$ 5,767.14
M6OT-2021-00-00-07	DDEP-2021-Montgomery County Sheriff-00049	Montgomery Co. Sheriff's Office	\$ 12,672.42
M6OT-2021-00-00-07	DDEP-2021-Riverside Police Departme-00035	Riverside Police Department	\$ 6,652.25
M6OT-2021-00-00-07	DDEP-2021-Zanesville Police Departm-00056	Zanesville Police Department	\$ 6,530.04
M6OT-2021-00-00-07	DDEP-2021-Perry Co. Sheriff's Offic-00047	Perry Co. Sheriff's Office	\$ 5,095.22
M6OT-2021-00-00-07	DDEP-2021-Putnam County Sheriff's O-00018	Putnam Co. Sheriff's Office	\$ 4,632.56
M6OT-2021-00-00-07	DDEP-2021-Richland County Sheriff's-00031	Richland Co. Sheriff's Office	\$ 9,206.31
M6OT-2021-00-00-07	DDEP-2021-Sandusky Co. Sheriff's Of-00033	Sandusky Co. Sheriff's Office	\$ 5,218.36
M6OT-2021-00-00-07	DDEP-2021-Seneca County Sheriff's O-00027	Seneca Co. Sheriff's Office	\$ 4,662.45
M6OT-2021-00-00-07	DDEP-2021-Jackson Twp Police Depart-00007	Jackson Twp Police Department	\$ 3,616.39
M6OT-2021-00-00-07	DDEP-2021-Stark County Sheriff's Of-00012	Stark Co. Sheriff's Office	\$ 10,269.71
M6OT-2021-00-00-07	DDEP-2021-Akron Police Department-00037	Akron Police Department	\$ 11,127.40
M6OT-2021-00-00-07	DDEP-2021-Cuyahoga Falls Police Dep-00026	Cuyahoga Falls Police Department	\$ 5,891.42
M6OT-2021-00-00-07	DDEP-2021-Summit County Sheriff's O-00028	Summit Co. Sheriff's Office	\$ 11,918.30
M6OT-2021-00-00-07	DDEP-2021-Warren Police Department-00055	Warren Police Department	\$ 4,922.41
M6OT-2021-00-00-07	DDEP-2021-Tuscarawas County Sheriff-00019	Tuscarawas Co. Sheriff's Office	\$ 4,546.49
M6OT-2021-00-00-07	DDEP-2021-Washington Co. Sheriff's -00045	Washington Co. Sheriff's Office	\$ 4,897.96
M6OT-2021-00-00-07	DDEP-2021-Wayne County Sheriff's Of-00042	Wayne Co. Sheriff's Office	\$ 6,192.69
M6OT-2021-00-00-07	DDEP-2021-Wyandot County Sheriff's -00054	Wyandot Co. Sheriff's Office	\$ 1,947.04
M6OT-2021-00-00-08	OHVEP-2021-Ohio State Highway Patrol-00024	Ohio State Highway Patrol	\$ 728,864.86
M6OT-2021-00-00-09	GG-2021-Ohio State Highway Patrol-00017	Ohio State Highway Patrol	\$ 44,972.25
M6OT-2021-00-00-10	GG-2021-Ohio Attorney General's O-00020	Ohio Attorney General's Office	\$ 200,000.00
M6OT-2021-00-00-11	DREC-2021-Columbus Police Departmen-00005	Columbus Police Department	\$ 60,598.98
M6OT-2021-00-00-11	DREC-2021-Medina County Sheriff's O-00004	Medina Co. Sheriff's Office	\$ 34,639.61
M6OT-2021-00-00-11	DREC-2021-Summit County Sheriff's O-00003	Summit Co. Sheriff's Office	\$ 26,516.19
M6OT-2021-00-00-11	TBD	Ohio Traffic Safety Office	\$ 497,524.44
M6OT-2021-00-00-12	TBD	Ohio Traffic Safety Office	\$ 50,000.00
M6OT-2021-00-00-13	GG-2021-Ohio Department of Health-00018	Ohio Department of Health	\$ 150,000.00
M6OT-2021-00-00-14	GG-2021-Bowling Green State Unive-00025	Bowling Green State University	\$ 197,335.91
M6OT-2021-00-00-15	GG-2021-The Ohio State University-00016	The Ohio State University	\$ 200,000.00
M9MA-2021-00-00-01	TBD	Ohio Traffic Safety Office	\$ 100,000.00
M9MA-2021-00-00-02	TBD	Ohio Traffic Safety Office	\$ 100,000.00
M9MT-2021-00-00-01	TBD	Ohio Traffic Safety Office	\$ 47,000.00
PA-2021-00-00-01	TBD	Ohio Traffic Safety Office	\$ 950,000.00
PA-2021-00-00-02	TBD	Ohio Traffic Safety Office	\$ 200,000.00
PA-2021-00-00-03	TBD	Ohio Traffic Safety Office	\$ 140,000.00
PA-2021-00-00-04	GG-2021-University of Akron-00014	University of Akron	\$ 171,541.29
PA-2021-00-00-05	TBD	Governor's Highway Safety Association	\$ 55,000.00
PM-2021-00-00-01	TBD	Ohio Traffic Safety Office	\$ 100,000.00
PM-2021-00-00-02	TBD	Ohio Traffic Safety Office	\$ 500,000.00
PM-2021-00-00-03	TBD	Ohio Traffic Safety Office	\$ 500,000.00
PM-2021-00-00-04	TBD	Ohio Traffic Safety Office	\$ 300,000.00

HSP Project Number	Grant Number	Organization	Award Amount
PT-2021-00-00-01	TBD	Ohio Traffic Safety Office	\$ 360,000.00
PT-2021-00-00-02	IDEP/STEP-2021-Akron Police Department-00054	Akron Police Department	\$ 31,295.19
PT-2021-00-00-02	IDEP/STEP-2021-Allen County Sheriff's Of-00027	Allen Co. Sheriff's Office	\$ 22,283.52
PT-2021-00-00-02	IDEP/STEP-2021-Ashland County Sheriff's -00025	Ashland Co. Sheriff's Office	\$ 16,018.05
PT-2021-00-00-02	IDEP/STEP-2021-Ashtabula County Sheriff-00050	Ashtabula Co. Sheriff's Office	\$ 27,643.76
PT-2021-00-00-02	IDEP/STEP-2021-Athens Co. Sheriff's Offi-00023	Athens Co. Sheriff's Office	\$ 16,502.79
PT-2021-00-00-02	IDEP/STEP-2021-Beaver Police Department-00045	Beaver Police Department	\$ 11,784.34
PT-2021-00-00-02	IDEP/STEP-2021-Beavercreek Police Depart-00075	Beavercreek Police Department	\$ 23,160.04
PT-2021-00-00-02	IDEP/STEP-2021-Brown County Sheriff's Of-00074	Brown Co. Sheriff's Office	\$ 12,687.58
PT-2021-00-00-02	IDEP/STEP-2021-Butler County Sheriff's O-00007	Butler Co. Sheriff's Office	\$ 45,792.20
PT-2021-00-00-02	IDEP/STEP-2021-Canton Police Department-00013	Canton Police Department	\$ 20,638.86
PT-2021-00-00-02	IDEP/STEP-2021-Cincinnati Police Departm-00048	Cincinnati Police Department	\$ 36,089.07
PT-2021-00-00-02	IDEP/STEP-2021-Clark County Sheriff's Of-00004	Clark Co. Sheriff's Office	\$ 32,427.37
PT-2021-00-00-02	IDEP/STEP-2021-Clermont County Sheriff's-00082	Clermont Co. Sheriff's Office	\$ 29,248.12
PT-2021-00-00-02	IDEP/STEP-2021-Cleveland Police Departme-00079	Cleveland Police Department	\$ 25,525.63
PT-2021-00-00-02	IDEP/STEP-2021-Colerain Twp. Police Depa-00063	Colerain Twp. Police Department	\$ 18,239.52
PT-2021-00-00-02	IDEP/STEP-2021-Columbus Police Departmen-00019	Columbus Police Department	\$ 47,829.71
PT-2021-00-00-02	IDEP/STEP-2021-Crawford County Sheriff's-00033	Crawford Co. Sheriff's Office	\$ 9,346.65
PT-2021-00-00-02	IDEP/STEP-2021-Cuyahoga Co. Sheriff's De-00020	Cuyahoga Co. Sheriff's Department	\$ 35,669.27
PT-2021-00-00-02	IDEP/STEP-2021-Cuyahoga Falls Police Dep-00029	Cuyahoga Falls Police Department	\$ 20,150.62
PT-2021-00-00-02	IDEP/STEP-2021-Dayton Police Dept.-00062	Dayton Police Dept.	\$ 32,010.09
PT-2021-00-00-02	IDEP/STEP-2021-Defiance Co. Sheriff's Of-00026	Defiance Co. Sheriff's Office	\$ 15,240.36
PT-2021-00-00-02	IDEP/STEP-2021-Delaware County Sheriff's-00024	Delaware Co. Sheriff's Office	\$ 33,036.20
PT-2021-00-00-02	IDEP/STEP-2021-Elyria Police Department-00080	Elyria Police Department	\$ 24,186.62
PT-2021-00-00-02	IDEP/STEP-2021-Erie Co. Sheriff's Office-00044	Erie Co. Sheriff's Office	\$ 18,401.67
PT-2021-00-00-02	IDEP/STEP-2021-Euclid Police Department-00012	Euclid Police Department	\$ 24,380.66
PT-2021-00-00-02	IDEP/STEP-2021-Franklin County Sheriff's-00053	Franklin Co. Sheriff's Office	\$ 49,550.66
PT-2021-00-00-02	IDEP/STEP-2021-Franklin Police Departmen-00072	Franklin Police Department	\$ 22,223.13
PT-2021-00-00-02	IDEP/STEP-2021-Fulton County Sheriff's O-00006	Fulton Co. Sheriff's Office	\$ 15,435.60
PT-2021-00-00-02	IDEP/STEP-2021-Geauga County Sheriff's O-00003	Geauga Co. Sheriff's Office	\$ 21,911.75
PT-2021-00-00-02	IDEP/STEP-2021-Greene County Sheriff's O-00022	Greene Co. Sheriff's Office	\$ 33,719.29
PT-2021-00-00-02	IDEP/STEP-2021-Hamilton County Sheriff's-00067	Hamilton Co. Sheriff's Office	\$ 44,710.61
PT-2021-00-00-02	IDEP/STEP-2021-Hamilton Police Departmen-00084	Hamilton Police Department	\$ 19,961.75
PT-2021-00-00-02	IDEP/STEP-2021-Hancock County Sheriff's -00056	Hancock Co. Sheriff's Office	\$ 16,007.58
PT-2021-00-00-02	IDEP/STEP-2021-Hardin Co. Sheriff's Offi-00059	Hardin Co. Sheriff's Office	\$ 11,558.94
PT-2021-00-00-02	IDEP/STEP-2021-Harrison County Sheriff's-00073	Harrison Co. Sheriff's Office	\$ 14,752.12
PT-2021-00-00-02	IDEP/STEP-2021-Highland Co. Sheriff's Of-00055	Highland Co. Sheriff's Office	\$ 12,990.98
PT-2021-00-00-02	IDEP/STEP-2021-Holmes Co. Sheriff's Offi-00014	Holmes Co. Sheriff's Office	\$ 11,707.62
PT-2021-00-00-02	IDEP/STEP-2021-Jackson Twp Police Depart-00008	Jackson Twp Police Department	\$ 12,049.39
PT-2021-00-00-02	IDEP/STEP-2021-Jefferson Co. Sheriff's O-00041	Jefferson Co. Sheriff's Office	\$ 13,364.13
PT-2021-00-00-02	IDEP/STEP-2021-Licking County Sheriff's -00009	Licking Co. Sheriff's Office	\$ 16,929.37
PT-2021-00-00-02	IDEP/STEP-2021-Logan Co. Sheriff's Offic-00043	Logan Co. Sheriff's Office	\$ 15,449.60
PT-2021-00-00-02	IDEP/STEP-2021-Lorain Co. Sheriff's Offi-00016	Lorain Co. Sheriff's Office	\$ 35,060.47
PT-2021-00-00-02	IDEP/STEP-2021-Lorain Police Department-00010	Lorain Police Department	\$ 17,644.77
PT-2021-00-00-02	IDEP/STEP-2021-Lucas County Sheriff's Of-00030	Lucas Co. Sheriff's Office	\$ 31,757.41
PT-2021-00-00-02	IDEP/STEP-2021-Madison Township Police D-00042	Madison Township Police Department	\$ 22,424.40
PT-2021-00-00-02	IDEP/STEP-2021-Mahoning County Sheriff's-00005	Mahoning Co. Sheriff's Office	\$ 32,525.27
PT-2021-00-00-02	IDEP/STEP-2021-Marion County Sheriff's O-00078	Marion Co. Sheriff's Office	\$ 18,675.45
PT-2021-00-00-02	IDEP/STEP-2021-Massillon Police Departme-00058	Massillon Police Department	\$ 11,490.86
PT-2021-00-00-02	IDEP/STEP-2021-Medina County Sheriff's O-00036	Medina Co. Sheriff's Office	\$ 32,093.08
PT-2021-00-00-02	IDEP/STEP-2021-Mercer County Sheriff's O-00065	Mercer Co. Sheriff's Office	\$ 16,049.43
PT-2021-00-00-02	IDEP/STEP-2021-Miami County Sheriff's Of-00039	Miami Co. Sheriff's Office	\$ 29,399.49
PT-2021-00-00-02	IDEP/STEP-2021-Miami Township Police Dep-00021	Miami Township Police Department	\$ 17,532.64
PT-2021-00-00-02	IDEP/STEP-2021-Miami Twp. Police Departm-00035	Miami Twp. Police Department	\$ 23,540.37
PT-2021-00-00-02	IDEP/STEP-2021-Middletown Police Departm-00017	Middletown Police Department	\$ 18,947.18
PT-2021-00-00-02	IDEP/STEP-2021-Montgomery County Sheriff-00070	Montgomery Co. Sheriff's Office	\$ 39,632.95
PT-2021-00-00-02	IDEP/STEP-2021-Newark Police Department-00069	Newark Police Department	\$ 10,341.69
PT-2021-00-00-02	IDEP/STEP-2021-Parma Police Department-00071	Parma Police Department	\$ 20,441.37
PT-2021-00-00-02	IDEP/STEP-2021-Perry Co. Sheriff's Offic-00066	Perry Co. Sheriff's Office	\$ 16,363.30
PT-2021-00-00-02	IDEP/STEP-2021-Perrysburg Twp. Police De-00083	Perrysburg Twp. Police Department	\$ 20,750.45
PT-2021-00-00-02	IDEP/STEP-2021-Pickaway Co. Sheriff's Of-00011	Pickaway Co. Sheriff's Office	\$ 15,086.91
PT-2021-00-00-02	IDEP/STEP-2021-Putnam County Sheriff's O-00051	Putnam Co. Sheriff's Office	\$ 15,275.23
PT-2021-00-00-02	IDEP/STEP-2021-Richland County Sheriff's-00040	Richland Co. Sheriff's Office	\$ 28,876.20
PT-2021-00-00-02	IDEP/STEP-2021-Riverside Police Departme-00046	Riverside Police Department	\$ 9,482.70

HSP Project Number	Grant Number	Organization	Award Amount
PT-2021-00-00-02	IDEP/STEP-2021-Sandusky Co. Sheriff's Of-00047	Sandusky Co. Sheriff's Office	\$ 16,722.50
PT-2021-00-00-02	IDEP/STEP-2021-Scioto Co. Sheriff's Offi-00076	Scioto Co. Sheriff's Office	\$ 17,175.86
PT-2021-00-00-02	IDEP/STEP-2021-Seneca County Sheriff's O-00031	Seneca Co. Sheriff's Office	\$ 15,100.86
PT-2021-00-00-02	IDEP/STEP-2021-Springfield Police Depart-00049	Springfield Police Department	\$ 17,654.08
PT-2021-00-00-02	IDEP/STEP-2021-Stark County Sheriff's Of-00015	Stark Co. Sheriff's Office	\$ 30,685.56
PT-2021-00-00-02	IDEP/STEP-2021-Summit County Sheriff's O-00032	Summit Co. Sheriff's Office	\$ 35,883.00
PT-2021-00-00-02	IDEP/STEP-2021-Sylvania Twp. Police Depa-00057	Sylvania Twp. Police Department	\$ 14,406.17
PT-2021-00-00-02	IDEP/STEP-2021-Toledo Police Department-00037	Toledo Police Department	\$ 30,763.18
PT-2021-00-00-02	IDEP/STEP-2021-Trumbull County Sheriff's-00028	Trumbull Co. Sheriff's Office	\$ 24,002.48
PT-2021-00-00-02	IDEP/STEP-2021-Tuscarawas County Sheriff-00018	Tuscarawas Co. Sheriff's Office	\$ 14,762.58
PT-2021-00-00-02	IDEP/STEP-2021-Warren Police Department-00064	Warren Police Department	\$ 15,809.01
PT-2021-00-00-02	IDEP/STEP-2021-Washington Co. Sheriff's -00061	Washington Co. Sheriff's Office	\$ 15,787.88
PT-2021-00-00-02	IDEP/STEP-2021-Wayne County Sheriff's Of-00060	Wayne Co. Sheriff's Office	\$ 15,403.38
PT-2021-00-00-02	IDEP/STEP-2021-Williams County Sheriff's-00052	Williams Co. Sheriff's Office	\$ 16,600.44
PT-2021-00-00-02	IDEP/STEP-2021-Wood County Sheriff's Off-00038	Wood Co. Sheriff's Office	\$ 25,571.64
PT-2021-00-00-02	IDEP/STEP-2021-Wyandot County Sheriff's -00034	Wyandot Co. Sheriff's Office	\$ 15,699.75
PT-2021-00-00-02	IDEP/STEP-2021-Youngstown Police Departm-00068	Youngstown Police Department	\$ 18,325.41
PT-2021-00-00-02	IDEP/STEP-2021-Zanesville Police Departm-00077	Zanesville Police Department	\$ 20,531.01
PT-2021-00-00-03	GG-2021-Ohio Attorney General's O-00022	Ohio Attorney General's Office	\$ 80,000.00
PT-2021-00-00-04	GG-2021-Ohio State Highway Patrol-00012	Ohio State Highway Patrol	\$ 265,721.80
RS-2021-00-00-01	GG-2021-Ohio Department of Transp-00015	Ohio Department of Transportation	\$ 138,600.00
SA-2021-00-00-01	SC-2021-Adena Health System-00041	Adena Health System	\$ 39,906.42
SA-2021-00-00-01	SC-2021-Anazao Community Partners-00031	Anazao Community Partners	\$ 42,000.00
SA-2021-00-00-01	SC-2021-Anazao Community Partners-00032	Anazao Community Partners	\$ 25,000.00
SA-2021-00-00-01	SC-2021-Ashland Area Economic Dev-00007	Ashland Area Economic Dev. Fund	\$ 34,802.00
SA-2021-00-00-01	SC-2021-Atrium Medical Center-00047	Atrium Medical Center	\$ 50,000.00
SA-2021-00-00-01	SC-2021-Bethesda North Hospital-00002	Bethesda North Hospital	\$ 108,000.00
SA-2021-00-00-01	SC-2021-Bowling Green State Unive-00011	Bowling Green State University	\$ 42,000.00
SA-2021-00-00-01	SC-2021-Clark County Combined Hea-00010	Clark Co. Combined Health	\$ 42,000.00
SA-2021-00-00-01	SC-2021-Columbus Health Departmen-00013	Columbus Health Department	\$ 125,000.00
SA-2021-00-00-01	SC-2021-Defiance County General H-00012	Defiance Co. General Health District	\$ 25,000.00
SA-2021-00-00-01	SC-2021-Delaware General Health D-00004	Delaware General Health District	\$ 41,996.18
SA-2021-00-00-01	SC-2021-Educational Service Cente-00030	Educ. Service Ctr. of Lake Erie West	\$ 85,000.00
SA-2021-00-00-01	SC-2021-Erie County Health Depart-00023	Erie Co. Health Department	\$ 35,000.00
SA-2021-00-00-01	SC-2021-Fairfield County Family, -00029	Fairfield Co. Family, Adult & Children First	\$ 42,000.00
SA-2021-00-00-01	SC-2021-Fowler Twp. Police Depart-00008	Fowler Twp. Police Department	\$ 42,000.00
SA-2021-00-00-01	SC-2021-Fulton County Health Depa-00022	Fulton Co. Health Department	\$ 35,000.00
SA-2021-00-00-01	SC-2021-Geauga Public Health -00048	Geauga Public Health	\$ 34,998.16
SA-2021-00-00-01	SC-2021-Greene County Combined He-00027	Greene Co. Combined Health District	\$ 41,848.52
SA-2021-00-00-01	SC-2021-Hancock Public Health-00042	Hancock Public Health	\$ 35,000.00
SA-2021-00-00-01	SC-2021-Henry County Health Depar-00033	Henry Co. Health Department	\$ 35,000.00
SA-2021-00-00-01	SC-2021-Knox County Health Depart-00044	Knox Co. Health Department	\$ 35,000.00
SA-2021-00-00-01	SC-2021-Lake County General Healt-00024	Lake Co. General Health	\$ 35,000.00
SA-2021-00-00-01	SC-2021-Licking County Health Dep-00009	Licking Co. Health Department	\$ 65,000.00
SA-2021-00-00-01	SC-2021-Lima-Allen County Regiona-00018	Lima-Allen Co. Reg. Planning Comm.	\$ 35,000.00
SA-2021-00-00-01	SC-2021-Lorain County General Hea-00021	Lorain Co. General Health District	\$ 65,000.00
SA-2021-00-00-01	SC-2021-Madison County Public Hea-00046	Madison Co. Public Health	\$ 35,000.00
SA-2021-00-00-01	SC-2021-Medina County Health Depa-00006	Medina Co. Health Department	\$ 42,000.00
SA-2021-00-00-01	SC-2021-Miami County Health Distr-00037	Miami Co. Health District	\$ 42,000.00
SA-2021-00-00-01	SC-2021-Miami Valley Hospital - I-00039	Miami Valley Hospital - Injury Prev. Ctr.	\$ 125,000.00
SA-2021-00-00-01	SC-2021-Miami Valley Hospital - I-00040	Miami Valley Hospital - Injury Prev. Ctr.	\$ 35,000.00
SA-2021-00-00-01	SC-2021-National Safety Council O-00036	National Safety Council Ohio Chapter	\$ 49,992.24
SA-2021-00-00-01	SC-2021-Perry County EMA-00035	Perry Co. EMA	\$ 25,000.00
SA-2021-00-00-01	SC-2021-Pike County General Healt-00015	Pike Co. General Health District	\$ 35,000.00
SA-2021-00-00-01	SC-2021-Portage County Health Dep-00014	Portage Co. Health Department	\$ 35,000.00
SA-2021-00-00-01	SC-2021-Safety Council of Southwe-00043	Safety Council of Southwestern Ohio	\$ 65,000.00
SA-2021-00-00-01	SC-2021-Sandusky County Health De-00020	Sandusky Co. Public Health	\$ 35,000.00
SA-2021-00-00-01	SC-2021-Stark County Sheriff's Of-00019	Stark Co. Sheriff's Office	\$ 85,000.00
SA-2021-00-00-01	SC-2021-Summit County Sheriff's O-00016	Summit Co. Sheriff's Office	\$ 85,000.00
SA-2021-00-00-01	SC-2021-Tuscarawas County Health -00045	Tuscarawas Co. Health Department	\$ 41,994.29
SA-2021-00-00-01	SC-2021-UH Geneva Medical Center-00034	UH Geneva Medical Center	\$ 50,000.00
SA-2021-00-00-01	SC-2021-Union County Health Distr-00025	Union Co. Health District	\$ 25,000.00
SA-2021-00-00-01	SC-2021-University Hospitals Clev-00005	University Hospitals Cleveland Med. Ctr.	\$ 125,000.00
SA-2021-00-00-01	SC-2021-University of Cincinnati-00017	University of Cincinnati	\$ 42,000.00

HSP Project Number	Grant Number	Organization	Award Amount
SA-2021-00-00-01	SC-2021-Williams County Combined -00026	Williams Co. Combined Health Department	\$ 25,000.00
SA-2021-00-00-01	SC-2021-Wyandot County Health Dep-00028	Wyandot Co. Health Department	\$ 25,000.00
SC-2021-00-00-01	TBD	Ohio Traffic Safety Office	\$ 50,000.00
SE-2021-00-00-01	OHVEP-2021-Ohio State Highway Patrol-00027	Ohio State Highway Patrol	\$ 607,387.39
TSP-2021-00-00-01	GG-2021-SADD-00011	SADD	\$ 135,000.00
TSP-2021-00-00-02	GG-2021-Family, Career and Commun-00013	Family, Career & Comm. Leaders of America	\$ 175,390.56

Appendix C – Evidence-Based Traffic Safety Enforcement Program

Ohio conducted an in-depth analysis of traffic crash data to identify and prioritize the state's traffic safety problems and to target fatal crash locations for programming. This analysis was used to develop Ohio's Evidence-Based Traffic Enforcement Plan. Once the problems and locations were determined, *The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Ninth Edition, 2017* was reviewed to determine the most effective evidence-based programming to address Ohio's problems.

TSEP Projects

Project ID	Name	Page
M6OT-2021-00-00-01	Holiday Drive Sober or Get Pulled Over Paid Media	33
M6OT-2021-00-00-02	Drive Sober or Get Pulled Over Paid Media	34
M6OT-2021-00-00-03	Sustained Impaired Driving Paid Media	34
M2X-2021-00-00-01	Holiday Click It or Ticket Paid Media	35
M2X-2021-00-00-02	Click It or Ticket Paid Media	36
M2X-2021-00-00-03	Sustained Seat Belt Paid Media	37
PM-2021-00-00-02	Sustained Distracted Driving Paid Media	39
PM-2021-00-00-03	Youthful Driver Paid Media	40
PM-2021-00-00-04	Campaign Creative / Design	40
M6OT-2021-00-00-04	Impaired Driving Print Advertising/Educational Materials	55
M2X-2021-00-00-04	Seat Belt Print Advertising/Educational Materials	55
SC-2021-00-00-01	Speed Print Advertising/Educational Materials	56
DD-2021-00-00-01	Distracted Driving Print Advertising/Educational Materials	57
DE-2021-00-00-01	Youthful Driver Print Advertising/Educational Materials	57
SA-2021-00-00-01	Safe Communities	46
PT-2021-00-00-01	Statewide Distracted Driving Enforcement	50
M6OT-2021-00-00-05	Statewide Impaired Driving Enforcement	63
164AL-2021-00-00-01	Impaired Driving Enforcement Program	61
PT-2021-00-00-03	Selective Traffic Enforcement Program	86
M6OT-2021-00-00-06	OVI Task Force Program	64
M6OT-2021-00-00-07	Drugged Driving Enforcement Program	65
M6OT-2021-00-00-08	Statewide Drugged Driving Enforcement Program	66
M2X-2021-00-00-05	Statewide Seat Belt Tac Squads	73
SE-2021-00-00-01	Statewide Speed Enforcement	93

Analysis of crash data in areas of highest risk:

For FFY2021, an in-depth analysis of traffic crash data was conducted to not only identify and prioritize the state's traffic safety problems, but to target fatal crash locations for traffic safety programming. The traffic crash data used for this analysis was from Fatality Analysis Reporting System (FARS) calendar years 2015, 2016, 2017, 2018 and the Ohio Department of Public Safety (ODPS) Ohio Crash Facts calendar years 2015, 2016, 2017, 2018 and 2019.

Deployment of resources based upon that analysis:

Safe Communities

- Maximum amounts for each county were set based on the average number of fatal crashes for 2017, 2018 and 2019. New programs had to have a minimum of a three-year average of 6.17 fatal crashes to be eligible for funding.
- Based on a county's three-year fatal crash average, a grant proposal must specify strategies in specific safety program areas for FFY2021.
 - Programs with a three-year fatal crash average between 0.00 and 10.34 may conduct strategies focusing on a maximum of three specific traffic safety areas.
 - Programs with a three-year fatal crash average between 10.35 and 20.67 may conduct strategies focusing on a maximum of four specific traffic safety areas.
 - Programs with a three-year fatal crash average of 20.68 and higher may conduct strategies focusing on a maximum of five specific traffic safety areas.
 - These three specific traffic safety program areas must be addressed:
 - Impaired Driving / Drugged Driving
 - Seat Belt Usage / "Click It or Ticket" initiatives
 - Motorcycle Awareness
 - If additional program area(s) are submitted in the proposal for consideration, the program area(s) must be justified by local fatal crash problem identification.

OVI Task Force

- To qualify for FFY2021 OVI Task Force grant funding, an OVI Task Force agency must be in the top alcohol-related fatal crash counties. The top alcohol-related fatal crash counties must have an average of at least 6.0 alcohol-related motor vehicle related fatal crashes during 2017, 2018 and 2019 (total of 18 or more alcohol-related fatal crashes during these three years).
 - When an existing OVI Task Force no longer meets the above requirements, they will be eligible for one more year at the existing funding level. The following year will be at 75 percent of that funding level and the following year at 50 percent.
- Each task force must:
 - Enlist a diverse task force membership
 - Conduct, at a minimum, 16 sobriety checkpoints in areas and time prioritized by the problem ID process - two are required during Drive Sober or Get Pulled Over (DSOGPO)
 - Ensure alcohol-related overtime enforcement activity is conducted in the areas and time periods of alcohol-related problems identified through a site selection process.
 - Hold a minimum of three press conference events (one during DSOGPO)

Impaired Driving Enforcement Program (IDEP) / Selective Traffic Enforcement Program (STEP)

- Grants are awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2017, 2018 and 2019.
- Each agency must conduct impaired driving enforcement activity to impact their fatal crashes.
- Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar.
- In addition to the required Blitzes and National Campaign, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding.

Drugged Driving Enforcement Program

- Grants are awarded to law enforcement agencies that are awarded a FFY2021 IDEP/STEP grant.
- Enforcement activities must be conducted in locations and at times that will have the greatest impact in reducing drugged driving fatal crashes.

Ohio State Highway Patrol High Visibility Enforcement Periods

- Distracted Driving Enforcement
 - Conduct high visibility distracted driving enforcement in locations and at times that will have the greatest impact in reducing distracted driving fatal crashes.
 - Enforcement must be conducted during National Distracted Driving Month and throughout the year based on local problem identification.
- Drugged Driving Enforcement
 - Conduct high visibility drugged driving enforcement in locations and at times that will have the greatest impact in reducing drugged driving fatal crashes.
 - Enforcement must be conducted throughout the year based on local problem identification.
- Impaired Driving Enforcement
 - Conduct high visibility impaired driving enforcement in locations and at times that will have the greatest impact in reducing impaired driving fatal crashes.
 - Enforcement must be conducted during the mandatory blitz periods and throughout the year based on local problem identification.
- Seat Belt Enforcement
 - Conduct high visibility seat belt enforcement in locations and at times that will have the greatest impact in reducing unbelted fatal crashes.
 - Enforcement must be conducted during November Click It or Ticket and during the spring Click It or Ticket.
- Speed Enforcement
 - Conduct high visibility speed enforcement in locations and at times that will have the greatest impact in reducing speed related fatal crashes.
 - Enforcement must be conducted throughout the year based on local problem identification.

General Grants

- General traffic safety grant proposals must demonstrate cost effectiveness, measurable results, and the potential to positively impact the traffic-related goals at both the state and local levels.

National Mobilizations

Ohio will continue to implement and expand the national impaired driving mobilization efforts in FFY2021. Following the national model, campaign components will include earned media (education and outreach), paid media, high visibility law enforcement and evaluation.

OTSO will work to increase the level of law enforcement participation, partner reporting levels and expand its partnership network during both Click It or Ticket and both Drive Sober or Get Pulled Over national mobilizations.

Paid Media

Paid media is a big component of Ohio's communication and outreach strategies to:

- Inform the public of the dangers of impaired driving (drugged and alcohol impaired)
- Inform the public of the dangers of distracted driving
- Inform the public of the danger of speeding
- Encourage the public to buckle up
- Encourage motorcyclists to ride "SMART" (Sober, Motorcycle endorsed, Alert, with the Right gear, and properly Trained)
- Encourage motorists to share the road: "Watch Out for Motorcycles"

Effectiveness Monitoring

During the grant year, all sub-recipients are required to attend scheduled OTSO/Sub-recipient meetings. At each meeting, sub-recipients recap previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and current data shared at these meetings to ensure all activities are highly visible and are based on problem identification. Strategies are adjusted as needed throughout the year based on current data.

In addition to coordination within each district, activity has been coordinated between districts as well. OSHP staff has been encouraged to reach into other districts to coordinate enforcement activity on routes that cross multiple districts.

Task Force sub-recipients plan the checkpoints and saturation patrols, IDEP and STEP; sub-recipients plan their overtime enforcement for either impaired driving enforcement or speed/belts/aggressive; DDEP sub-recipients plan their drugged driving enforcement; the OSHP plans their checkpoint, saturation, speed, seat belt, distracted, drugged overtime and Safe Communities can coordinate the educational/outreach or "softer side" approach. All of this planning is based on current trends that are happening in the district.

Appendix D – High-Visibility Enforcement (HVE) Strategies

Planned HVE Strategies to Support National Mobilizations:

- Communications and Outreach
- High Visibility Enforcement
- Mass Media Campaign
- Publicized Sobriety Checkpoints
- Short-term, High Visibility Seat Belt Law Enforcement

HVE Planned Activities

Project ID	Name	Page
M6OT-2021-00-00-01	Holiday Drive Sober or Get Pulled Over Paid Media	33
M6OT-2021-00-00-02	Drive Sober or Get Pulled Over Paid Media	34
M6OT-2021-00-00-03	Sustained Impaired Driving Paid Media	34
M2X-2021-00-00-01	Holiday Click It or Ticket Paid Media	35
M2X-2021-00-00-02	Click It or Ticket Paid Media	36
M2X-2021-00-00-03	Sustained Seat Belt Paid Media	37
PM-2021-00-00-02	Sustained Distracted Driving Paid Media	39
PM-2021-00-00-03	Youthful Driver Paid Media	40
PM-2021-00-00-04	Campaign Creative / Design	40
M6OT-2021-00-00-04	Impaired Driving Print Advertising/Educational Materials	55
M2X-2021-00-00-04	Seat Belt Print Advertising/Educational Materials	55
SC-2021-00-00-01	Speed Print Advertising/Educational Materials	56
DD-2021-00-00-01	Distracted Driving Print Advertising/Educational Materials	57
DE-2021-00-00-01	Youthful Driver Print Advertising/Educational Materials	57
SA-2021-00-00-01	Safe Communities	46
PT-2021-00-00-01	Statewide Distracted Driving Enforcement	50
M6OT-2021-00-00-05	Statewide Impaired Driving Enforcement	63
164AL-2021-00-00-01	Impaired Driving Enforcement Program	61
PT-2021-00-00-03	Selective Traffic Enforcement Program	86
M6OT-2021-00-00-06	OVI Task Force Program	64
M6OT-2021-00-00-07	Drugged Driving Enforcement Program	65
M6OT-2021-00-00-08	Statewide Drugged Driving Enforcement Program	66
M2X-2021-00-00-05	Statewide Seat Belt Tac Squads	73
SE-2021-00-00-01	Statewide Speed Enforcement	93

Appendix E - 405(b) Occupant Protection Grant

Occupant Protection Plan

Ohio's Occupant Protection plan consists of the following Program Areas:

- Communications (Media)
- Driver Education and Behavior
- Occupant Protection (Adult and Child Passenger Safety)

Participation in Click It or Ticket (CIOT) National Mobilization

Agency	Agency	Agency
Aberdeen Police Dept.	Bellville Police Dept.	Cadiz Police Dept.
Ada Police Dept.	Belmont Co. Sheriff's Office	Caldwell Police Dept.
Adams Co. Sheriff's Office	Belmont Police Dept.	Cambridge Police Dept.
Addyston Police Dept.	Belmore Police Dept.	Camden Police Dept.
Adena Health System Police Dept.	Belpre Police Dept.	Campbell Police Dept.
Adena Police Dept.	Beverly Police Dept.	Canal Fulton Police Dept.
Akron Police Dept.	Bexley Police Dept.	Canfield Police Dept.
Albany Police Dept.	Blakeslee Police Dept.	Canton Police Dept.
Allen Co. Sheriff's Office	Blanchester Police Dept.	Capital University Police Dept.
Alliance Police Dept.	Blendon Twp. Police Dept.	Cardington Police Dept.
Amberley Village Police Dept.	Bloomdale Police Dept.	Carey Police Dept.
Amelia Police Dept.	Bloomington Police Dept.	Carlisle Police Dept.
American Twp. Police Dept.	Bloomville Police Dept.	Carroll Co. Sheriff's Office
Amesville Police Dept.	Blue Ash Police Dept.	Carroll Police Dept.
Amherst Police Dept.	Bluffton Police Dept.	Carroll Twp. Police Dept.
Amsterdam Police Dept.	Boardman Police Dept.	Carrollton Police Dept.
Andover Police Dept.	Bolivar Police Dept.	Case Western Reserve Univ. P.D.
Anna Police Dept.	Boston Heights Police Dept.	Castalia Police Dept.
Ansonia Police Dept.	Botkins Police Dept.	Catawba Island Twp. Police Dept.
Antwerp Police Dept.	Bowersville Police Dept.	Catawba Police Dept.
Apple Creek Police Dept.	Bowling Green Police Division	Cedarville Police Dept.
Arcanum Police Dept.	Bowling Green State Univ. Police Dept.	Celina Police Dept.
Archbold Police Dept.	Braceville Twp. Police Dept.	Center Twp. Police Dept.
Arlington Heights Police Dept.	Bradner Police Dept.	Centerville Police Dept. - Montgomery
Ashland Co. Sheriff's Office	Bratenahl Police Dept.	Central State University Police Dept.
Ashland Police Dept.	Brecksville Police Dept.	Chagrin Falls Police Dept.
Ashley Police Dept.	Brewster Police Dept.	Champaign Co. Sheriff's Office
Ashtabula Co. Sheriff's Office	Brice Police Dept.	Champion Twp. Police Dept.
Ashtabula Police Dept.	Bridgeport Police Dept.	Chardon Police Dept.
Ashville Police Dept.	Brimfield Twp. Police Dept.	Chesapeake Police Dept.
Athens Co. Sheriff's Office	Broadview Heights Police Dept.	Chester Twp. Police Dept.
Athens Police Dept.	Brook Park Police Dept.	Cheviot Police Dept.
Attica Police Dept.	Brookfield Twp. Police Dept.	Chillicothe Police Dept.
Auglaize Co. Sheriff's Office	Brooklyn Heights Village Police Dept.	Cincinnati Police Dept.
Aurora Police Dept.	Brooklyn Police Dept.	Cincinnati State College Campus P.D.
Austintown Police Dept.	Brookville Police Dept.	Circleville Police Dept.
Avon Lake Police Dept.	Brown Co. Sheriff's Office	Clark Co. Park District
Avon Police Dept.	Brunswick Hills Police Dept.	Clark Co. Sheriff's Office
Bainbridge Twp. Police Dept.	Brunswick Police Dept.	Clay Center Police Dept.

Agency	Agency	Agency
Ballville Twp. Park Ranger	Bryan Police Dept.	Clay Twp. Police Dept. - Brookville
Baltimore Police Dept.	Buchtel Police Dept.	Clay Twp. Police Dept. - Genoa
Barberton Police Dept.	Buckeye Lake Police Dept.	Clayton Police Dept.
Barnesville Police Dept.	Buckland Police Dept.	Clearcreek Twp. Police Dept.
Batavia Police Dept.	Bucyrus Police Dept.	Clearfork Reservoir Police Dept.
Bath Twp. Police Dept.	Burton Police Dept.	Clermont Co. Sheriff's Office
Bay View Police Dept.	Butler Co. Metro Parks	Cleveland Clinic Police Dept.
Bay Village Police Dept.	Butler Co. Sheriff's Office	Cleveland Heights Police Dept.
Bellbrook Police Dept.	Butler Police Dept.	Cleveland Metroparks Ranger Dept.
Bellefontaine Police Dept.	Butler Twp. Police Dept.	Cleveland Police Dept.
Bellevue Police Dept. (OH)	Byesville Police Dept.	Cleveland State University Police Dept.
Cleves Police Dept.	Delhi Twp. Police Dept.	Greater Cleveland Reg. Transit Auth.
Clinton Co. Sheriff's Office	Dellroy Police Dept.	Green Springs Police Dept.
Clinton Twp. Police Dept.	Delphos Police Dept.	Green Twp. Police Dept.
Clyde Police Dept.	Delta Police Dept.	Grover Hill Police Dept.
Coal Grove Police Dept.	Denison University Police Dept.	Guernsey Co. Sheriff's Office
Coalton Police Dept.	Dennison Police Dept.	Hamden Police Dept.
Coitsville Twp. Police Dept.	Deshler Police Dept.	Hamersville Police Dept.
Coldwater Police Dept.	Dillonvale Police Dept.	Hamilton Co. Sheriff's Office
Colerain Twp. Police Dept.	Donnelsville Police Dept.	Hamilton Police Dept.
Columbiana Co. Sheriff's Office	Dover Police Dept.	Hamilton Twp. Police Dept.
Columbiana Police Dept.	Doylestown Police Dept.	Hancock Co. Sheriff's Office
Columbus Airport Authority	Dresden Police Dept.	Hartford Village Police Dept.
Columbus & Franklin Co. Metro Parks	Dublin Police Dept.	Hartville Police Dept.
Columbus Grove Police Dept.	East Canton Police Dept.	Harveysburg Police Dept.
Columbus Police Dept.	Fairlawn Police Dept.	Haskins Police Dept.
Columbus State Comm. College P.D.	Fairport Harbor Police Dept.	Hayesville Police Dept.
Commercial Point Police Dept.	Fairview Park Police Dept.	Heath Police Dept.
Conneaut Police Dept.	Fayette Co. Sheriff's Office	Hebron Police Dept.
Continental Police Dept.	Fayette Police Dept.	Henry Co. Sheriff's Office
Convoy Police Dept.	Fayetteville Police Dept.	Hicksville Police Dept.
Coolville Police Dept.	Felicity Police Dept.	Highland Co. Sheriff's Office
Copley Police Dept.	Findlay Police Dept.	Highland Heights Police Dept.
Corning Police Dept.	Five Rivers MetroParks	Highland Hills Police Dept.
Cortland Police Dept.	Flushing Police Dept.	Highland Police Dept.
Coshocton Co. Sheriff's Office	Forest Park Police Dept.	Hilliard Police Dept.
Covington Police Dept.	Forest Police Dept.	Hills And Dales Police Dept.
Craig Beach Police Dept.	Fort Jennings Police Dept.	Hillsboro Police Dept.
Crawford Co. Sheriff's Office	Fort Loramie Police Dept.	Hinckley Police Dept.
Crestline Police Dept.	Fort Recovery Police Dept.	Hiram Police Dept.
Creston Police Dept.	Fostoria Police Dept.	Hocking College Police Dept.
Cridersville Police Dept.	Gahanna Police Dept.	Hocking Co. Sheriff's Office
Crooksville Police Dept.	Galion Police Dept.	Holden Arboretum Police Dept.
Cross Creek Twp. Police Dept.	Gallia Co. Sheriff's Office	Holland Police Dept.
Cuyahoga Comm. College Police Dept.	Gallipolis Police Dept.	Holmes Co. Sheriff's Office
Cuyahoga Co. Sheriff's Office	Garfield Heights Police Dept.	Holzer Health System Police Dept.
Cuyahoga Falls Police Dept.	Garrettsville Police Dept.	Howland Twp. Police Dept.
Cuyahoga Heights Police Dept.	Gates Mills Village Police Dept.	Hubbard City Police Dept.
Cuyahoga Metro Housing Auth. PD	Geauga Co. Park District Rangers	Hubbard Twp. Police Dept.
Dalton Police Dept.	Geauga Co. Sheriff's Office	Huber Heights Police Division
Danbury Twp. Police Dept.	Genesis Healthcare Police Dept.	Hudson Police Dept.

Agency	Agency	Agency
Danville Police Dept.	Geneva Police Dept.	Humility of Mary Health Partners
Darke Co. Sheriff's Office	Geneva-on-the-Lake Police Dept.	Hunting Valley Police Dept.
Dayton International Airport Police	Genoa Police Dept.	Huron Co. Sheriff's Office
Dayton Police Dept.	Genoa Twp. Police Dept.	Huron Police Dept.
Deer Park Police Dept.	Georgetown Police Dept.	Independence Police Dept.
Defiance Co. Sheriff's Office	Grandview Heights Police Dept.	Indian Hill Police Dept.
Defiance Police Dept.	Grandview Medical Center Police Dept.	Ironton Police Dept.
Degraff Police Dept.	Granville Police Dept.	Jackson Center Police Dept.
Delaware Co. Sheriff's Office	Gratis Police Dept.	Jackson Co. Sheriff's Office
Delaware Police Dept.	Great Parks of Hamilton Co.	Jackson Police Dept.
Jackson Twp. Police Dept. - Mahoning	Liverpool Twp. Police Dept.	McArthur Police Dept.
Jackson Twp. P.D. - Montgomery	Lockland Police Dept.	McComb Police Dept.
Jackson Twp. Police Dept. - Stark	Lodi Police Dept.	McConnelsville Police Dept.
Jamestown Police Dept.	Logan Co. Sheriff's Office	McDonald Police Dept.
Jefferson Co. Sheriff's Office	Logan Police Dept.	Mechanicsburg Police Dept.
Jefferson Police Dept.	London Police Dept.	Medina Co. Park District
Jewett Police Dept.	Lorain Co. Metro Parks	Medina Co. Sheriff's Office
John Carroll University Campus Safety	Lorain Co. Sheriff's Office	Medina Police Dept.
Johnny Appleseed Metro Park District	Lorain Police Dept.	Medina Twp. Police Dept.
Johnstown Police Dept.	Lordstown Village Police Dept.	Meigs Co. Sheriff's Office
Junction City Police Dept.	Loudonville Police Dept.	Mentor Police Dept.
Kalida Police Dept.	Louisville Police Dept.	Mentor-on-the-Lake Police Dept.
Kelleys Island Police Dept.	Loveland Police Dept.	Mercer Co. Sheriff's Office
Kent Police Dept.	Lowell Police Dept.	Miami Co. Park District Park Rangers
Kent State University Police Dept.	Lowellville Police Dept.	Miami Co. Sheriff's Office
Kenton Police Dept.	Lucas Co. Sheriff's Office	Miami Twp. Police Dept. - Clermont
Kettering Police Dept.	Luckey Police Dept.	Miami Twp. Police Dept. - Montgomery
Kinsman Twp. Police Dept.	Lynchburg Police Dept.	Miami University Police Dept.
Kipton Police Dept.	Lyndhurst Police Dept.	Miamisburg Police Dept.
Kirkersville Police Dept.	Macedonia Police Dept.	Middleburg Heights Police Dept.
Kirtland Hills Police Dept.	Madeira Police Dept.	Middlefield Police Dept.
Kirtland Police Dept.	Madison Co. Sheriff's Office	Middleport Police Dept.
Knox Co. Sheriff's Office	Madison Twp. Police Dept. - Franklin	Middletown Police Dept.
LaGrange Police Dept.	Madison Twp. Police Dept. - Lake	Midvale Police Dept.
Lake Co. Sheriff's Office	Madison Village Police Dept.	Mifflin Police Dept.
Lake Metroparks Police Dept.	Magnolia Police Dept.	Mifflin Twp. Police Dept.
Lake Twp. Police Dept. - Wood	Mahoning Co. Sheriff's Office	Milan Police Dept.
Lake Waynoka Police Dept.	Maineville Police Dept.	Milford Police Dept.
Lakeland Community College P.D.	Malinta Police Dept.	Mill Creek MetroParks Police Dept.
Lakewood Police Dept.	Malone University Police Dept.	Millersburg Police Dept.
Lancaster Police Dept.	Manchester Police Dept.	Millersport Police Dept.
Latty Police Dept.	Mansfield Police Dept.	Milton Twp. Police Dept.
Laurelville Police Dept.	Mantua Police Dept.	Minerva Park Police Dept.
Lawrence Co. Sheriff's Office	Maple Heights Police Dept.	Minerva Police Dept.
Lawrence Twp. Police Dept.	Marblehead Police Dept.	Mingo Junction Police Dept.
Lebanon Police Dept.	Mariemont Police Dept.	Minster Police Dept.
Leesburg Police Dept.	Marietta College Police Dept.	Mogadore Police Dept.
Leetonia Police Dept.	Marietta Police Dept.	Monroe Co. Sheriff's Office
Leipsic Police Dept.	Marion Co. Sheriff's Office	Monroe Police Dept.
Lewisburg Police Dept.	Marion Police Dept.	Monroeville Police Dept.
Lexington Police Dept.	Marion Twp. Police Dept.	Montgomery Co. Sheriff's Office

Agency	Agency	Agency
Liberty Twp. Police Dept.	Marlboro Twp. Police Dept.	Montgomery Police Dept.
Licking Co. Sheriff's Office	Marshallville Police Dept.	Montpelier Police Dept.
Licking Memorial Hospital Police Dept.	Martins Ferry Police Dept.	Montville Twp. Police Dept.
Lima Parks Dept.	Marysville Police Dept.	Moraine Police Dept.
Lima Police Dept.	Mason Police Dept. - Warren	Moreland Hills Police Dept.
Lindner Center of Hope Police Dept.	Massillon Police Dept.	Morgan Co. Sheriff's Office
Linndale Village Police Dept.	Maumee Police Dept.	Morristown Police Dept.
Lisbon Police Dept.	Mayfield Heights Police Dept.	Morrow Co. Sheriff's Office
Lithopolis Police Dept.	Mayfield Village Police Dept.	Morrow Police Dept.
Mount Eaton Police Dept.	North Olmsted Police Dept.	Perkins Twp. Police Dept.
Mount Gilead Police Dept.	North Perry Police Dept.	Perry Co. Sheriff's Office
Mount Healthy Police Dept.	North Randall Police Dept.	Perry Twp. Police Dept. - Allen
Mount Orab Police Dept.	North Ridgeville Police Dept.	Perry Twp. Police Dept. - Columbiana
Mount Pleasant Police Dept.	North Royalton Police Dept.	Perry Twp. Police Dept. - Franklin
Mount Vernon Police Dept.	Northfield Village Police Dept.	Perry Twp. Police Dept. - Montgomery
Mowrystown Police Dept.	NW Ohio Psychiatric Hospital P.D.	Perry Twp. Police Dept. - Stark
Munroe Falls Police Dept.	Northwood Police Dept.	Perry Village Police Dept.
Murray City Police Dept.	Norton Police Dept.	Perrysburg Police Dept.
Muskingum Co. Sheriff's Office	Norwalk Police Dept.	Perrysburg Twp. Police Dept.
Muskingum University Police Dept.	Norwood Police Dept.	Phillipsburg Police Dept.
Napoleon Police Dept.	Notre Dame College Police Dept.	Pickaway Co. Sheriff's Office
Nashville Police Dept.	Oak Harbor Police Dept.	Pickerington Police Dept.
Navarre Police Dept.	Oak Hill Police Dept.	Pierce Twp. Police Dept.
Nelsonville Police Dept.	Oakwood Police Dept. - Montgomery	Pike Co. Sheriff's Office
New Albany Police Dept.	Oakwood Police Dept. - Paulding	Piketon Police Dept.
New Alexandria Police Dept.	Oakwood Village Police Dept.	Pioneer Police Dept.
New Athens Police Dept.	Oberlin Police Dept.	Piqua Police Dept.
New Boston Police Dept.	Obetz Police Dept.	Plain City Police Dept.
New Bremen Police Dept.	Ohio Dept. of Natural Resources	Plymouth Police Dept.
New Concord Police Dept.	Ohio University Police Dept.	Poland Twp. Police Dept.
New Franklin Police Dept.	Olmsted Falls Police Dept.	Poland Village Police Dept.
New Knoxville Police Dept.	Olmsted Twp. Police Dept.	Pomeroy Police Dept.
New Lebanon Police Dept.	Ontario Police Dept.	Port Clinton Police Dept.
New Lexington Police Dept.	Orange Village Police Dept.	Port Washington Police Dept.
New London Police Dept.	Oregon Police Dept.	Port William Police Dept.
New Matamoras Police Dept.	Orrville Police Dept.	Portage Co. Sheriff's Office
New Miami Police Dept.	Orwell Police Dept.	Portage Police Dept.
New Middletown Police Dept.	Ostrander Police Dept.	Portsmouth Police Dept.
New Paris Police Dept.	Ottawa Co. Sheriff's Office	Powell Police Dept.
New Philadelphia Police Dept.	Ottawa Hills Police Dept.	Powhatan Point Police Dept.
New Richmond Police Dept.	Ottawa Police Dept.	Preble Co. Sheriff's Office
New Riegel Police Dept.	Otterbein Police Dept.	Proctorville Police Dept.
New Straitsville Police Dept.	Ottoville Police Dept.	Put-in-Bay Police Dept.
New Vienna Police Dept.	Owens Comm. College-Public Safety	Putnam Co. Sheriff's Office
New Washington Police Dept.	Owensville Police Dept.	Racine Police Dept.
New Waterford Police Dept.	Oxford Police Dept.	Ravenna Police Dept.
Newark Police Dept.	Oxford Twp. Police Dept.	Reading Police Dept.
Newburgh Heights Police Dept.	Painesville Police Dept.	Reminderville Police Dept.
Newcomerstown Police Dept.	Pandora Police Dept.	Republic Police Dept.
Newton Falls Police Dept.	Parma Heights Police Dept.	Reynoldsburg Police Dept.
Newtonsville Police Dept.	Parma Police Dept.	Richfield Police Dept.

Agency	Agency	Agency
Newtown Police Dept.	Pataskala Police Dept.	Richland Co. Sheriff's Office
Niles Police Dept.	Paulding Co. Sheriff's Office	Richland Twp. Police Dept.
Noble Co. Sheriff's Office	Paulding Police Dept.	Richmond Heights Police Dept.
North Baltimore Police Dept.	Payne Police Dept.	Richmond Police Dept.
North Canton Police Dept.	Peebles Police Dept.	Richwood Police Dept.
North College Hill Police Dept.	Pemberville Police Dept.	Rio Grande Police Dept.
North Hampton Police Dept.	Peninsula Police Dept.	Ripley Police Dept.
North Kingsville Police Dept.	Pepper Pike Police Dept.	Risingsun Police Dept.
Rittman Police Dept.	Shelby Police Dept.	Syracuse Police Dept.
Riverside Police Dept.	Shreve Police Dept.	Tallmadge Police Dept.
Roaming Shores Police Dept.	Sidney Police Dept.	Terrace Park Police Dept.
Rockford Police Dept.	Silver Lake Police Dept.	The Ohio State University Police Div.
Rocky Ridge Police Dept.	Silverton Police Dept.	Thompson Twp. Police Dept.
Rocky River Police Dept.	Sinclair Comm. College Police Dept.	Thornville Police Dept.
Roseville Police Dept.	Smith Twp. Police Dept.	Tiffin Police Dept.
Ross Co. Sheriff's Office	Smithfield Police Dept.	Tiltonsville Police Dept.
Ross Twp. Police Dept.	Smithville Police Dept.	Timberlake Police Dept.
Rossford Police Dept.	Solon Police Dept.	Tipp City Police Dept.
Russell Twp. Police Dept.	Somerset Police Dept.	Toledo Metro. Park Dist./Ranger Dept.
Russells Point Police Dept.	South Amherst Police Dept.	Toledo Police Dept.
Russellville Police Dept.	South Bloomfield Police Dept.	Tol./Lucas Co. Port Auth. PD-Swanton
Rutland Police Dept.	South Charleston Police Dept.	Toronto Police Dept.
Sabina Police Dept.	South Euclid Police Dept.	Tremont City Police Dept.
Sagamore Hills Twp. Police Dept.	South Point Police Dept.	Trenton Police Dept.
Saint Bernard Police Dept.	South Russell Police Dept.	Trotwood Police Dept.
Saint Clair Twp. Police Dept.	South Vienna Police Dept.	Troy Police Dept.
Saint Clairsville Police Dept.	South Zanesville Police Dept.	Trumbull Co. Sheriff's Office
Saint Henry Police Dept.	Southwest General Police Dept.	Tuscarawas Co. Sheriff's Office
Saint Louisville Police Dept.	Spencer Police Dept.	Tuscarawas Police Dept.
Saint Marys Police Dept.	Spencerville Police Dept.	Twinsburg Police Dept.
Saint Paris Police Dept.	Springboro Police Dept.	UC Health Dept. of Public Safety
Salem Police Dept.	Springdale Police Dept.	Uhrichsville Police Dept.
Salem Twp. Police Dept.	Springfield Police Dept.	Union City Police Dept.
Saline Twp. Police Dept.	Springfield Twp. P.D. - Hamilton	Union Co. Sheriff's Office
Salineville Police Dept.	Springfield Twp. P.D. - Mahoning	Union Police Dept.
Sandusky Co. Park Dist. Ranger Dept.	Springfield Twp. Police Dept. - Summit	Union Twp. Police Dept. - Clermont
Sandusky Co. Sheriff's Office	Stark Co. Park Dist. Enforcement Div.	Union Twp. Police Dept. - Lawrence
Sandusky Police Dept.	Stark Co. Sheriff's Office	Union Twp. Police Dept. - Licking
Sardinia Police Dept.	Steubenville Police Dept.	Uniontown Police Dept.
Scioto Co. Sheriff's Office	Stow Police Dept.	University Circle Police Dept.
Scott Police Dept.	Strasburg Police Dept.	University Heights Police Dept.
Seaman Police Dept.	Stratton Police Dept.	University of Akron Police Dept.
Sebring Police Dept.	Streetsboro Police Dept.	University of Cincinnati Campus P.D.
Seneca Co. Sheriff's Office	Strongsville Police Dept.	University of Dayton Police Dept.
Senecaville Police Dept.	Struthers Police Dept.	University of Rio Grande Police Dept.
Seven Hills Police Dept.	Stryker Police Dept.	University of Toledo Police Dept.
Seven Mile Police Dept.	Sugar Grove Police Dept.	Upper Arlington Police Dept.
Seville Police Dept.	Sugarcreek Police Dept.	Upper Sandusky Police Dept.
Shadyside Police Dept.	Sugarcreek Twp. Police Dept.	Urbana Police Dept.
Shaker Heights Police Dept.	Summa Hlth. Protective Svcs./Police	Utica Police Dept.
Sharon Twp. Police Dept.	Summit Behavioral Healthcare Police	Valley View Police Dept.

Agency	Agency	Agency
Sharonville Police Dept.	Summit Co. Sheriff's Office	Valleyview Police Dept.
Shawnee Hills Police Dept.	Summit Metro Parks	Van Wert Co. Sheriff's Office
Shawnee Police Dept.	Sunbury Police Dept.	Van Wert Police Dept.
Shawnee Twp. Police Dept.	Swanton Police Dept.	Vandalia Police Dept.
Sheffield Lake Police Dept.	Sycamore Police Dept.	Vermilion Police Dept.
Sheffield Village Police Dept.	Sylvania Police Dept.	Versailles Police Dept.
Shelby Co. Sheriff's Office	Sylvania Twp. Police Dept.	Vienna Twp. Police Dept.
Vinton Co. Sheriff's Office	Wellington Police Dept.	Willowick Police Dept.
Wadsworth Police Dept.	Wells Twp. Police Dept.	Wilmington Police Dept.
Waite Hill Police Dept.	Wellston Police Dept.	Wilmot Police Dept.
Wakeman Police Dept.	Wellsville Police Dept.	Winchester Police Dept.
Walbridge Police Dept.	West Alexandria Police Dept.	Windham Police Dept.
Walsh University Police Dept.	West Carrollton Police Dept.	Wintersville Police Dept.
Walton Hills Police Dept.	West Chester Police Dept.	Wittenberg University Police Dept.
Wapakoneta Police Dept.	West Farmington Police Dept.	Wood Co. Park District
Warren Co. Sheriff's Office	West Jefferson Police Dept.	Wood Co. Sheriff's Office
Warren Police Dept.	West Lafayette Police Dept.	Woodlawn Police Division
Warren Twp. Police Dept.	West Liberty Police Dept.	Woodmere Police Dept.
Warrensville Heights Police Dept.	West Milton Police Dept.	Woodsfield Police Dept.
Washington Co. Sheriff's Office	West Salem Police Dept.	Woodville Police Dept.
Washington Court House Police Dept.	West Union Police Dept.	Wooster Police Dept.
Washington Twp. Police Dept. - Logan	West Unity Police Dept.	Worthington Police Dept.
Washington Twp. Police Dept. - Lucas	Westerville Police Dept.	Wright State University Police Dept.
Washingtonville Police Dept.	Westfield Center Police Dept.	Wyandot Co. Sheriff's Office
Waterville Police Dept.	Westlake Police Dept.	Wyoming Police Dept.
Waterville Twp. Police Dept.	Whitehall Police Dept.	Xavier University Police Dept.
Wauseon Police Dept.	Whitehouse Police Dept.	Xenia Police Division
Waverly Police Dept.	Wickliffe Police Dept.	Yellow Springs Police Dept.
Wayne Co. Sheriff's Office	Wilberforce University Police Dept.	Yorkville Police Dept.
Wayne Police Dept.	Willard Police Dept.	Youngstown Police Dept.
Waynesburg Police Dept.	Williams Co. Sheriff's Office	Youngstown State University P.D.
Waynesfield Police Dept.	Williamsburg Police Dept.	Zanesville Police Dept.
Waynesville Police Dept.	Willoughby Hills Police Dept.	
Weathersfield Twp. Police Dept.	Willoughby Police Dept.	

Planned Participation in National Mobilizations

Drive Sober or Get Pulled Over Mobilizations

Ohio will continue to implement and expand the national impaired driving mobilization efforts in FFY2021. Following the national model, campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation. Ohio will participate in both the Winter Holiday Drive Sober or Get Pulled Over (DSOGPO) and the Labor Day DSOGPO campaigns.

The goal of the paid media plan for the 2021 alcohol crackdown is to decrease the number of impaired drivers and alcohol related fatalities. The media objective is to increase awareness of highly visible enforcement with both local and national media exposure.

The target audience is defined as anyone who drives impaired or is likely to drive impaired on Ohio's roadways. In 2021, media will be heavily directed toward a younger male audience.

Once again, the primary media target will be 18 – 34 year old males; however, other demographic audiences might be targeted based on Ohio's current crash data. Media will also be directed toward Ohio's multicultural communities.

Media tactics will include a combination of television, radio, social and print media that will be used to maximize the amount of resources for the Drive Sober or Get Pulled Over alcohol paid media plan. Bonus inventory will be required by each station. Regional radio will be negotiated in counties receiving less significant impact from the larger cities. Additional cost-efficiency and greater message reach are available in many of the smaller regions by employing spot radio as a part of this plan.

Funds will be used to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with approved print advertising/educational materials that will be distributed in a systematic manner to promote the message through earned media. Print advertising/educational materials are evaluated in several ways: knowledge surveys, gross impressions, and numbers distributed.

Ohio's Law Enforcement Liaisons (LELs) will continue to seek commitments from additional agencies (non-sub-recipients) to also participate in the national mobilizations and increase participation in the mobilizations. Ohio's goal is to have more than 65 percent of agencies participate and report their results.

Ohio will continue to participate in Tri-State Kick-Off Events for DSGPO. In addition, Safe Community programs are required to conduct a DSOGPO kick-off event in their county and each OVI Task Force is required to hold a media event for DSOGPO. This will total between 50 and 60 events for DSOGPO.

Click It or Ticket Mobilizations

Ohio will continue to implement and expand the national seat belt mobilization efforts in FFY2021. Following the national model, campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation. Ohio will participate in both the November Click It or Ticket (CIOT) and the Memorial Day CIOT campaigns.

Campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation. A higher frequency of messaging directed at low usage populations helps increase awareness and equates to a higher overall compliance rate for seat belt use. New media partnerships and earned media will help expand the campaign's message into the low usage populations. In FFY2021, television and radio spots will continue to be concentrated and aired on stations most likely to reach Ohio's multicultural communities. Additionally, social media and a limited amount of targeted outdoor and print media will be used during this effort.

The target audience is defined as anyone who drives or rides in a motor vehicle within the State of Ohio. According to the ODPS 2016 Observational Survey of Safety Belt Use, younger driver/passengers (ages 15 ½ - 25) and men are less likely to use seat belts. Throughout 2021, a heavy emphasis of paid media will be directed toward younger men with

the primary media target being 18 -34 year olds. A secondary emphasis will continue to be male urban audiences, rural and pick-up truck drivers.

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

Funds will be utilized to provide law enforcement agencies and other partners (Save Communities, traffic safety partners, etc.) around the state with approved print advertising/educational materials that will be distributed in a systematic manner to promote seat belt use through earned media. Print advertising/educational materials are evaluated in several ways: knowledge surveys, gross impressions, and numbers distributed.

Ohio's Law Enforcement Liaisons (LELs) will continue to seek commitments from additional agencies (non-sub-recipients) to also participate in the national mobilizations and increase participation in the mobilizations. Ohio's goal is to have more than 65 percent of agencies participate and report their results.

Ohio will continue to participate in Tri-State Kick-Off Events for CIOT. In addition, Safe Community programs are required to conduct a CIOT kick-off event in their county. This will be approximately 45 events for CIOT.

Child Restraint Inspection Stations

Countermeasure Strategy

Child Restraint System Inspection Station(s)

Planned Activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Project ID	Name	Page
M2X-2021-00-00-06	Occupant Protection Coordinator Program	74

Total Number of planned inspection stations and/or events in the State.

Planned inspection stations and/or event: 169

Total number of planned inspection stations and/or event in the State serving each of the following populations categories: urban, rural, and at-risk:

- Urban: 56
- Rural: 87
- At-Risk: 128

The grant funded inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child Passenger Safety Technicians

Countermeasure Strategy

Child Restraint System Inspection Station(s)

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Project ID	Name	Page
M2X-2021-00-00-06	Occupant Protection Coordinator Program	74

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally certified Child Passenger Safety Technicians:

- Estimated Total number of classes: 23
- Estimated Total number of technicians: 410

Ohio is applying for funding under the three following criteria:

Seat Belt Enforcement

Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

Countermeasure Strategy

Communication and Outreach

Mass Media Campaign

Short-term, High Visibility Seat Belt Law Enforcement

Planned Activities:

Project ID	Name	Page
M2X-2021-00-00-01	Holiday Click It or Ticket Paid Media	35
M2X-2021-00-00-02	Click It or Ticket Paid Media	36
M2X-2021-00-00-03	Sustained Seat Belt Paid Media	37
PM-2021-00-00-04	Campaign Creative / Design	40
M2X-2021-00-00-04	Seat Belt Print Advertising/Educational Materials	55
SA-2021-00-00-01	Safe Communities	46
PT-2021-00-00-02	Selective Traffic Enforcement Program	86
M2X-2021-00-00-05	Statewide Seat Belt Tac Squads	73

High Risk Population Countermeasures Programs

Countermeasure strategies demonstrating that the state will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Un-restrained nighttime drivers; teenage drivers; other high risk population identified in the occupant protection program area plan:

Countermeasure strategies:

Communication and Outreach

Mass Media Campaign

Peer to Peer Teen Outreach

Planned Activities:

Project ID	Name	Page
M2X-2021-00-00-03	Sustained Seat Belt Paid Media	37
PM-2021-00-00-03	Youthful Driver Paid Media	40
PM-2021-00-00-04	Campaign Creative / Design	40
M2X-2021-00-00-04	Seat Belt Print Advertising/Educational Materials	55
SA-2021-00-00-01	Safe Communities	46
DE-2021-00-00-01	Youthful Driver Print Advertising/Educational Materials	57
TSP-2021-00-00-01	Peer to Peer Youth Programming - SADD	101
TSP-2021-00-00-02	Peer to Peer Youth Programming - FCCLA	101
M6OT-2021-00-00-15	College Campus Impaired Driving Program	102
DE-2021-00-00-02	Youthful Driver Skills Assessment	102

Occupant Protection Program Assessment

Date of the NHTSA-facilitated assessment: 5/3/19

Appendix F - 405(c) State Traffic Safety Information System Improvements Grant

Traffic Records Coordinating Committee (TRCC)

Meeting dates during the 12 months immediately preceding the application due date:

- Thursday, September 12, 2019
- Wednesday, December 17, 2019
- Thursday, February 13, 2020
- Thursday, June 11, 2020

The following meetings were cancelled due to COVID-19:

- Thursday, April 23, 2020
- Thursday, May 14, 2020

List of TRCC Members

See page 42 in the TRCC Strategic Plan FFY2021 – 2025 (separate document).

Traffic Records System Assessment

All Recommendations

See pages 7 – 10 in the TRCC Strategic Plan FFY2021 – 2025 (separate document).

Addressed Recommendations

Crash

1. Complete the data dictionary from the new OH□1 that was effective January 1, 2019.
2. Increase electronic crash submission by 10% through promoting the OLEIS program and working with third party vendors.
3. Complete the crash location mapping enhancement for the Ohio Trooper Information System (OTIS) and OLEIS.

Vehicle

1. Implement and stabilize the new vehicle registration database.
2. Examine opportunities to transition certain forms to an electronic format in order to increase accuracy and timeliness of vehicle and driver records.

Driver

1. Complete State-to-State driver license connectivity (one license for one individual).
2. Continue efforts to comply with all FMCSA standards for CDL holders.
3. Examine opportunities to transition certain forms to an electronic format (e.g. Administrative License Suspension – form 2255) in order to increase accuracy and timeliness of certain records.

Roadway

1. Increase the number of law enforcement agencies using the Officer Crash Mapping Tool (OCMT).
2. Increase by 10% the counts for volume data on the local roadway network.
3. Increase by 10% the number of permanent counters on the local roadway network.
4. Increase by 10% the number of crashes accurately mapped to the roadway network (linear referencing system).
5. Develop an intersection inventory for all public roads (MIRE Fundamental Data Elements).
6. Begin collecting volume data related to vulnerable users.
7. Distribute real time travel data to inform motorists of driving conditions through mobile or vehicle applications.

Citation/Adjudication

1. Increase the number of law enforcement agencies participating in electronic citation by 10%.
2. Complete the interface with two major mayor's court case management vendors (Baldwin Group and CMI) so that citations can be filed electronically with those courts.
3. Continue to complete interface projects with the courts (case management systems for eFiling) and third party eCitation vendors.

EMS/Injury Surveillance

1. Complete the EMSIRS internal rewrite and implement automatic reporting of all Ohio cardiac arrest events directly to CARES national database.
2. Increase by 10% the number of EMS agencies reporting to EMSIRS.
3. Increase by 10% the number of hospitals reporting to the OTR.

Data Use and Integration Recommendation

1. Begin the Traffic Records Inventory and complete up to 50% of the data systems.
2. Convene a working group dedicated to developing methods for data governance and security policies for data integration.
3. Increase data sharing agreements with researchers and leverage outside traffic safety data.

Non-Addressed Recommendations

Crash Recommendations

Recommendation: Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: The crash data system does not currently interface with the driver, vehicle, citation, adjudication, or injury surveillance systems. Included in this strategic plan are objectives to begin exploring potential methods to build these interfaces and to improve existing interfaces.

****FFY 2020 Update:** If opportunities for interfacing between systems arise, these efforts will be considered for possible inclusion in the next Strategic Plan. Currently, there is a project underway to bring the EMS Incident Reporting System in-house within the Ohio Department

of Public Safety. Once the data migration is complete, integration with the crash data system may be possible in the future.

Citation/Adjudication Recommendations

Recommendation: Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: Ohio’s citation and adjudication systems are not linked. TRCC will explore methods to improve the interfaces for the citation system.

****FFY 2020 Update:** Linking the citation writing software and statistical repository to the courts’ adjudication systems is not possible at this time. This is primarily due to the fact that Ohio does not have a centralized court system. Courts are required to report back to the BMV to update a driver’s record for certain cases (e.g. suspensions, points, etc), but this does not capture the full picture of adjudications. Without a centralized record system, data linkages will be a challenge. In FFY 2019, the TRCC became aware of a rudimentary adjudication database maintained by the Ohio Supreme Court. The data contained in this system is limited, though. We will continue to explore this data resource during FFY 2020. In addition, we will continue to construct one-way interfaces between the Ohio Law Enforcement Information System (OLEIS) and the courts so that electronic citation files can be sent to the courts’ case management systems. If we become aware of the possibility of receiving adjudication information back and “closing the loop” on a citation, we will be amenable to building those linkages.

Traffic Records for Model Performance Measures

Crash Performance Measures 3-Year Analysis			
Measure	FFY 2017	FFY 2018	FFY 2019
Number of agencies submitting electronic crash reports. <i>*Ohio has approximately 1,000 law enforcement agencies. From year to year, roughly 600 regularly submit at least one crash report each year.</i>	344 unique law enforcement agencies (by NCIC) have submitted electronically.	390 unique law enforcement agencies (by NCIC) have submitted electronically.	To date, 434 unique law enforcement agencies (by NCIC) have submitted electronically.
Percentage of submitted crash reports that are electronic.	60.50%	67%	72%
Mean number of days between crash date to submission of crash reports and availability online.	7.8	6.1	4.2
Percentage of crash reports returned due to errors.	--	Tracking began in February 2017 – percentage will not accurately reflect for FFY2016	Performance data not yet available.

Vehicle Performance Measures 3-Year Analysis			
Measure	FFY 2017	FFY 2018	FFY 2019
Complete the rewrite of the vehicle registration database.	Baseline – completion in process		Completed
Complete data linkages between the vehicle registration database and the driver license database which will allow for real-time updates with the Business Application Services System (BASS) which can be used by law enforcement agencies.	Baseline – completion in process		

Driver Performance Measures 3-Year Analysis			
Measure	FFY 2017	FFY 2018	FFY 2019
Complete data linkages between the driver license system, vehicle registration system, Business Application Services System (BASS), and Image Retrieval and Indexing System (IRIS); resulting in a unified enterprise environment.	Baseline – completion in process		
Increase the number of convictions collected from courts via online interfaces.	Baseline – completion in process		

Roadway Performance Measures 3-Year Analysis			
Measure	FFY 2017	FFY 2018	FFY 2019
Number of counties Location Based Response System (LBRS) data integrated into road inventory.	28	28	28
Increase the number of crash records linked to road inventory data	97%	96%	95%
Increase the number of annual logins to DOT crash data system	16,094	19,248	TBD

Citation/Adjudication Performance Measures 3-Year Analysis			
Measure	CY 2017	CY 2018	CY 2019
Total number of court locations successfully interfaced with OTIS/OLEIS to accept electronically filed citations -Municipal/County -Juvenile -Mayors	108	121	124
Number/Percentage of Municipal/County courts able to accept electronically filed citation via interface (of 163 total)	100 Municipal/County court locations (61.3%)	105 Municipal/County court locations (62.6%)	123 Municipal/County court locations (75.4%)
Number/Percentage of Juvenile courts able to accept electronically filed citation via interface (of 88 total)	4 Juvenile court locations (4.5%)	11 Juvenile court locations (12.5%)	14 Juvenile court locations (15.9%)
Number of local law enforcement agencies submitting citation data to the statewide citation repository (non-OSHP)	60	87	129
Number of records received by the statewide citation repository from local law enforcement (non-OSHP)	26,088	51,771	101,372

EMS/Injury Surveillance Performance Measures 3-Year Analysis			
Measure	FFY 2017	FFY 2018	FFY 2019
Develop standards for EMSIRS and OTR timeliness, accuracy, completeness and accessibility.	The section has established standards for timeliness (reporting deadlines), accuracy and completeness in order to ensure both EMS and trauma data are complete. Accessibility will be expanded in the second phase of the new EMSIRS project allowing for limited access of the data to external parties as permitted by law.	2017 Annual Trauma Report – Final Draft created	Rewrite of EMSIRS is complete. Soft rollout began December 2019. Currently 714 agencies are reporting into the new system. We continue processing workflow discussions with the Ohio CARES representative. Rewrite of the EMSIRS data dictionary is ongoing.
Ensure records in EMSIRS and both modules of OTR are linked through the continuity of care server (full integration).	--	This was a deliverable in the original contract but was never fully developed or implemented by the vendor. As part of the EMSIRS internal rewrite, a copy of trauma data collected by the external vendor will be regularly updated in a newly created data warehouse.	--
Number of EMS agencies reporting to EMSIRS.	--	722 agencies are reporting to EMSIRS.	Reporting compliance is currently 82.8% Moving to the internal records management system is near completion and updated compliance forthcoming.
Number of hospitals reporting to the OTR.	--	194 hospitals are reporting to OTR.	Reporting compliance is currently 87.0%. Due to the Covid-19 pandemic, fourth quarter 2019 record submission deadline was extended to June 30, 2020.

Data Use and Integration Performance Measures 3-Year Analysis			
Measure	FFY 2017	FFY 2018	FFY 2019
Number of integration projects completed.	--	(1) Vehicle and Driver's information was linked to the Ohio Law Enforcement Information System for use in eCitation and crash reporting (auto populates the form)	(1) The Officer Crash Mapping Tool was completed in 2018 through a partnership between Ohio Department of Public Safety and the Ohio Department of Transportation. (2) Completed the data dictionary for the crash system.
Number of research projects aided by TRCC support.	--	(1) STRAVA bicycle/pedestrian data set was purchased for ODOT and local planning agencies for the purpose of infrastructure improvements; (2) CODES project by Nationwide Children's Hospital (3) NHTSA MMUCC field mapping project (4) Crash data sharing with various partners such as PUCO, ODOT, and the Ohio Turnpike	(1) MIRE intersection data collection. ODOT has worked to develop data collection requirements for accuracy and completeness following the MIRE 2.0 Data requirements. (2) Local traffic counts ODOT identified routes that were missing traffic volumes, but there were historical crashes located on the roadway. These locations were added to the State Fiscal Year 2020 to obtain traffic counts.

State Traffic Records Strategic Plan

The TRCC Strategic Plan FFY2021 – 2025 has been submitted as a separate document.

Planned Activities:

Project ID	Name	Page
M3DA-2021-00-00-01	Traffic Records Coordinating Committee Projects	95
M3DA-2021-00-00-02	Traffic Records Coordinating Committee Projects	95
M3DA-2021-00-00-03	Traffic Records Coordinating Committee Projects	95

Quantitative and Measureable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

System Overview

The continued development and deployment of a statewide, electronic crash submission system remains a priority for the State of Ohio. Per the Ohio Revised Code (ORC), all traffic crash reports involving personal injury and/or property damage in excess of \$1,000 are required to be submitted to ODPS within five days. To support the electronic submission of traffic crash records, the state developed the Ohio Law Enforcement Information System (OLEIS) which is provided at no cost to law enforcement agencies. There are also a number of third-party systems that operate in the state. Since OLEIS has been made available, there has been a substantial increase in the number of crash reports being submitted electronically, and participation continues to improve. In 2019, there were 296,831 total traffic crashes in Ohio, and approximately 77% (229,146) of reports were submitted electronically. Year-to-date 2020, there have been 70,366 total traffic crashes, and approximately 81% (57,564) of reports have been submitted electronically. Currently, 613 law enforcement agencies are submitting crashes electronically using the OLEIS Crash Module, representing nearly half of all law enforcement agencies that submit at least one crash report each year.

The electronic crash process results in the instantaneous receipt of crash information. This eliminates the mailing and manual data entry of crash reports, therefore drastically improving both the timeliness and accuracy of Ohio's traffic crash data. Ohio crash data is publicly available on the ODPS website. Electronic crash submission functions are funded through federal grants provided to TRCC from NHTSA as well as through state agency funding sources.

Great strides have been made to ensure all agencies are submitting crashes, as required. With the transition to electronic submissions, deficiencies existed in the lack of follow-up to ensure electronic submissions were being received. Reports are now run on a routine basis; if a significant decrease is noticed in the number of agency reports, contact is made with the agency. Usually, there is either an IT issue or misunderstanding on how to complete the crash through all phases. Tracking now exists on paper crash reports that are returned to agencies for correction.

During 2018 and 2019, Ohio's crash report, the OH-1, underwent a significant re-write. A committee was assembled and met to ensure the integration of both ANSI D.16-2017 and Model Minimum Uniform Crash Criteria, Fifth Edition (2017). As a result of OH-1 changes, a complete overhaul of the platform on which Ohio received the data was made. These changes required Ohio to develop a new crash data dictionary.

System Attribute Status

Attribute Area Status Crash Information System	
Timeliness	The Ohio Department of Public Safety has worked diligently to increase the number of law enforcement agencies to submit the Ohio Uniform Crash Report (OH-1) electronically. ODPS developed the Ohio Law Enforcement Information System (OLEIS) which is provided at no cost to law enforcement agencies. In addition to the OLEIS program, agencies may also utilize a third-party vendor. Once the crash is validated and approved, ODPS receives the crash data immediately. Additionally, the ORC requires agencies to submit crashes to ODPS within five days. On January 1, 2019, the new Ohio Uniform Crash report was released.
Accuracy	During the crash re-write, a committee met and thoroughly reviewed the MMUCC 5th edition and ANSI D.16-2017 to maintain compliance with the new mandatory elements. Validations were established to ensure that the crash elements are completed accurately prior to submission into the statewide crash data system.
Completeness	Once a crash is validated and approved by the law enforcement agency supervisor, the validations ensure that the report is accurately completed. The paper crash reports are also reviewed for completeness by staff prior to being sent and keyed by our third party vendor.
Uniformity	The Ohio Revised Code gives the Director of ODPS the authority to update Ohio's crash report, the OH-1. Electronic data is converted to mirror the paper form that has been approved by the ODPS Director.
Integration	Ohio shares the crash data to many stakeholders in efforts to reduce traffic crash fatalities. The data is provided externally and through FTP agreements to organizations that study crash trends and injuries. ODPS also works with ODOT and the BMV. These partnerships help keep Ohio's roadways safe.
Accessibility	The statewide crash database is used by internal and external stakeholders. ODPS has provided an external webpage that allows the public to search Ohio's crash data.

Performance Measures and Improvement Trends

Crash Performance Measures 3-Year Analysis			
Measure	FFY 2017	FFY 2018	FFY 2019
Number of agencies submitting electronic crash reports. <i>*Ohio has approximately 1,000 law enforcement agencies. From year to year, roughly 600 regularly submit at least one crash report each year.</i>	390 unique law enforcement agencies (by NCIC) have submitted electronically.	434 unique law enforcement agencies (by NCIC) have submitted electronically.	692 unique law enforcement agencies (by NCIC) have submitted electronically.
Percentage of submitted crash reports that are electronic.	67%	72%	77%
Mean number of days between crash date to submission of crash reports and availability online.	6.1	4.9	.0.
Percentage of crash reports returned due to errors.	Tracking began in February 2017 – percentage will not accurately reflect for FFY2016	Performance data not yet available.	4%

Appendix G - 405(f) Motorcyclist Safety Grant

Motorcycle Safety Information

Counties or political subdivision in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to the official state motor vehicle records, provided the state must offer at least one motorcycle rider training course in counties or political subdivision that collectively account for a majority of the state's registered motorcycle.

County	Motorcycle Registrations by County		County	Motorcycle Registrations by County		County	Motorcycle Registrations by County		County	Motorcycle Registrations by County	
	Training	No Training		Training	No Training		Training	No Training		Training	No Training
Adams		950	Fayette		1,105	Lorain	11,304		Richland	5,234	
Allen	3,898		Franklin	25,995		Lucas	11,053		Ross	2,744	
Ashland		2,815	Fulton		2,227	Madison		1,738	Sandusky	3,205	
Ashtabula	4,572		Gallia	1,104		Mahoning	7,968		Scioto		2,582
Athens	1,612		Geauga		4,362	Marion		2,702	Seneca		2,522
Auglaize		2,337	Greene	5,717		Medina		8,043	Shelby		2,244
Belmont		2,753	Guernsey		1,572	Meigs		1,098	Stark	14,254	
Brown		1,894	Hamilton	17,333		Mercer		2,048	Summit	17,350	
Butler	11,500		Hancock		2,978	Miami	4,956		Trumbull	9,126	
Carroll		1,545	Hardin		1,191	Monroe		692	Tuscarawas	4,516	
Champaign		1,765	Harrison		667	Montgomery	15,347		Union	2,759	
Clark	4,904		Henry	1,232		Morgan		635	Van Wert		1,297
Clermont	7,814		Highland		1,504	Morrow		1,707	Vinton		502
Clinton	1,663		Hocking		1,397	Muskingum	3,591		Warren		7,283
Columbiana	5,127		Holmes		1,064	Noble		485	Washington	2,481	
Coshocton		1,395	Huron		2,730	Ottawa		2,213	Wayne		4,722
Crawford		2,211	Jackson		1,174	Paulding		866	Williams		1,714
Cuyahoga	27,265		Jefferson		2,502	Perry		1,494	Wood	4,612	
Darke		2,918	Knox	2,615		Pickaway		2,490	Wyandot		1,224
Defiance	1,626		Lake	8,770		Pike		781	Totals	275,544	111,508
Delaware	5,932		Lawrence		2,399	Portage	6,946				
Erie		3,514	Licking	7,014		Preble		2,238			
Fairfield		5,879	Logan	2,405		Putnam		1,340			

Total motorcycles registered in the state:	387,052
Registered motorcycles in counties with training:	275,544
Percent of registered motorcycles in counties with training:	71.19%

Use of fees collected from Motorcyclists for motorcycle programs legal citations
Use of fees criterion: Data State

SFY20 MO Fund 8460 Summary (7/1/2019 – 5/5/2020)

Sum of Journal Amount			
Fiscal Year	Journal Source Descr	Total	Total Revenue
2020	JrnlGen - Accounts Receivable	(\$1,921,052.19)	\$ (1,921,052.19)
	JrnlGen - Accounts Payable	\$2,238,550.28	
	JrnlGen - Expenses	\$1,077.73	Total Expenditures \$2,561,347.18
	JrnlGen - HRMS	\$299,647.26	
	PS/GL Spreadsheet Journal	\$22,071.91	
2020 Total		\$ 640,294.99	
Grand Total		\$ 640,294.99	

Appendix H - Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2021 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Ohio

Fiscal Year: 2021

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

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

23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended

- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and

Executive Compensation Reporting, August 27, 2010,
(https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;

- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the NonDiscrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;

- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

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

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

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion— Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

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

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

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

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

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

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

4. The terms *covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment,

declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

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

7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - o Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - o Increase use of seat belts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

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

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

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



 Signature Governor's Representative for Highway Safety

7/14/2020

 Date

Thomas Stickrath

 Printed name of Governor's Representative for Highway Safety

Appendix I - Appendix B to Part 1300 – Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Ohio

Fiscal Year: 2021

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

*[Check the box above **only** if applying for this grant.]*

All States:

[Fill in all blanks below.]

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State's occupant protection program area plan for the upcoming fiscal year is provided in the HSP at Appendix E page 117.
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the HSP at Appendix E pages 117 – 124.
- Countermeasure strategies and planned activities demonstrating the State's active network of child restraint inspection stations are provided in the HSP at Appendix E page 124.

Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.

- Countermeasure strategies and planned activities, as provided in the HSP at Appendix E page 125, that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Lower Seat Belt Use States Only:

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s): _____.

- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant. **Legal citations:**

- _____ Requirement for all occupants to be secured in seat belt or age appropriate child restraint;
- _____ Coverage of all passenger motor vehicles;
- _____ Minimum fine of at least \$25;
- _____ Exemptions from restraint requirements.

- The countermeasure strategies and planned activities demonstrating the State's **seat belt enforcement plan** are provided in the HSP at Appendix E page 125.
- The countermeasure strategies and planned activities demonstrating the State's **high risk population countermeasure program** are provided in the HSP at Appendix E page 126.

- The State's **comprehensive occupant protection program** is provided as follows:
- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date _____ (date);
 - Multi-year strategic plan: HSP at _____ (location);
 - The name and title of the State's designated occupant protection coordinator is _____.
 - List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at _____ (location).

- The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on May 3, 2019 (within 3 years of the application due date);

☒ PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

All States:

- The lead State agency responsible for traffic safety information system improvement programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

[Fill in all blank for each bullet below.]

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at Appendix F page 127.
- The name and title of the State's Traffic Records Coordinator is: Gretchen Lopez-Martinez, Chair

A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at See page 42 in the TRCC Strategic Plan FFY2021 – 2025 (separate document).

- The State Strategic Plan is provided as follows:
 - Description of specific, quantifiable and measurable improvements at Appendix F pages 129 - 133;
 - List of all recommendations from most recent assessment at: See pages 7 -10 in the TRCC Strategic Plan FFY2021 – 2025 (separate document);
 - Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures at Appendix F pages 127 – 128;
 - Recommendations not to be addressed, including reasons for not implementing: HSP at Appendix F pages 128 - 129.
- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the HSP at Appendix F pages 134 - 136.

The State's most recent assessment or update of its highway safety data and traffic records system was completed on February 16, 2015; new assessment is scheduled for November 10, 2020.

**☒ PART 3: IMPAIRED DRIVING COUNTERMEASURES
(23 CFR 1300.23(D)-(F))**

[Check the box above only if applying for this grant.]

All States:

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

Mid-Range State Only:

[Check one box below and fill in all blanks under that checked box.]

The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date).
Specifically –

- HSP at _____ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____ (location) contains the list of names, titles and organizations of all task force members;
- HSP at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

The State has previously submitted a Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and continues to use this plan.

High-Range State Only:

[Check one box below and fill in all blanks under that checked box.]

The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically, –

- HSP at _____ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____ (location) contains the list of names, titles and organizations of all task force members;
- HSP at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- HSP at _____ (location) contains the planned activities, in detail, for spending grant funds;
- HSP at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the HSP at _____ (location).

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

[Check the box above **only** if applying for this grant.]

[Fill in all blanks.]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol ignition interlocks for a period of 6 months that was enacted on 04/06/2017 and last amended on 09/29/2017, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s): O.R.C. 4510.022

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

[Check the box above **only** if applying for this grant.]

[Fill in all blanks.]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):**

[Check at least one of the boxes below and fill in all blanks under that checked box.]

Law citation. The State provides citations to a law that authorizes a Statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):**

Program information. The State provides program information that authorizes a Statewide 24-7 sobriety program. The program information is provided in the HSP at _____ (location).

☒ PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[Check the box above only if applying for this grant and fill in all blanks.]

Comprehensive Distracted Driving Grant

- The State provides sample distracted driving questions from the State's driver's license examination in the HSP at N/A.

- **Prohibition on Texting While Driving**

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, was enacted on 08/30/2012 and last amended on 10/29/2018, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- O.R.C. 4511.204: Prohibition on texting while driving;
- O.R.C. 4511.204 (G): Definition of covered wireless communication devices;
- O.R.C. 4511.204 (D); O.R.C. 4511.991 (B): Minimum fine of at least \$25 for an offense;
- O.R.C. 4511.204 (B): Exemptions from texting ban.

- **Prohibition on Youth Cell Phone Use While Driving**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues and requiring a minimum fine of at least \$25, was enacted on 08/30/2012 and last amended on 10/29/2018, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- O.R.C. 4511.205: Prohibition on youth cell phone use while driving;
- O.R.C. 4511.205 (E): Definition of covered wireless communication devices;
- O.R.C. 4511.205 (C): Minimum fine of at least \$25 for an offense;
- O.R.C. 4511.205 (B): Exemptions from youth cell phone use ban.

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.
-

PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Check the box above **only** if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

Motorcycle riding training course:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Thomas Stickrath, Director, Ohio Department of Public Safety
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula: [Check at least one of the following boxes below and fill in any blanks.]
 - Motorcycle Safety Foundation Basic Rider Course;
 - TEAM OREGON Basic Rider Training;
 - Idaho STAR Basic I;
 - California Motorcyclist Safety Program Motorcyclist Training Course;
 - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the HSP at Appendix G page 137 is a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

Motorcyclist awareness program:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the HSP at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
 - In the HSP at _____ (location), the countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs in a majority of counties or

political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the HSP at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

Impaired driving program:

- In the HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the HSP at _____ (location), countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided in the HSP at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

Use of fees collected from motorcyclists for motorcycle programs:

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **AND**
- The State's law appropriating funds for FY ____ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s): _____
_____.

Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the HSP at Appendix G page 138.

☒ PART 8: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANTS (23 CFR 1300.26)

*[Check the box above **only** if applying for this grant.]*

[Fill in all applicable blanks below.]

The State's graduated driver's licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license, was last amended on 07/01/2015, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage –

Legal citations:

- O.R.C. 4507.05: Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State;
- O.R.C. 4507.11: Applicant must pass vision test and knowledge assessment;
- O.R.C. 4507.05: In effect for at least 6 months;
- O.R.C. 4507.05: In effect until driver is at least 16 years of age;
- O.R.C. 4507.05 (A): Must be accompanied and supervised at all times;
- O.R.C. 4507.21 (B)(1): Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night;
- O.R.C. 4507.05: Prohibits use of personal wireless communications device;
- O.R.C. 4507.071(D): Extension of learner's permit stage if convicted of a driving-related offense;
- O.R.C. 4507.05: Exemptions from learner's permit stage.

Intermediate Stage –

Legal citations:

- O.R.C. 4507.071: Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State;
- O.R.C. 4507.11: Applicant must pass behind-the-wheel driving skills assessment;
- O.R.C. 4507.071: In effect for at least 6 months;
- O.R.C. 4507.071: In effect until driver is at least 17 years of age;
- O.R.C. 4507.071 B, 1(2)(B): Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies;

- O.R.C. 4507.071 B, 1(2)(B): No more than 1 nonfamilial passenger younger than 21 years of age allowed;
 - O.R.C. 4511.205: Prohibits use of personal wireless communications device;
 - O.R.C. 4507.071 (D): Extension of intermediate stage if convicted of a driving-related offense;
 - O.R.C. 4507.071 (C): Exemptions from intermediate stage.
-

PART 9: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.27)

[Check the box above only applying for this grant AND only if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.]

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR 1300.27(d).

PART 10: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.28)

[Check the box above **only** if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]

- In the HSP at

_____ (location), the official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

- In the HSP at

_____ (location), the State will undertake countermeasure strategies and planned activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads. (A State may not receive a racial profiling data collection grant by checking this box for more than 2 fiscal years.)

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

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor's Representative for Highway Safety

7/14/2020
Date

Thomas Stickrath

Printed name of Governor's Representative for Highway Safety

