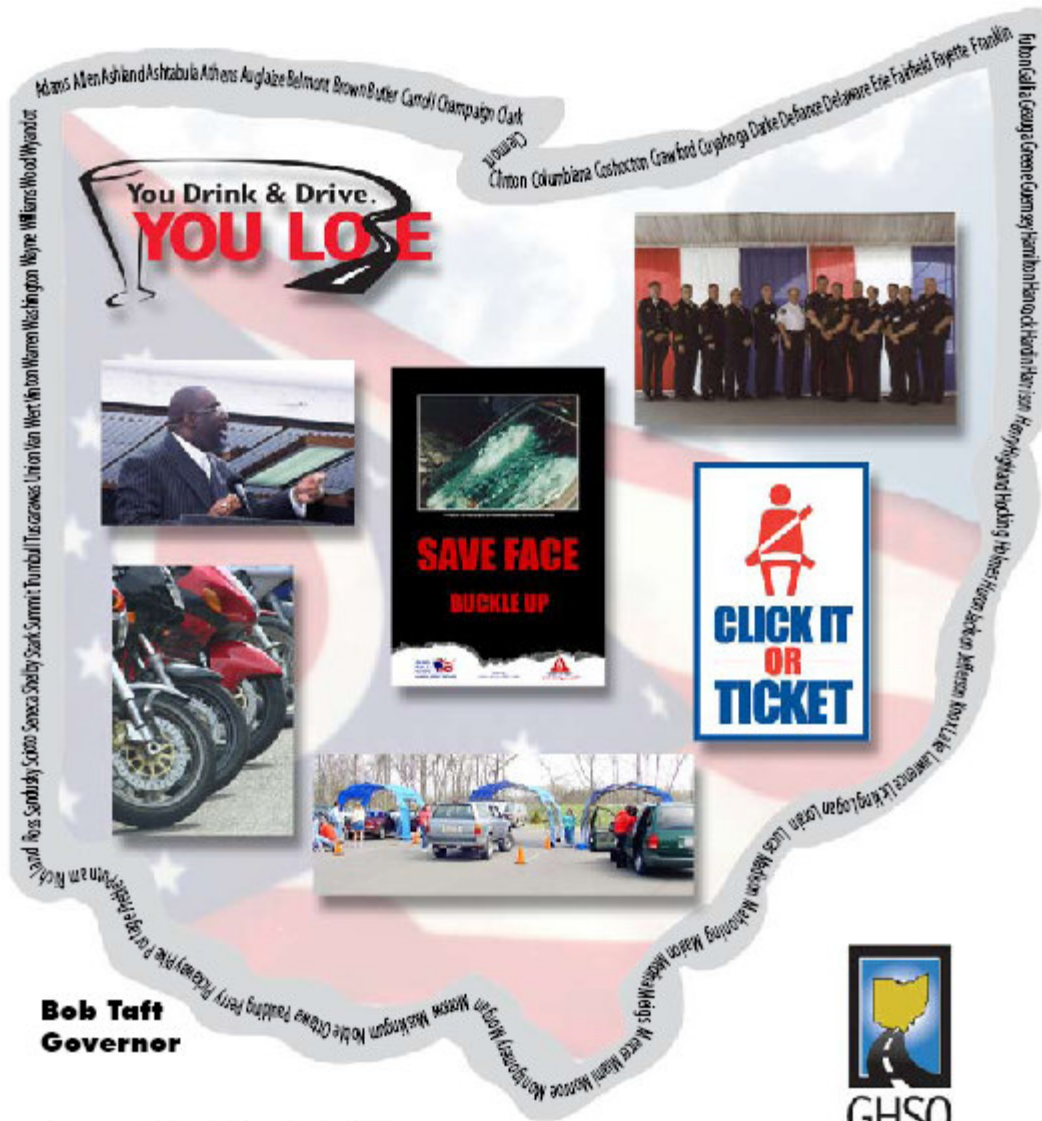


# State of Ohio Annual Evaluation Report Federal Fiscal Year 2006



**Bob Taft  
Governor**

**Kenneth L. Morckel, Director  
Ohio Department of Public Safety**



## **Mission Statement**

*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.*

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**Ohio Highway Safety Program  
Annual Evaluation Report  
Federal Fiscal Year 2006  
October 1, 2005 – September 30, 2006**

**Table of Contents**

|  |           |
|--|-----------|
| <b>GHSO Accomplishments and Challenges</b>                           | <b>1</b>  |
| <b>Ohio Crash Data and Trends</b>                                    | <b>2</b>  |
| <b>Mission Statement and Problem Identification</b>                  | <b>8</b>  |
| <b>FFY 2006 Statewide Highway Safety Goals</b>                       | <b>9</b>  |
| <b>Impaired Driving Programs</b>                                     | <b>11</b> |
| <b>Occupant Protection Programs</b>                                  | <b>24</b> |
| <b>Paid Media Evaluation</b>   | <b>32</b> |
| <b>Noteworthy Practices</b>  | <b>35</b> |
| • <b>Comprehensive Highway Safety Plan</b>                           | <b>35</b> |
| • <b>Safety Conscious Planning Workshops</b>                         | <b>35</b> |
| • <b>Traffic Safety Diversity Grants</b>                             | <b>36</b> |
| • <b>Amish Traffic Safety Grant</b>                                  | <b>38</b> |
| • <b>Driver Training Program</b>                                     | <b>39</b> |
| • <b>Law Enforcement Liaison Program</b>                             | <b>39</b> |
| • <b>Safe Communities</b>  | <b>40</b> |
| • <b>Ohio Partnership for Traffic Safety (OPTS)</b>                  | <b>41</b> |
| • <b>GHSO Senior Driver Presentations</b>                            | <b>42</b> |
| • <b>Construction Zone Enforcement</b>                               | <b>43</b> |
| • <b>Ohio Safe Commute</b>   | <b>44</b> |
| • <b>County Surface Transportation Program</b>                       | <b>45</b> |
| • <b>Engineering and Training</b>                                    | <b>45</b> |
| • <b>Engineering and Training – ODOT</b>                             | <b>46</b> |
| • <b>Motorcycle Safety Program</b>                                   | <b>46</b> |
| • <b>Crash Outcomes Data Evaluation System (CODES) Project</b>       | <b>47</b> |
| • <b>Grants Online Grants Management Software</b>                    | <b>48</b> |
| • <b>Commercial Vehicle Analysis Reporting System</b>                | <b>49</b> |
| • <b>Timely and Reliable Data Study</b>                              | <b>50</b> |
| • <b>Incident Reporting Data Validation Process</b>                  | <b>50</b> |
| • <b>Crash Data Accessibility</b>                                    | <b>51</b> |
| • <b>Statewide Road Inventory and Location Based Response System</b> | <b>51</b> |
| • <b>Citation Tracking System Study</b>                              | <b>52</b> |
| • <b>Ohio State Highway Patrol Mature Driver Program</b>             | <b>52</b> |
| <b>Looking Toward the Future</b>                                     | <b>53</b> |
| <b>Financial Summary</b>   | <b>54</b> |

## **Accomplishments**

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- Ohio finalized work on development of a Comprehensive Highway Safety Plan. The interdisciplinary plan identifies highway safety emphasis areas, with specific strategies to address crashes and fatalities.
- According to a statewide observational safety belt survey in June 2006, Ohio reached a historical high in safety belt usage of 81.7 percent, up from 78.7 percent observed in 2005.
- In FFY 2006, several projects were continued in order to improve the impaired driving system in the state. Akron Municipal Court and Athens County Municipal Court became the second and third courts to pilot test the national DUI Court model. The working group of key stakeholders continued work to identify the best portable breath testing instrument technology which would streamline the arrest process, eliminate duplicate paperwork and reduce processing time for OVI arrests.
- The Ohio State Highway Patrol and OVI (Operating Vehicle Impaired) Task Forces embraced the low-staffing checkpoint concept; law enforcement agencies under contract with the GHSO conducted a total of 166 sobriety checkpoints.
- Motorcycle Ohio trained 11,325 students, while 1,986 additional students were trained at third party training sites in 2006. A strategic motorcycle safety plan, developed by a diverse working group of state agencies and organizations, was implemented in 2006. Motorcycle Ohio began an on-line registration process for Ohioans interested in attending a training course in February 2006.
- FFY 2006 was the first full year the online Grant Records & Application Network for Traffic Safety (GRANTS) grant management system was used by all grantees and GHSO staff.
- Ohio qualified for first year SAFETEA-LU grants under Section 408 funding to improve the State's traffic records system and Section 2010 to improve motorcycle safety.
- The Crash Outcome Data Evaluation System (CODES) Project completed its first full year of operation, with the first data linkage taking place in March 2006.
- In 2006, the state driver training program staff completed their first full year of conducting inspections, investigations of complaints and regional training seminars. After many years, the driver training remedial provider (administrative) rules were revised and for the first time provided guidance for technology based training.

## **Challenges**

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Challenges in FFY 2006 included:

- Making progress towards reaching the national goal of one fatality per 100 million vehicle miles traveled (VMT).
- Passing a primary safety belt law that includes all occupants in any seat and a booster seat law.
- Addressing the increase in motorcycle fatalities on Ohio roadways.
- Identifying high-risk drivers and passengers, then providing marketing and implementing initiatives aimed at these specific demographics to increase their safety belt usage and reduce the incidence of impaired driving.
- Building consensus among the state's traffic safety partners on what goals and initiatives should be included in the Comprehensive Highway Safety Plan.

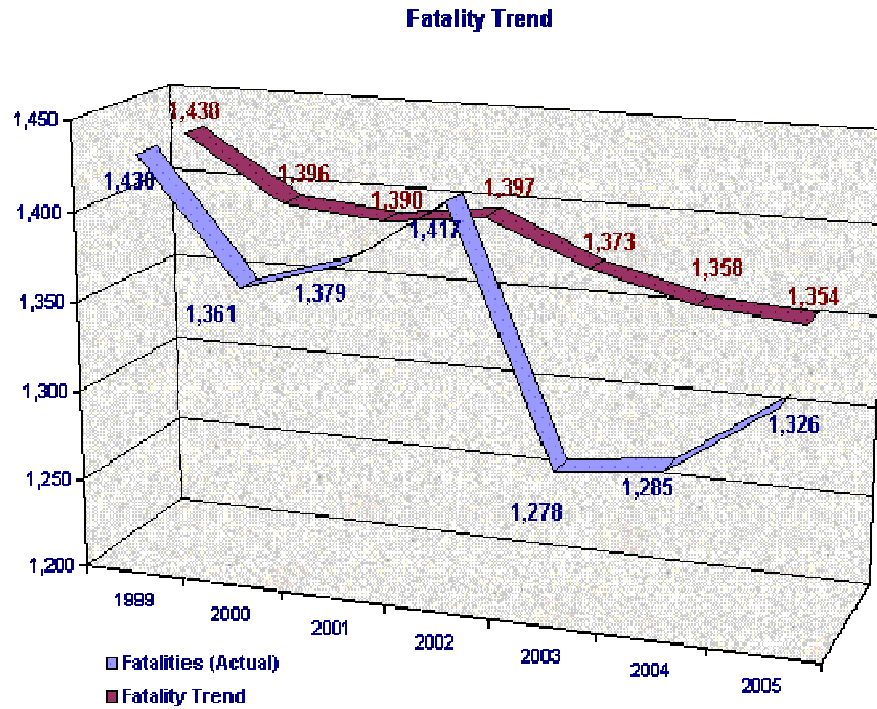
## Crash Data & Trends

## Progress Report Data 1999 - 2006

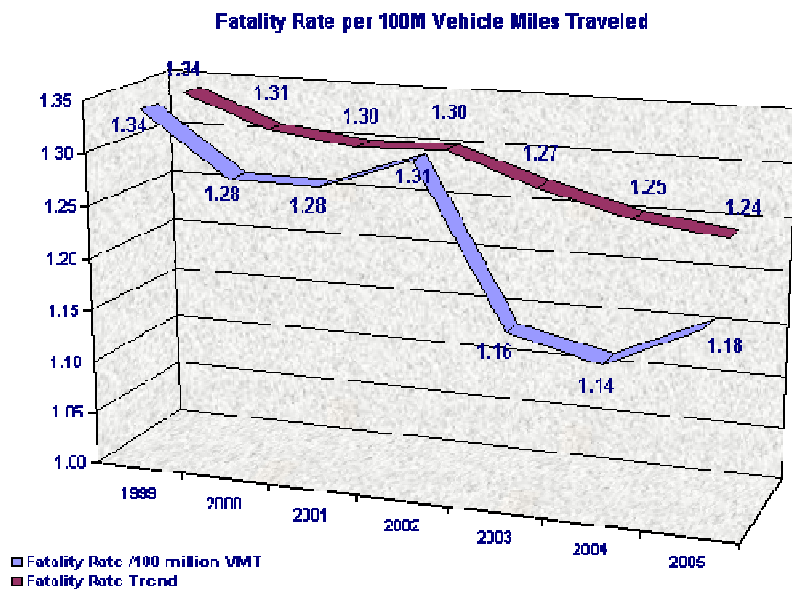
|   | 1999   | 2000   | 2001   | 2002   | 2003   | 2004   | 2005   | 2006   |
|---|--------|--------|--------|--------|--------|--------|--------|--------|
| <b>Fatalities (Actual)</b>                                    | 1,430  | 1,361  | 1,379  | 1,417  | 1,278  | 1,285  | 1,326  |        |
| <b>Fatality Trend</b>   | 1,430  | 1,396  | 1,390  | 1,397  | 1,373  | 1,358  | 1,354  |        |
| <b>Fatality Rate /100 million VMT</b>                         | 1.34   | 1.28   | 1.28   | 1.31   | 1.16   | 1.14   | 1.18   |        |
| <b>Fatality Rate Trend</b>                                    | 1.34   | 1.31   | 1.30   | 1.30   | 1.27   | 1.25   | 1.24   |        |
| <b>Injuries (Actual)</b>                                      | 67,816 | 71,801 | 66,854 | 67,864 | 66,466 | 66,842 | 63,650 |        |
| <b>Injury Trend</b>   | 67,816 | 69,809 | 68,824 | 68,584 | 68,160 | 67,941 | 67,328 |        |
| <b>Fatality &amp; Serious Injury Rate/(100 million VMT)</b>   | 9.2    | 11.47  | 12.15  | 12.3   | 11.23  | 11.76  | 11.09  |        |
| <b>Fatality &amp; Serious Injury Rate Trend</b>               | 9.2    | 10.3   | 10.9   | 11.3   | 11.3   | 11.4   | 11.3   |        |
| <b>Fatality Rate/100K Population</b>                          | 12.62  | 12     | 12.12  | 11.26  | 11.26  | 11.21  | 11.56  |        |
| <b>Fatality Rate Trend/100K Population</b>                    | 12.6   | 12.3   | 12.2   | 12.0   | 11.9   | 11.7   | 11.7   |        |
| <b>Fatal &amp; Serious Injury Rate/100K population</b>        | 86.6   | 107.59 | 114.4  | 116.36 | 108.73 | 115.42 | 107.96 |        |
| <b>Fatal &amp; Serious Injury Rate Trend /100K population</b> | 86.6   | 97.1   | 102.9  | 106.2  | 106.7  | 108.2  | 108.2  |        |
| <b>Alcohol Related Fatalities</b>                             | 394    | 350    | 375    | 482    | 463    | 477    | 474    |        |
| <b>Alcohol Related Fatality Trend</b>                         | 394.0  | 372.0  | 373.0  | 400.3  | 412.8  | 423.5  | 430.7  |        |
| <b>Proportion of Alcohol Related Fatalities</b>               | 27.6   | 25.7   | 27.2   | 34.0   | 36.0   | 37.1   | 35.7   |        |
| <b>Alcohol Proportion Trend</b>                               | 27.6   | 26.7   | 26.8   | 28.6   | 30.1   | 31.3   | 31.9   |        |
| <b>Alcohol Related Fatality Rate/100M VMT</b>                 | 0.37   | 0.329  | 0.35   | 0.45   | 0.42   | 0.42   | 0.42   |        |
| <b>Alcohol Fatality Rate Trend</b>                            | 0.37   | 0.35   | 0.35   | 0.37   | 0.38   | 0.39   | 0.39   |        |
| <b>Percent of Population Using Safety Belts*</b>              | 64.80% | 65.30% | 66.90% | 70.30% | 74.70% | 74.10% | 78.70% | 81.70% |
| <b>Safety Belt Use Trend</b>                                  | 64.80% | 65.05% | 65.67% | 66.83% | 68.40% | 69.35% | 70.69% | 73.10% |

## Motor Vehicle Crash Trends

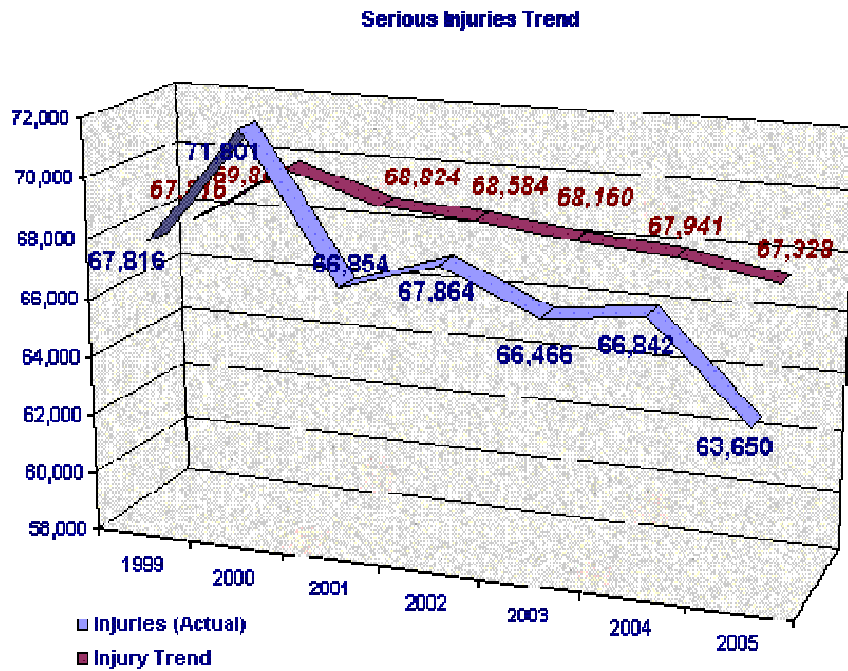
### Trend: Fatalities



### Trend: Fatality Rate/100M VMT

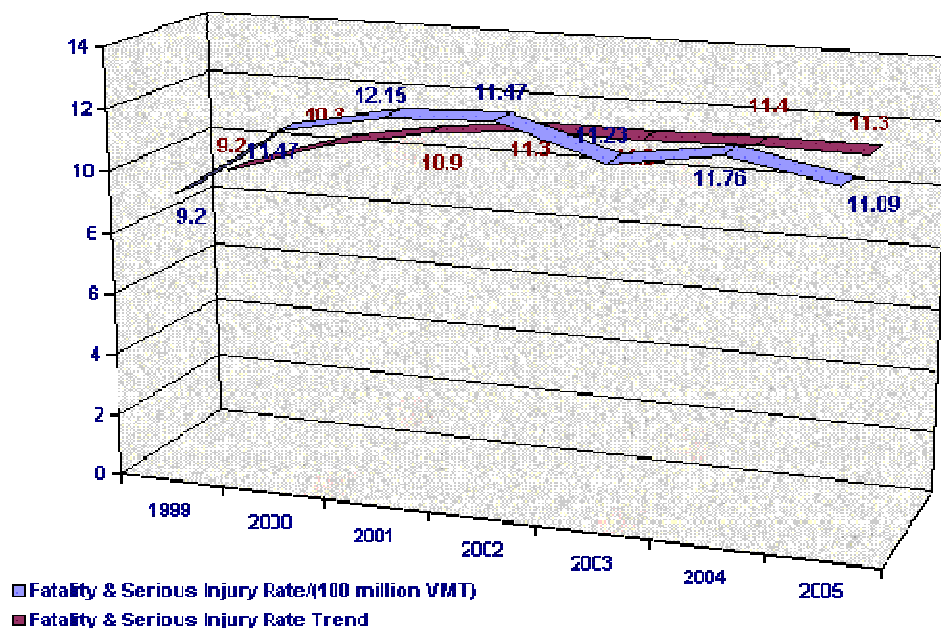


## Trend: Serious Injuries

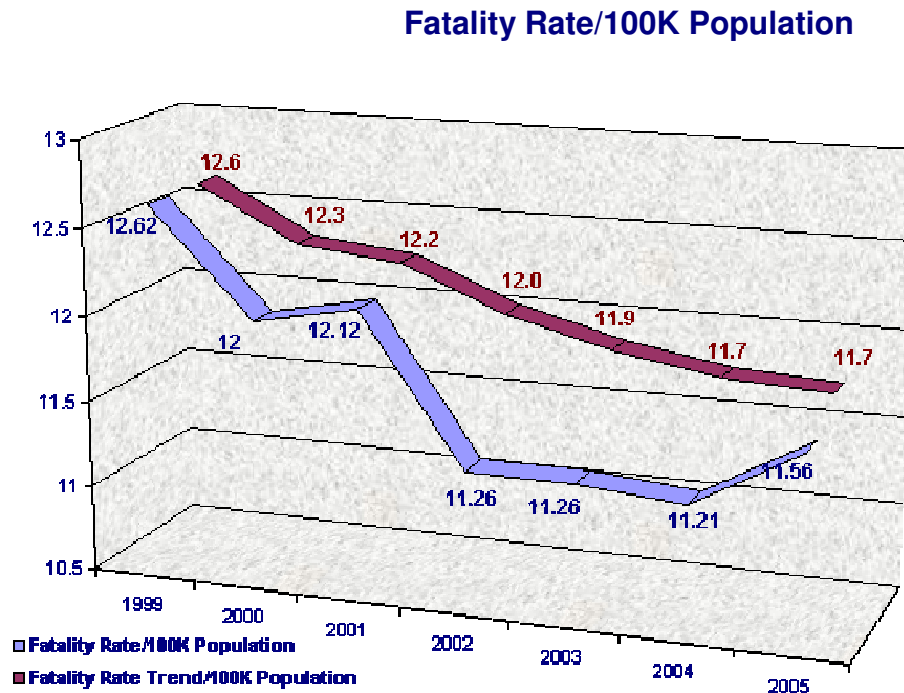


## Trend: Fatal & Serious Injury Rate/100M VMT

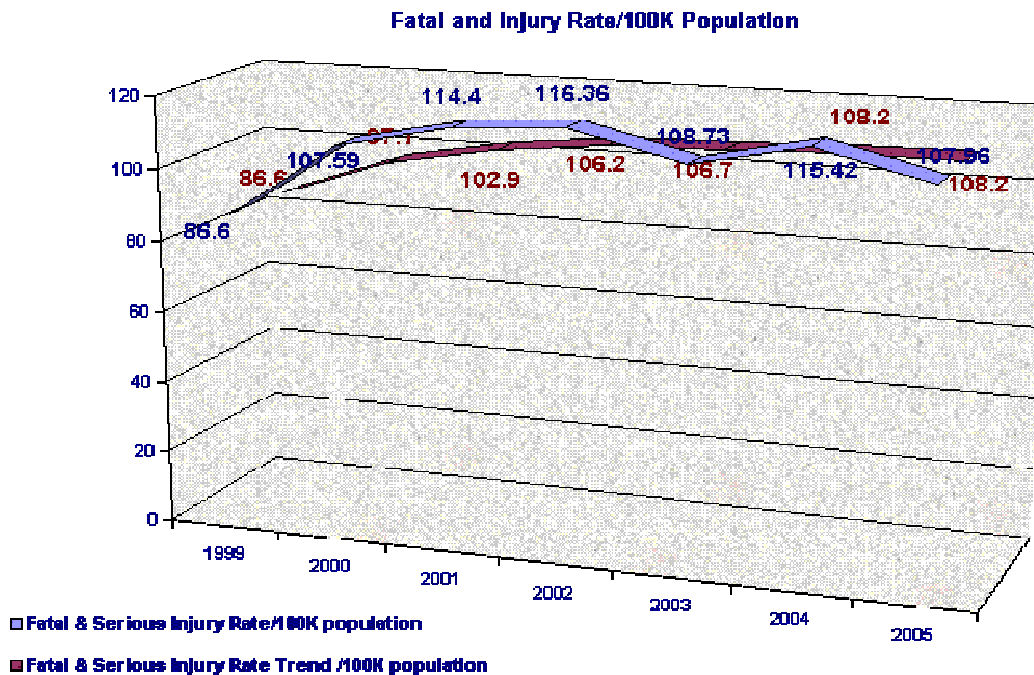
**Fatal & Serious Injury Rate per 100M Vehicle Miles Traveled**



## Trend: Fatality Rate/100K Population

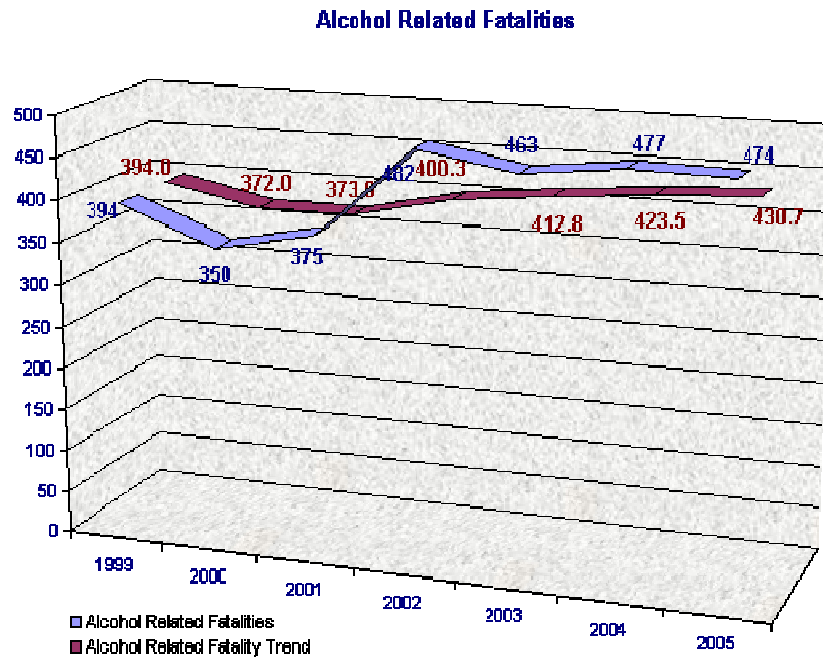


## Trend: Fatal/Injury Rate/100K Population

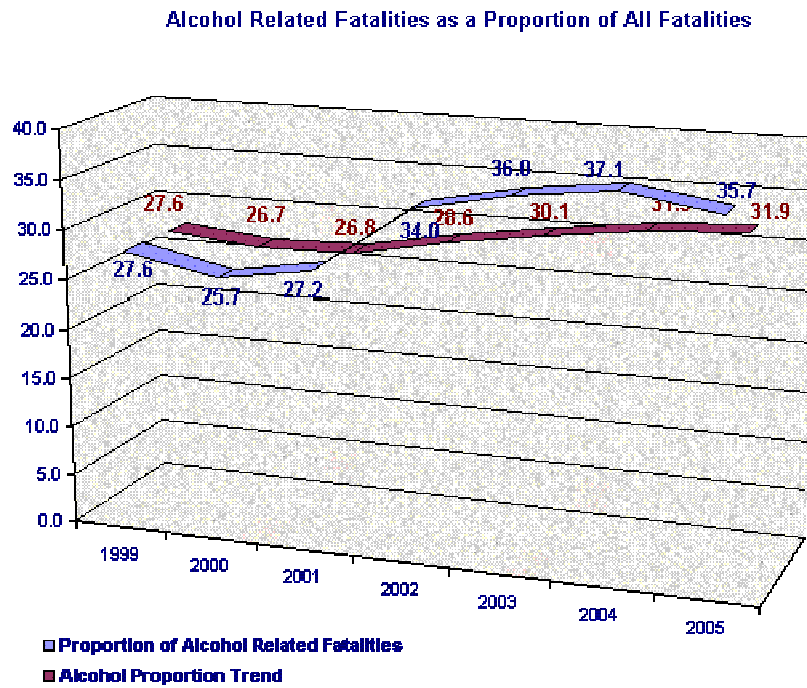




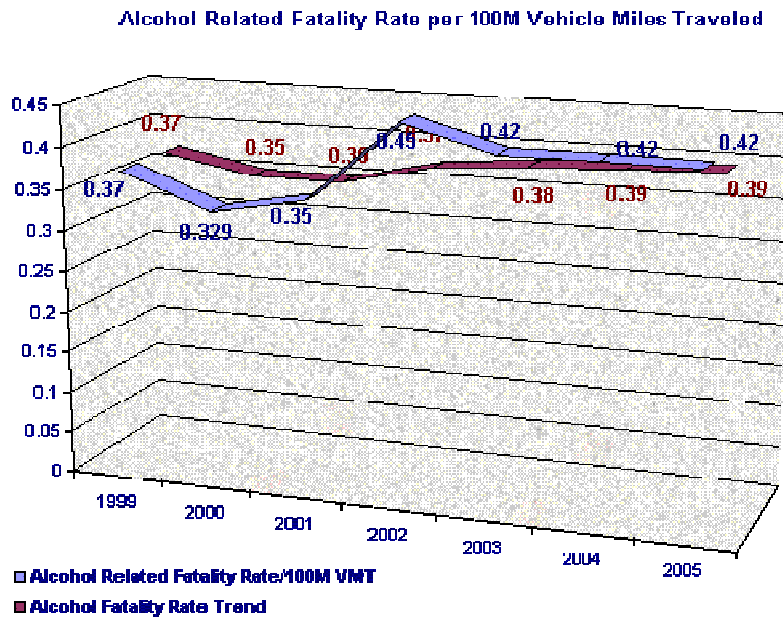
## Trend: Alcohol Fatalities



## Trend: Alcohol Fatality Proportion

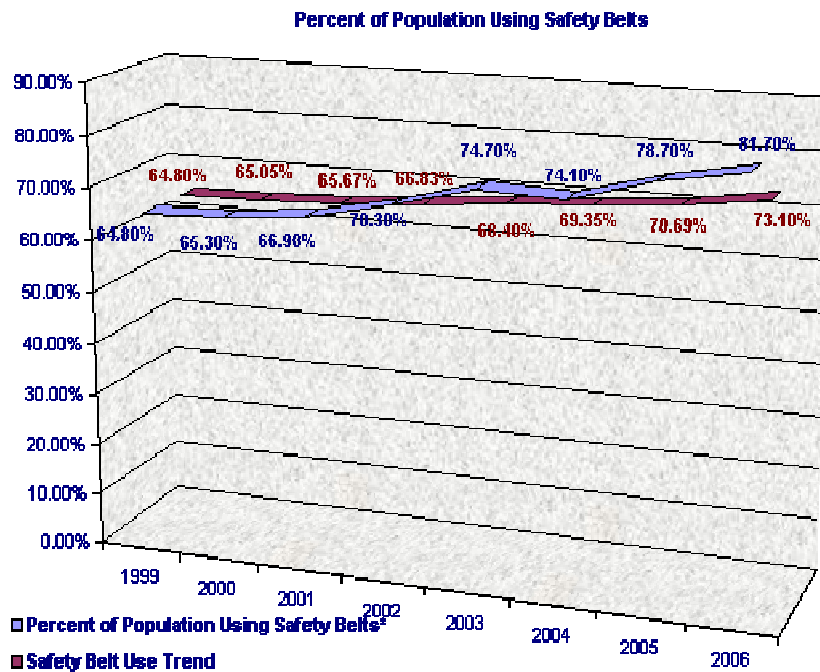


## Trend: Alcohol Fatality Rate/100M VMT



## Safety Belt Use Trend

### Trend: Population Observed Using Safety Belts



# Mission Statement and Problem Identification

## **GHSO Mission Statement**

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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.

## **FFY 2006 Problem Identification Process**

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The GHSO's program evaluator, Miami University, suggested that the problem identification process move from a targeted county approach to selecting jurisdictions having the highest number of fatal crashes, regardless of their location in the State. This approach was used in FFY 2005 for the first time and was repeated in FFY 2006.

For FFY 2006, the GHSO conducted an in-depth analysis of traffic crash data from 2002, 2003 and 2004 to identify and prioritize traffic safety problems and to target fatal crash locations for traffic safety programming. The GHSO focused the majority of its grant funding on these locations because it was anticipated that programming there would have the most impact on reaching the State's adopted 2008 goal.

To better focus resources, the GHSO set a minimum eligibility requirement to apply for a law enforcement overtime grant. To be eligible, the agency's jurisdiction had to experience an average to two or more fatal crashes over the three-year period of 2002, 2003 and 2004. Jurisdictions meeting this criterion are referred to as *Targeted Jurisdictions*.

Counties with the highest number of alcohol-related fatal crashes were also identified. As a means of focusing resources on the State's worst alcohol-related crash problem, the GHSO directed grant funding to the top 10 counties. Referred to as *Targeted Alcohol Counties*, the ten counties are listed below.

|                 |                   |
|-----------------|-------------------|
| <b>Butler</b>   | <b>Mahoning</b>   |
| <b>Cuyahoga</b> | <b>Montgomery</b> |
| <b>Franklin</b> | <b>Stark</b>      |
| <b>Hamilton</b> | <b>Summit</b>     |
| <b>Lucas</b>    | <b>Trumbull</b>   |

For FFY 2006, law enforcement agencies in the top ten alcohol-related fatal crash counties and 51 highest fatal crash jurisdictions, as well as all 88 county sheriff offices, were eligible to submit a proposal to participate in traffic safety enforcement efforts to impact Ohio's fatal crash goal.

In addition to the crash data analysis, the GHSO reviewed and evaluated recommendations from the *Governor's Task Force on Impaired Driving* report and three assessments (alcohol, traffic records and program impact) to identify program direction in FFY 2006. Input received through the many collaborations identified in the Partnerships section of this document were also considered during the planning process. Additional input was also received from the National Highway Traffic Safety Administration (NHTSA) Great Lakes Region Office. Strategic activities were implemented as a result of these recommendations; they can be seen throughout this year's annual evaluation report.

# FFY 2006 Statewide Highway Safety Goals

The following goals were established in the FFY 2006 Traffic Safety Action Plan (TSAP) which identified program direction and activity for the funding year. The TSAP was submitted to NHTSA on September 1, 2005. This Annual Evaluation Report summarizes the activity that occurred between October 1, 2005 and September 30, 2006.

## Goal 1 - National "2008" Goal

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- Ohio has adopted the national goal of 1 fatality per 100 million vehicle miles traveled by 2008.

### Performance Measurements

- The number of fatalities each year per 100 million vehicle miles traveled.

### Baselines

- Ohio's fatality rate in 2002 was 1.31 fatalities per 100 million vehicle miles traveled.

### Status

**Rate of Fatalities per 100 Million Vehicle Miles of Travel**

| Year          | Fatalities | Vehicle Miles of Travel | Rate |
|---------------|------------|-------------------------|------|
| Baseline 2002 | 1,417      | 107,887,513,950         | 1.31 |
| 2003          | 1,278      | 109,906,274,200         | 1.16 |
| 2004          | 1,285      | 112,388,055,200         | 1.14 |
| 2005          | 1,326      | 111,534,896,900         | 1.18 |
| 2008 Goal     | 1,120      |                         | 1.0  |

## Goal 2 - Impaired Driving

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- Reduce the number of alcohol-related fatalities by 6 percent per 1,000 total crashes by 2006; thus saving at least twenty-four lives.

### Performance Measurement

- The number of alcohol-related fatalities per 1,000 total crashes.

### Baseline

- During 2004, 477 people died in alcohol-related crashes. Ohio averaged 1.25 alcohol-related fatalities per 1,000 total crashes in 2004.

### Status

- During 2005, 474 people died in alcohol-related crashes. Ohio averaged 1.32 alcohol-related fatalities for every 1,000 total crashes.

### **Goal 3 - Safety Belt Usage**

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- To increase overall safety belt usage rate in Ohio to 85 percent by 2006.

#### **Performance Measurement**

- Rate established through statewide observational safety belt surveys conducted per NHTSA approved methodology.

#### **Baseline**

- According to the 1998 statewide observational survey, statewide safety belt usage was 60.6 percent.

#### **Status**

| <b>Year</b>          | <b>Percent of Use</b> |
|----------------------|-----------------------|
| 1998 Observed        | 60.6                  |
| 1999 Observed        | 64.8                  |
| 2000 Observed        | 65.3                  |
| 2001 Observed        | 66.9                  |
| 2002 Observed        | 70.3                  |
| 2003 Observed        | 74.7                  |
| 2004 Observed        | 74.1                  |
| 2005 Observed        | 78.7                  |
| <b>2006 Observed</b> | <b>81.7</b>           |
| <b>2007 Goal</b>     | <b>85.0</b>           |

# Impaired Driving Programs

## Goal

- Reduce the number of alcohol-related fatalities by 6 percent per 1,000 total crashes by 2006, thus saving at least twenty-four lives.

## Performance Measurements

- The number of alcohol-related fatalities per 1,000 total crashes.

## Results

- During 2005, 474 people died in alcohol-related crashes. Ohio averaged 1.32 alcohol-related fatalities for every 1,000 total crashes.

## Impaired Driving Strategies

### Countywide OVI (Operating Vehicle Impaired) Task Forces

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**Awarded:** \$1,863,243

**Expended:** \$1,645,584

**Funding Source:** 410/164/163

#### Funded Agencies

The GHSO focused on the established task forces in the state's *Targeted Alcohol Counties*. Listed alphabetically are the countywide OVI Task Forces and their lead agencies:

Butler County OVI Task Force – Hamilton Police Department  
 Cuyahoga County OVI Task Force – University of Cleveland Hospital  
 Franklin County OVI Task Force – Columbus Health Department  
 Hamilton County OVI Task Force – Sharonville Police Department  
 Lucas County OVI Task Force – Sylvania Township Police Department  
 Mahoning County OVI Task Force – Goshen Police Department  
 Montgomery County OVI Task Force – AAA Miami Valley  
 Stark County OVI Task Force – Perry Township Police Department  
 Summit County OVI Task Force – Hudson Police Department  
 Trumbull County OVI Task Force – Community Solutions, Inc.

#### Project Description

In FFY 2006 the GHSO continued to place special emphasis on Ohio's impaired driving problem and nurtured partnerships with countywide OVI task forces that could coordinate law enforcement activities to impact impaired driving crashes in their county. Agencies receiving these grants were required to conduct a minimum of four sobriety checkpoints with coordinating saturation patrols and two press events.

#### OVI Task Force Checkpoint Results

|                                  | FFY 2005 | FFY 2006 |
|----------------------------------|----------|----------|
| Vehicles through Checkpoint      | 53,673   | 68,656   |
| Vehicles Checked                 | 35,566   | 46,273   |
| OVI Arrests                      | 215      | 246      |
| OVI Arrests under 21             | 16       | 15       |
| Driving Under Suspension Arrests | 270      | 338      |
| No Operator License Citations    | 244      | 331      |
| Other Citations                  | 713      | 778      |
| Vehicles Seized                  | 259      | 318      |
| Non-Traffic Arrests              | 178      | 47       |
| Misdemeanor Arrests              | 228      | 250      |
| Restraint Citations              | 1,359    | 1,735    |
| Refusals                         | 56       | 109      |
| OVI Checkpoints                  | 76       | 110      |

### OVI Task Force Saturation Patrol Results

|                           | FFY 2005 | FFY 2006 |
|---------------------------|----------|----------|
| OVI Arrests Under 21      | 157      | 192      |
| OVI Arrests 21 & Over     | 924      | 1,210    |
| Restraint Citations       | 2,068    | 3,206    |
| Child Restraint Citations | 111      | 116      |
| Speed Citations           | 5,475    | 8,512    |
| Driving Under Suspension  | 1,616    | 2,152    |
| Felony Arrests            | 245      | 251      |
| Hours Worked              | 19,939   | 18,758   |
| Stops                     | 13,667   | 32,277   |

#### **GHSO Management Meets With OVI Task Force Lead Agencies**

GHSO management staff met with the lead agency coordinators of the OVI Task Forces in late April and the month of May, 2006. These meetings were conducted to obtain suggestions on individual needs of each task force. Discussions addressed coordination hours needed for the program, hours needed for OVI patrols & sobriety checkpoints, increasing the number of standard checkpoints and low manpower checkpoints for the grant period, equipment needs, LEL or GHSO assistance, etc. Some adjustments were made to the task force operations and criteria were established for FFY 2007 grants.

Equipment needs were addressed in FFY 2006 with Section 163 funds. The amounts awarded were determined by each task force justifying the need for the funds to enhance their activities. Items approved for purchase ranged from mobile command vehicles to directional signs used in sobriety checkpoints. A total of \$256,699 was awarded.

#### **National Alcohol Crackdown**

The national alcohol crackdown combines highly visible law enforcement with both local and national media exposure. Advertising during the crackdown highlights law enforcement that will be strictly enforcing impaired driving laws during the three-week crackdown period. All OVI Task Forces participated in the crackdown event by conducting OVI patrols, sobriety checkpoints, press events or other activities. While the national crackdown theme changed to *Over the Limit. Under Arrest.*, Ohio continued to use the *You Drink & Drive. You Lose.* (YD&DYL) theme in 2006.

#### **Butler County Accomplishments**

- Along with the Ohio State Highway Patrol (OSHP), the task force sustained participation from all of the 15 law enforcement agencies – a 100 percent participation rate.
- The task force participated in a joint press event with the Hamilton County OVI Task Force, Montgomery County OVI Task Force, Butler Safe Communities, Hamilton Safe Communities and MADD for the *You Drink & Drive. You Lose.* crackdown.
- The task force coordinated simultaneous sobriety checkpoints with the OSP, which they progressively moved to different locations to host two on-going checkpoints at the same time within the same vicinity.

#### **Cuyahoga County Accomplishments**

- A press conference conducted during the Mocktail Party in December launched the law enforcement Cuyahoga County crackdown. Judges for the best Mocktail included former Cleveland Browns' Jim Houston and Bob Gain, along with Tanya Strong from a local news channel. Media that attended the conference included NBC's WKYC-TV3, CBS' WOIO-TV19, and UPN's WUAB-TV43. Clear Channel Outdoor donated space of 15 billboards throughout the Greater Cleveland area featuring the Cleveland Indian's pitcher Jake Westbrook. The Cleveland International Exposition (I-X) Center extended the use of their message board outside of the I-X Center and the Jumbo Tron near the Cleveland Hopkins Airport. An OVI Task Force booth was set up at the 2006 Greater Cleveland Auto Show.

- The Cuyahoga County OVI Task Force campaign kick-off showcased the unveiling of new equipment and the demonstration of new BAT Mobiles for police officers in the fight against drunk drivers and getting them off our roads. U.S. Senator Mike DeWine presented keys to the BAT Mobiles to the Parma and Cleveland Police Departments. There were also inserts included in the home delivered editions of the Plain Dealer with a YD&DYL message. YD&DYL public service announcements were aired on six Clear Channel radio stations web casts.
- Clear Channel Outdoor donated space of 15 billboards throughout the Greater Cleveland area featuring the Cleveland Indian's pitcher Jake Westbrook. The Cleveland International Exposition (I-X) Center extended the use of their message board outside of the I-X Center and the Jumbo Tron near the Cleveland Hopkins Airport.
- In addition, an OVI Task Force booth was set up at the 2006 Greater Cleveland Auto Show.

### **Franklin County Accomplishments**

- The task force increased participation from two additional law enforcement agencies in the county, bringing their participation rate up to 86% of the county law enforcement agencies.
- Overall enforcement activities for the Franklin County OVI Task Force decreased the alcohol-related crashes by 48 crashes or a 3.5% decrease.
- Enforcement activity during checkpoint operations increased by 15% and contacts per hours increased 22% over FFY 2005 activities.

### **Hamilton County Accomplishments**

- The task force received support from 21 law enforcement agencies, representing 2,480 officers, and resulting in a 48 percent participation rate. Task force agencies worked with the local Ohio Department of Transportation (ODOT) district office in promoting the *You Drive & Drive. You Lose* Crackdown message with electronic message boards on the interstates and local roadways.
- In September 2006, the Cincinnati Police Department, largest jurisdiction in Hamilton County, conducted its first ever sobriety checkpoint. During the five hour period, 15 OVI arrests and 73 seat belt citations were issued. Due to some high profile OVI arrest in the Cincinnati/Hamilton County area, media attention and public awareness of impaired driving and the enforcement efforts of task force agencies have increased.

### **Lucas County Accomplishments**

- Along with the OSHP, the task force recruited additional participation, increasing from 19 agencies to 21 enforcement agencies.
- For the 2006 alcohol mobilization, the Lucas County OVI Task Force and local partners conducted a press conference at a local funeral home, ending with a funeral procession with the hearse followed by a crashed vehicle on a flatbed and several local law enforcement vehicles. The hearse had very large "You Drink and Drive. You Lose" signs on each side of the vehicle.

### **Mahoning County Accomplishments**

- With a new coordinating agency, participation increased to 17 out of the county's 23 law enforcement agencies.
- For the alcohol mobilization, 1,200 beer cooler decals were distributed to local off-premises alcohol distributors. The decals encourage consumers to arrange for a designated driver before they begin drinking and reminded consumers of the OVI Task Force's presence.

### **Montgomery County Accomplishments**

- This task force included 18 of the county's 32 law enforcement agencies.



- The Kettering Police Department made 77 OVI arrest of the total 297 arrests by the task force.
- Surveys done at checkpoints show approximately 93 percent indicate support of the use of checkpoints for deterring impaired drivers. Eighty-seven percent believe checkpoints will actually deter impaired drivers.
- The Montgomery County OVI Task Force collaborated with Ohio State Highway Patrol to explain the consequences of drinking and driving at the Dayton Air Show, which reached over 20,000 people.
- Montgomery County OVI Task Force, Butler County OVI Task Force and the Hamilton County OVI Task Force held a joint task force meeting and press conference on December 14, 2005, on upcoming events for FFY 2006.

### **Stark County Accomplishments**

- Eleven law enforcement agencies out of 25 in the county participated in the task force.
- The task force continues to have a positive working relationship with Stark County Safe Communities, Stark County Health Department, Massillon Independent newspaper, Massillon Cable TV, the Alliance, Canton, Massillon and Stark County Prosecutor's offices, Stark County ADAS (Alcohol Drug Addiction Services) Board, Stark County Anti-Drug Coalition/Underage Drinking Initiative and the local MADD.

### **Summit County Accomplishments**

- The task force maintains the 24 of the 27 law enforcement agencies, plus the county's Ohio Department of Natural Resources Watercraft Division.
- The task force generated a significant amount of media attention with their SR-8 corridor OVI blitzes over a five week period.
- Additional promotional activities for the task force included participating at the county fair and three local parades.
- In a zero tolerance effort targeting all traffic violations, the multi-jurisdictional Summit County OVI Task Force conducted a 21-day blitz of enforcement activities. The Labor Day National Crackdown, "Drunk Driving, Over the Limit, Under Arrest," was launched as part of a holiday driver to eradicate driving under the influence. The daily law enforcement activities included saturation patrols and three sobriety checkpoints.
- To increase public awareness of impaired driving in Summit County, the OVI task force has created and maintains a web site at [www.summitduitaskforce.com](http://www.summitduitaskforce.com) . This site includes pictures of enforcement activities including saturation patrols and OVI checkpoints.

### **Trumbull County Accomplishments**

- Along with the OSHP, the task force maintained participation from 17 of the county's 24 law enforcement agencies.
- The Trumbull County OVI Task Force continues to team up with the Mahoning County OVI Task Force for both national campaign press events, the *Click It or Ticket/ What's Holding You Back?* and the *You Drink & Drive. You Lose.* mobilization and crackdown.
- Task force activity averaged about 2 OVI arrests per week.

## ODPS Investigative Unit

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**Awarded:** \$149,977

**Expended:** \$113,328

**Funding Source:** 410

### Funded Agencies

Investigative Unit District Offices: Akron, Central Ohio, Cincinnati, Cleveland, Columbus and Toledo

### Project Description

The objective of this grant was to reduce the number of alcohol-related crashes and fatalities involving underage and intoxicated persons. This was accomplished by stopping underage and intoxicated persons at the point of sale before they had an opportunity to operate a motor vehicle after having consumed alcohol or having become intoxicated. The Investigative Unit worked with local law enforcement agencies to assist them in their problem areas and when underage informants were used.

### Accomplishments

|  |       |
|--|-------|
| Underage Possession, Consumption, Purchasing                         | 521   |
| Sale and / or Furnishing to Underage Persons                         | 118   |
| Open Container in Public Place or Motor Vehicle                      | 5     |
| Consumption in Motor Vehicle   | 4     |
| Disorderly Conduct by Intoxication                                   | 11    |
| Illegal Sales of Beer / Intoxicating Liquor                          | 11    |
| Keeper of a Place  | 0     |
| Driving While Intoxicated  | 0     |
| Non-Liquor Arrests Including Drugs and Obstructing Official Business | 105   |
| Citation Issued to Permit Premises (Sale to Underage Person)         | 83    |
| Total Arrests  | 765   |
| Total Citations  | 83    |
| Number of Agencies Participating                                     | 516   |
| Number of Persons Checked  | 944   |
| Number of Permit Premises Visited                                    | 1,022 |

## OVI Tracking System Study

---

**Awarded:** \$48,185

**Expended:** \$36,842

**Funding Source:** 163/411

### Funded Agency

Data Nexus, Inc.

### Project Description

An OVI (Operating Vehicle Impaired) tracking system should collect data from all law enforcement, courts and treatment facilities to track an offender from arrest through adjudication and treatment.

### Accomplishments

- GHSO contracted with Data Nexus, Inc. in 2005 to conduct a study to determine what components already existed throughout the state to establish a statewide OVI tracking system and to provide recommendations and a blueprint for action.
- An on-site assessment of key stakeholders was scheduled for November 2005. The final report was delivered in May 2006; the report was finalized in August 2006. Results of the study will be used by the state's Traffic Records Coordinating Committee as a blueprint to begin the process of establishing an OVI Tracking System in Ohio.

## **Traffic Safety Resource Prosecutor Program**

**Awarded:** \$31,500

**Expended:** \$27,907

**Funding Source:** 163

### **Funded Agency**

Ohio Prosecuting Attorneys' Association

### **Project Description**

The GHSA awarded a contract in December 2005 to the Ohio Prosecuting Attorneys' Association to establish a Traffic Safety Resource Prosecutor (TSRP) following NHTSA's national model. TSRPs assist by identifying problems that prosecutors face in traffic crash-related cases, providing up-to-date information and training for prosecutors, and serving as a technical resource for impaired driving related information.

### **Accomplishments**

- Worked primarily in Madison, Athens and Greene Counties as a 1<sup>st</sup> Chair Special Prosecutor. Served in numerous other counties on an informal or consulting basis.
- Continued to consult informally and provide technical assistance/advice.
- Fielded phone calls and e-mails from law enforcement and prosecutors, both city and county, with requests for consultation and opinions.
- The Spring Ohio Prosecuting Attorneys' Association training seminar occurred on March 23<sup>rd</sup> and 24<sup>th</sup>, 2006. The specific topics included "Defeating the Defense Expert", "Issues from a Defense Expert Perspective," and "Writing to Win Your OVI Motions and Appeals."
- Six regional training programs on OVI Laws and Legislation were conducted jointly with MADD, February 23 in Cleveland, February 27, in Columbus, March 1 in West Chester (Cincinnati area), March 3 in Hudson (Akron area), March 6 in Dayton, and March 9 in Toledo.

## **DUI Court Pilot Project**

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**Awarded:** \$232,203

**Expended:** \$186,182

**Funding Source:** 163

### **Funded Agencies**

Clermont County Municipal Court; Athens County Municipal Court

### **Project Description**

DUI Courts provide cost effective supervision and enhanced coordinated treatment to repeat DUI offenders for the purpose of increasing public safety and returning sober productive individuals to the community. The GHSA has been working with a team from The Supreme Court of Ohio Specialized Dockets section, Ohio Department of Alcohol and Drug Addiction Services, and the Office of Criminal Justice Services on establishing a DUI Court pilot project protocol based upon the national Drug and DUI Court models and identifying courts interested in participating in a pilot project.

### **Clermont County DUI Court**

Clermont County Municipal Court started in February 2005 and continues to be a voluntary program that requires participants to be Clermont County residents and eligible for treatment services at the Clermont Recovery Center. Out-of-county residents may be considered on a case by case basis. Candidates for the DUI Court are assessed and/or pre-screened prior to admission to the program. Participants must meet with the DUI Court judge frequently to assist them in complying with individual supervision and treatment plans. Participants may also be required to attend specialized counseling, such as mental health counseling.

The DUI Court Team, consists of the DUI Court Judge, DUI Court Coordinator, Probation Officer, Treatment Liaison, Recovery Center representative, Sheriff's Office representative, Public Defender's Office representative and County Prosecutor's Office representative. The team meets weekly to review participant progress, develop supervision and treatment plans, determine phase movement, and to recommend needed sanctions and incentives to ensure success. Participants are placed on a term of probation/community control and are required to report to a probation officer.

Participants are subject to field contacts, random drug and alcohol testing, and subject to curfew with or without electronic monitoring.

All participants are given recovery manuals at the beginning of the program – “The Big Book” of Alcoholics Anonymous and “Getting Started in AA”. These manuals are used to introduce participants to the twelve-step model of recovery. Participants are assigned chapters to read and must present written reports on the materials by their next court date.

### **Accomplishments**

- The program received a total of 127 referrals. Fifty-eight were eligible for the program and volunteered to participate as a condition of their community control. Seven successfully completed the program in June 2006. An additional 11 participants were pending successful completion of the program at the end of the fourth quarter, with another program graduation scheduled for October, 2006. Of the 58 participants, 47 were male and 11 were female. A potential total of 14,264 days of incarceration were suspended as a result of participation in the program. Of the fifty-eight offenders referred to the program, a total of 1,302 days of incarceration were served prior to participation.
- The DUI Court program is working with the Clermont County Safe Communities program to invite its coalition members and members of the media to observe the DUI Court operations

### **Athens County DUI Court**

Athens County’s DUI Court program is designed to be a one year, four phase voluntary program. The program involves intensive intervention that is designed to meet the needs of each particular participant and their families. Participants must meet with the DUI Court judge frequently to assist them in complying with individual supervision and treatment plans. Participants may also be required to attend specialized counseling, such as mental health counseling.

The DUI Court Team, consists of the DUI Court Judge, DUI Court Director, Case Manager, Probation Officer, Treatment Liaison, Recovery Center representative, Sheriff’s Office representative, Public Defender’s Office representative and County Prosecutor’s Office representative. The team meets weekly to review participant progress, develop supervision and treatment plans, determine phase movement, and to recommend needed sanctions and incentives to ensure success. Participants are placed on a term of probation/community control and are required to report to a probation officer. Participants are subject to field contacts, random drug and alcohol testing, and subject to curfew with or without electronic monitoring.

### **Accomplishments**

- The program received a total of 71 referrals from February through September 2006. Twenty-nine were eligible for the program and volunteered to participate as a condition of their community control. Of the 29 participants, 25 were males and four were females. A potential total of 7,662 days of incarceration were suspended as a result of participation in the program.

## **Streamline the Impaired Driving Arrest Process, Paperwork and Processing Time**

**Awarded:** \$5,000

**Expended:** \$4,851

**Funding Source:** 163

### **Funded Agency**

Ohio Department of Public Safety

### **Project Description**

The Governor’s Task Force on Impaired Driving recommended that the state streamline the impaired driving arrest process, reduce duplicate paperwork and decrease processing time for OVI arrests. A workgroup formed in 2005 to study these issues focused on breath test instrument technology as a means to streamline the process. The recommendations of this work group will provide direction for the acquisition of breath testing instruments for all law enforcement agencies in the state.

### **Accomplishments**

- Since June 2005 a work group of state and local stakeholders have met for the purpose of determining what breath testing instrument technology is available which could streamline the impaired driving arrest process, reduce duplicate paperwork and decrease processing time for OVI arrests.

- A team from the workgroup traveled to California and West Virginia to view breath testing instrument technologies in practice and learn about the benefits and shortcomings of the technology from various system perspectives.

## **Law Enforcement Overtime Grants**

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**Awarded:** \$2,326,895

**Expended:** \$1,843,450

**Funding Sources:** 402/410

### **Funded Agencies**

70 county and local jurisdictions

### **Project Description**

The overtime enforcement goal for FFY 2006 was to reduce fatal motor vehicle crashes on Ohio's highways by conducting law enforcement activity in the most problematic locations. Federal funds continued to support overtime enforcement initiatives for Ohio's law enforcement partners to address expanded occupant restraint, alcohol and speed-related activities. To be eligible for funding the jurisdiction had to experience an annual average of two or more fatal crashes over a three-year period (October, 2003 – September, 2005). During FFY 2006, the GHSO awarded 70 grants throughout Ohio to conduct traffic safety enforcement.

Locations for overtime enforcement were determined by crash data and the activities were scheduled at times of the year that would provide for the greatest opportunity for success including during the dates mandated by NHTSA's national mobilizations and GHSO's six mandatory and one optional local traffic enforcement blitz.

Since efficient and effective use of officers in traffic enforcement activities is important to crash reduction, Ohio continued to provide training for both state and local officers. Training needs were met through courses of instruction at the Ohio State Highway Patrol (OSHP) Academy, Ohio Police Officers Training Academy (OPOTA), Northwestern University Traffic Institute, and other local or regional forums.

Law enforcement agencies were encouraged to maximize the media's coverage of their enforcement efforts to receive the biggest return for the overtime investment and to increase the public's perception of being cited for traffic violations. Use of the national and state-level public information and education materials that complimented the campaigns were offered to participating agencies.

All law enforcement agencies participating in overtime enforcement were required to participate in national and state campaigns, to enforce all traffic laws and to report enforcement activities to the GHSO.

Enforcement activity included, press events, voucher programs for those wearing seat belts, zero tolerance enforcement, media ride along programs and media appearances.

### **Accomplishments**

| <b>General Law Enforcement</b> | <b>FFY 2005</b> | <b>FFY 2006</b> |
|--------------------------------|-----------------|-----------------|
| Overtime Enforcement Hours     | 40,809          | 33,093          |
| Number of Checkpoints          | 2               | 10              |
| Number of Traffic Stops        | 46064           | 53,580          |
| OVI Arrests Under 21           | 64              | 146             |
| OVI Arrests 21 and Over        | 608             | 664             |
| Adult Restraint Citations      | 6,241           | 4,578           |
| Child Restraint Citations      | 229             | 194             |
| Speed Violations               | 28,254          | 22,257          |
| Suspended or Revoked License   | 4,384           | 2,663           |
| Felony Arrests                 | 309             | 338             |

## Challenges

Several law enforcement agencies across the state struggled with budget issues throughout the year. In some cases budget restraints resulted in agencies terminating their grant agreement. The lack of staff that could be dedicated to overtime enforcement, as a result of the war or other local priorities and change of project directors during grant year affected several departments.

## Ohio State Highway Patrol

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**Awarded:** \$1,499,369

**Expended:** \$1,464,697

**Funding Sources:** 402/410/163

### Funded Agency

The Ohio State Highway Patrol

### Project Description

The OSHP worked to increase safety belt use and decrease the number of impaired driving and speed related crashes on Ohio roads. The OSHP focused on increasing manpower at problem locations throughout the year and used low manpower sobriety checkpoints to be more visible on Ohio roads during blitz periods and mandatory campaigns.

### Accomplishments

A summary of all OSHP overtime activity supported by federal grants is listed below:

#### Enforcement Activities Results

|                               |         |
|-------------------------------|---------|
| OVI Arrests Under 21          | 575     |
| OVI Arrests 21 and Over       | 1,799   |
| Adult Restraint Citations     | 19,627  |
| Child Restraint Citations     | 1,171   |
| Speed Violations              | 43,986  |
| Suspended or Revoked Licenses | 1,926   |
| Felony Arrests                | 174     |
| Number of Traffic Stops       | 135,164 |
| Enforcement Hours             | 31,865  |

#### Low Manpower OVI Sobriety Checkpoint Results

|                                       |        |
|---------------------------------------|--------|
| OVI Checkpoints Conducted             | 46     |
| Vehicles through the Checkpoint Zone  | 22,848 |
| Vehicles Checked                      | 20,103 |
| Average Time per Vehicle (in Seconds) | 39     |
| Vehicles Diverted                     | 949    |
| OVI Arrests 21 and Over               | 104    |
| OVI Arrests Under 21                  | 3      |
| DUS Arrests                           | 63     |
| No OL Citations                       | 21     |
| Other Citations Issued                | 130    |
| Vehicles Seized                       | 33     |
| Other Non-Traffic Arrests             | 6      |
| Misdemeanor Arrests                   | 40     |
| Restraint Citations                   | 371    |
| Average BAC                           | .10    |
| Refusals                              | 36     |

### Motorcycle Crash Reduction & Education

The ODPS "RideSMART" campaign was created to educate motorcyclists of all skill levels and unlicensed riders to reduce motorcycle fatal crashes in Ohio. The six targeted counties with in the highest motorcycle fatalities were Ashtabula, Butler, Licking, Lucas, Mahoning and Montgomery. RideSMART awareness and safety programs were conducted in these counties at events managed by OSHP motorcycle liaisons. ODPS/OSHP partnered with the American Motorcyclist Association, AAA, Harley-Davidson local motorcycle dealerships, Safe Communities, VFWs, hospitals, and other local law enforcement agencies in an effort to relay RideSMART motorcycle safety information to the public. RideSMART activities included

motorcycle inspection checkpoints, RideSMART safety talks at county driver's exam stations and RideSMART educational displays at the following events: 25<sup>th</sup> Anniversary Harley Davidson Eagle Soars Ride in Lucas County; Ashtabula County Fair; Patriot Day & Poker Run, Canfield Fair in Mahoning County; Ride to Live, Live to Ride motorcycle run and photo shoot, Montgomery County Fair Motorcycle Day, Dayton Air Show in Montgomery County; Newark/Heath Moose Car Show, Light the Night Car Show in Licking County; Butler County Fair and Bridgewater Safety Fair in Butler County. Local Clear Channel radio stations broadcast RideSMART public service announcements on motorcycle safety. An estimated 136,800 people were in attendance at these events.

RideSMART surveys were taken at the events. A total of 342 surveys were returned. Results are as follows:

- 93% were a motorcycle rider.
- 93% were a licensed rider.
- 52% had a motorcycle endorsement.
- 19% had consumed alcohol/drugs prior to riding.
- 19% had been involved in motorcycle crash.
- 28% had completed a motorcycle riding course.
- 78% were aware of the Motorcycle Ohio rider training program.
- 74% had heard motorcycle safety information – 51% by TV/Radio.
- 29% had heard the RideSmart campaign – 11% by billboards; 8% by TV/Radio.
- 22% wear vision/eye wear; 19% wear a helmet.
- Male riders – 83%; Female riders – 16%
- Male beginner riders – 28%; Female beginner – 16%
- Male seasoned riders – 52%; Female seasoned – 40%
- Male re-entry riders – 13%; Female re-entry riders – 2%
- Riders less than 26 years of age – approximately 11%
- Riders age 26 – 40 years of age – approximately 35%
- Riders age 41 – 60 years of age – approximately 50%
- Riders age 61 & over – approximately 5%

### **OSHP Law Enforcement Training**

The OSHP provided the following training at its Columbus Academy facility to state and local law enforcement agencies.

#### **Alcohol Related Training**

- Advance Detection, Apprehension & Prosecution (ADAP) – Four courses, 110 students
- Regional ADAP - Seven courses, 135 students
- ADAP Local Instructor Update – One course, 21 students
- ADAP Regional Instructor Update – One course, 32 students
- ADAP Judicial Seminar – One course, 32 students
- Criminal Patrol Judicial Seminar – One course, 22 students

#### **Crash Related Training**

- Academy Basic Crash Investigation – Four courses, 103 students
- Regional Basic Crash Investigation – Four courses, 77 students
- Technical Crash Investigation – One course, 31 students
- Electronic Speed Measuring Device (ESMD) – Four courses, 129 students
- Electronic Speed Measuring Device Instructor Certification – One courses, 21 students
- Electronic Speed Measuring Device Judicial Seminar – One Course, 24 students
- NHTSA/OSHP Media School – Three Courses – 32 students

## Ohio Department of Natural Resources (ODNR) Enforcement

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**Awarded:** \$53,308

**Expended:** \$50,434

**Funding Source:** 402/410

### Funded Agency

Ohio Department of Natural Resources Enforcement

### State Parks Funded for Overtime Enforcement in FFY 2006

Alum Creek  
Buck Creek  
Caesar Creek  
Cleveland  
East Fork  
Hueston Woods  
Lake Milton

Maumee Bay  
Mohican  
Mosquito  
Portage Lakes  
Salt Fork  
West Branch

### Project Description

All 74 Ohio State Parks participated in the national mobilizations (only 13 were funded) to combat traffic safety violations in the park system with emphasis on increasing restraint use, decreasing speeds, and decreasing the number of impaired driving violations.

### Accomplishments

- The parks displayed banners and yard signs from Memorial Day to Labor Day.
- Thirteen State Parks participated in five traffic enforcement blitzes. The busy season in state parks is traditionally from Memorial Day through Labor Day.
- Park officers reported an eight percent increase in restraint use.

### Enforcement Activity

|                           |       |
|---------------------------|-------|
| OVI Arrests 21 and Over   | 6     |
| OVI Arrests Under 21      | 2     |
| Adult restraint citations | 284   |
| Child restraint citations | 11    |
| Speed violations          | 521   |
| Moving vehicle warnings   | 0     |
| Suspended or revoked      | 61    |
| Felony arrests            | 4     |
| Enforcement hours worked  | 1,320 |
| Number of traffic stops   | 1,689 |

## Ohio Peace Officer's Training Academy (OPOTA)

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**Awarded:** \$80,000

**Expended:** \$80,000

**Funding Source:** 402

### Funded Agency

Ohio Peace Officer's Training Academy

### Project Description

The training for officers was directed at OVI, speed enforcement and crash investigation.

### Accomplishments

- Provided law enforcement training to 316 officers in ADAP Instructor, ESMD Instructor, Technical Crash Investigation Level I and II, Commercial Motor Vehicle Inspection and Investigation Level I
- Agencies received training through OPOTA, paid for with funding from the GHSO in FFY 2006.



### Training Offered Through OPOTA

| Training Course                                   | Students | Training Days |
|---|----------|---------------|
| BAC Datamaster                                    | 0        | 0             |
| Intoxilyzer 5000                                  | 0        | 0             |
| Alcohol Detection Apprehension Prosecution (ADAP) | 171      | 40            |
| ADAP Instructor                                   | 26       | 10            |
| ESMD Instructor                                   | 10       | 5             |
| CMVI – Level I                                    | 36       | 10            |
| Traffic Crash Investigation: Level I              | 40       | 30            |
| Traffic Crash Investigation: Level II             | 33       | 20            |

In addition to funding received from the GHSO, OPOTA received additional funding from Roadway Express, Inc. (\$10,000) and from the Madison County Sheriff's Office (\$200).

### The Supreme Court of Ohio

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**Awarded:** \$66,700

**Expended:** \$21,615

**Funding Source:** 402

**Funded Agency**

The Supreme Court of Ohio

**Project Description**

A grant was awarded to The Supreme Court of Ohio's Judicial College to provide training courses to judges and magistrates in order to improve traffic-related court operations and procedures, as well as the adjudication of traffic cases.

**Accomplishments**

| Activity   | Attendees  |
|--|------------|
| <b>Attendance at Out of State Judicial Conferences</b>   |            |
| Sentencing Motor Vehicle Law Offenders   | 2          |
| Traffic Issues in the 21 <sup>st</sup> Century   | 1          |
| <b>Planning</b>  |            |
| Traffic Law Faculty Workshop Planning  | 5          |
| <b>Tele-Conference</b>   |            |
| Juvenile Traffic Issues  | 75         |
| Non-Compliance Suspensions and Other BMV Issues  | 205        |
| <b>Workshops</b>   |            |
| Seven workshops on Traffic Law   | 260        |
| Felony Traffic   | 30         |
| Juvenile Suspension  | 49         |
| Motion Practice in OVI and Traffic Cases   | 23         |
| New Drug Driving Law and Hard Core Drunk Driving / Promising Judicial Practices in Sentencing and Treating OVI Offenders | 114        |
| Stop, Cite and Search / Videotape Evidence in Traffic and OVI Cases  | 83         |
| <b>Total Attendees – Judges, Magistrates and court personnel</b>   | <b>847</b> |

## Mothers Against Drunk Driving (MADD)

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**Awarded:** \$63,944

**Expended:** \$62,532

**Funding Source:** 164

### Funded Agency

MADD of Ohio

### Project Description

The purpose of this project was to provide multi-media school assembly presentations and increase students' participation in alcohol free post prom events/ after proms in high schools in the state's top ten alcohol crash counties. MADD provided "OVI Laws and Alcohol Legislation Training" to local law enforcement in the GHSO's *Target Alcohol Counties*. MADD distributed informational brochures on *Ohio DUI Laws* to law enforcement agencies and other interested parties, and additionally, MADD coordinated training sessions on the importance of underage drinking party dispersal.

### Accomplishments

- 6,000 students attended the Prom Prevention and Mock Crashes.
- 100,000 of the *Ohio DUI Laws* brochures were provided to all agency partners in English, and 20,000 copies were printed and distributed in Spanish.
- 38 multi-media school assembly presentations were provided to schools in the *Target Alcohol Counties* reaching more than 26,117 students. Fourteen shows were presented in urban school settings to reach the diverse student population. The multi-media show for 2006 was ***The Spot*** which focused on students' choices and peer pressure on drinking.
- Six OVI Laws and Legislative Training programs were presented in six of the GHSO "Top Ten Alcohol Counties" and were presented by the GHSO's Traffic Safety Resource Prosecutor.

## In Car Video Training

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**Awarded:** \$0

**Expended:** \$0

**Funding Sources:** N/A

Due to a re-evaluation of priorities for the office, a revision to the FFY 2006 Traffic Safety Action Plan was submitted to NHTSA and approved to remove this training from the plan.

# Occupant Protection Programs

## Goal

- To increase overall safety belt usage rate in Ohio to 85 percent by 2006.

## Performance Measurement

- Rate established through statewide observational safety belt surveys conducted per National Highway Traffic Safety Administration (NHTSA) approved methodology.

## Results

- Ohio's observed statewide safety belt usage rate in 2006 was 81.7 percent.

## Occupant Protection Coordinators

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**Awarded:** \$547,932

**Expended:** \$517,924

**Funding Source:** 402

### Funded Agencies

Cincinnati Children's Hospital Medical Center  
Columbus Health Department  
Easter Seals of Northwest Ohio  
Ohio Department of Health (Coordinating Agency)  
Portsmouth Health Department

Preble County General Health District  
Toledo's Children's Hospital  
Tuscarawas County Health District  
University Hospital of Cleveland  
Western Reserve Care System

## Project Description

The nine regional Occupant Protection (OPC) Coordinators served as a resource for residents, partners and agencies within their respective region by providing technical assistance and identifying additional resources to address occupant protection issues.

## Accomplishments

- Each regional program worked with local children's hospitals, other local hospitals, fire and police departments, local school districts and other local business entities to educate on restraint usage. Each program also provided technical assistance for site coordinators, individual agencies, retailers, individual care takers and fitting stations. Technical assistance was also provided for CPS technicians and instructors on an ongoing basis. Each regional coordinator also worked to identify and coordinate additional local and community resources to obtain additional funding in support of expanding occupant protection program needs within their region.
- Partnered with area churches, local law enforcement, state highway patrol posts, Safe Community programs, joint vocational schools and high schools, community agencies and insurance companies and to discuss planned enforcement efforts and educate communities on the use of occupant protection devices.
- Regional Coordinators partnered with Honda of America, Transportation Research Center, Mercury Distributing, Angel Guard, GM, AAA, radio and TV stations, Babies R Us, Dorel/Cosco, National Safe Kids, civic organizations such as Kiwanis, Rotary and Masons to provide additional funding of occupant protection programs and to increase visibility of occupant protection programs throughout the state.
- Media events were conducted in each of the nine regions during Child Passenger Safety Week and each region held at least one event during that timeframe. Additionally, each region participated in the statewide *Click It or Ticket/ What's Holding You Back?* and the *You Drink & Drive. You Lose.*

mobilization and crackdown. This included supporting and assisting in planning and expansion of activities for these mobilizations and crackdowns.

- Held high school safety belt challenges in area schools promoting safety belt use.
- Increase the incidence of children restrained in child safety seats and to correct the misuse of child safety seats.
- Promote awareness, create resources and provide education and technical assistance for parents to become more aware of issues and programs available with regards to child restraints and to promote the importance of overall restraint usage.
- Worked with African American sororities to assist with urban OP initiatives for tweens.
- To increase and provide opportunities for certified technicians to maintain CPS certification and provide education and training.
- Provide child safety seats to low income households.
- Create fitting station inspection sites, and participate in statewide mobilizations and national Child Passenger Safety Week activities.
- Each regional program promoted the use of booster seats by providing education to those who would be transporting children who are too big for car seats and too small for regular seat belts.
- Each program addressed parents about restraint usage whenever assessing children for correct restraint usage. At check events and fitting stations events, vehicles that passed through were provided information on the importance of restraint usage for the entire family on an on-going basis.
- All regional programs worked to reach diverse populations. They developed partnerships with the major local network television affiliates, local businesses, day care centers and homecare providers to educate on the importance of restraint usage.
- Each regional coordinator served as a resource to local CPS technicians in hands-on CPS recertification to maintain national certification status.
- Each region worked to educate about the efficacy of booster and primary safety belt legislation.

### Regional Car Seat Checks

| OP Region    | Car Seat In-House Program | OBB Car Seats | Site visits | Refresher Course | Refresher Course Attendees | Car Seat Checks | Car Seats Checked | 32 Hour Class | CPS Tech Added | Seats Checked @ Fitting Stations | Fitting Stations Added |
|--------------|---------------------------|---------------|-------------|------------------|----------------------------|-----------------|-------------------|---------------|----------------|----------------------------------|------------------------|
| 1            | 20                        | 720           | 14          | 2                | 26                         | 22              | 549               | 1             | 8              | 1,279                            | 1                      |
| 2            | 55                        | 492           | 49          | 1                | 55                         | 28              | 366               | 1             | 17             | 382                              | 2                      |
| 3            | 211                       | 300           | 4           | 3                | 24                         | 32              | 971               | 3             | 66             | 1,343                            | 2                      |
| 4            | 0                         | 302           | 1           | 1                | 8                          | 12              | 183               | 1             | 7              | 264                              | 3                      |
| 5            | 64                        | 242           | 15          | 0                | 0                          | 29              | 433               | 3             | 30             | 554                              | 4                      |
| 6            | 142                       | 840           | 18          | 1                | 25                         | 19              | 502               | 3             | 33             | 242                              | 1                      |
| 7            | 183                       | 491           | 22          | 0                | 0                          | 104             | 1,182             | 1             | 14             | 1,429                            | 2                      |
| 8            | 596                       | 341           | 22          | 2                | 15                         | 9               | 339               | 6             | 78             | 3,170                            | 2                      |
| 9            | 120                       | 457           | 21          | 0                | 0                          | 12              | 202               | 2             | 14             | 227                              | 1                      |
| <b>Total</b> | <b>1,391</b>              | <b>4,185</b>  | <b>166</b>  | <b>10</b>        | <b>153</b>                 | <b>267</b>      | <b>4,727</b>      | <b>21</b>     | <b>267</b>     | <b>8,890</b>                     | <b>18</b>              |

## **Challenges**

- Due to the shortage of child safety seats shipped for distribution, meeting the annual demand for car seats at local OBB sites continues to be a problem.
- Initiating and maintaining quality assurance and maintaining trained technicians at fitting stations.
- Obtaining a sufficient number of instructors, particularly in rural and urban areas, to maintain the new national standards for recertification requirements.
- Training and maintaining a sufficient number of trained technicians particularly in the rural and urban areas.
- Providing current information and education to specific audiences, such as day care providers, law enforcement, hospitals and agencies who transport children

## **Occupant Protection Grants**

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**Awarded:** \$107,484

**Expended:** \$72,951

**Funding Source:** 402

### **Funded Agencies**

Children's Hospital Medical Center, Goodwill Industries

### **Project Description**

Each grant had education and awareness components. The hospital based program offered programming using peer education to increase awareness on safety belt use and presentations aimed at risky driving behaviors by teen drivers with a special emphasis on alcohol and speed. The Goodwill project provided low income families with child restraints for children with special needs.

The program focused on occupant protection standards for children with special needs aged four to fifteen years of age.

### **Accomplishments**

- A special needs website launched in FFY 04 to increase awareness and implementation of occupant protection standards for children with special needs by incorporating children in school settings now serves as a statewide information referral and interactive site to educate more families and professionals on restraint use.
- As the result of collaboration with local and statewide partners to provide an accurate resource guide for transporting children with special needs who weigh over forty pounds, a booster seat tri-fold brochure with relevant information about restraints for children over 40 pounds was designed for pediatrician offices, social service agencies, child care centers and preschools. Over 2,000 packets were distributed a ten county area.
- The Goodwill participated in 52 special needs clinics, 7 health fairs and special events and 6 car seat check-up events.
- In the Traffic Safety Partner grant with Children's Hospital & Medical Center parents were given newsletters, invited to presentations on driving and given surveys to check knowledge. Parent survey results showed a 35% increase on risky driving behavior.
- Presentations on risky behavior were given by professionals and peers. Blitzes were held in the spring regarding driving safely. Post surveys showed increase in restraint usage in both the teen driver and teen passenger target group.

## **Occupant Protection (OP) Liaison**

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**Awarded:** \$30,940

**Expended:** \$25,851

**Funding Source:** 157

### **Funded Agency**

Ron Phillips

### **Project Description**

The GHSO entered into a personal services contract with an OP liaison in FFY 2006. The liaison assists the GHSO in ensuring that all child passenger information is accurate and up-to-date; works with the GHSO in the planning and coordinating the state's bi-annual CPS conference; assists on special CPS projects and distribution programs, with a particular emphasis on those programs designated for underserved areas; acts as a resource for the nine regional occupant protection coordinators; assists in training and recertifying CPS technicians; and maintains quality assurance for fitting stations, technicians and instructors.

### **Accomplishments**

- Taught one 32 Hour Standardized Child Passenger Safety Training Program course
- Worked with local fitting stations to assure proper techniques and insure technicians are up to date on all child passenger safety information.
- One of key speakers at Riverside Hospital Safety Conference
- Assisted in the coordination, organization, and planning of the "I'm Safe" booster seat pilot project and the 21<sup>st</sup> Century child passenger safety event.
- Assisted in the coordination of the 2006 "Team Ohio" occupant protection conference.

## ***I'm Safe* Booster Seat Pilot Project**

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**Awarded:** \$ 0

**Expended:** \$ 0

**Funding Source:** 402

### **Funded Agency**

This activity is funded under the contracts with Miami University and OP Liaison Ron Phillips; the expended amounts are reflected in other sections within this document.

### **Project Description**

*I'm Safe* is an early intervention program designed to benefit kindergarten through second grade students and their families by raising awareness about proper safety restraint usage. The objectives of the *I'm Safe* program are to empower young children and their families with the knowledge and skills needed to use safety seats and belts correctly, and to provide the opportunity to practice and model these safe behaviors.

### **Accomplishments**

- In FFY 2006 the GHSO conducted the process of testing the project in pilot and control schools in a suburban and a rural community. Additional programs will be conducted in FFY 2007.
- Miami University provided the evaluation protocol and data analysis for the pilot test which is expected to take place in 2007.

## **21<sup>st</sup> Century Insurance**

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**Awarded:** \$ 0

**Expended:** In-Kind

**Funding Source:** 21<sup>st</sup> Century Insurance

### **Funded Agencies**

None – Partnership between 21<sup>st</sup> Century Insurance and the GHSO

### **Project Description**

The GHSO entered into a partnership with 21<sup>st</sup> Century Insurance for the purpose of increasing public awareness of the use of child safety seats and to make child safety seats available to those in need during inspections. In a three-city blitz, Ohio CPS technicians teamed with 21<sup>st</sup> Century Insurance to determine whether families were properly using their child restraints. The events, which were fully funded by 21<sup>st</sup> Century Insurance, were highly visible and accessible to families seeking to have their child restraint systems checked or replaced. TV personality Erik Estrada was used to promote the event in each of the five cities.

### **Accomplishments**

- During the three events 661 child safety seat inspections were conducted; 572 seats donated by 21<sup>st</sup> Century Insurance were distributed.
- The inspections also revealed that 160 seats were outdated, damaged or on a recall list. These seats were discarded and replaced with new seats.

## **National Organization of Black Law Enforcement Executives (NOBLE) Event**

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**Awarded:** \$0

**Expended:** In-Kind

**Funding Source:** NOBLE

### **Funded Agencies**

None – Partnership between NOBLE and the GHSO

### **Project Description**

NOBLE sponsored the event in partnership with GHSO, Cincinnati Children's Hospital and Nationwide Insurance to provide safety information in an effort to bridge the gap and solidify the commitment law enforcement has to the children and families in the African American and the faith based communities in the Cincinnati area.

### **Accomplishments**

- In partnership with NOBLE, the GHSO worked with Every Child Succeeds to provide education, information and training to over 70 African American families. GHSO partnered with NOBLE executives to reduce the misuse of child safety seats and improve the safety of children in the African American community. In addition, NOBLE provided replacement car seats for approximately 130 children that had damaged, recalled or inappropriate seats.
- At the annual national NOBLE conference attended by over 1,100 people, a session pertaining to teenage drivers, entitled "The Law and You", included a presentation that drew teens and parents from surrounding communities, as well as visitors and enforcement officers attending the conference.

## Ohio CPS Conference

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**Awarded:** \$30,000

**Expended:** \$18,850

**Funding Source:** 402

### Funded Agency

Governor's Highway Safety Office

### Project Description

In July 2006, the Governor's Highway Safety Office sponsored a bi-annual Child Passenger Safety Conference. The conference set the tone for state advocacy groups to be proactive and independent in shaping a future of safe travel on Ohio's roadways for child passengers.

The conference, attended by over 300 child passenger safety advocates, served as an arena to share information and new technology and to network with other advocacy groups from around the state.

## Great Lakes Region Rural Demonstration Project

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**Awarded:** \$ 200,000

**Expended:** \$ 183,955

**Funding Source:** 157/402

### Funded Agencies

Governor's Highway Safety Office and The Ohio State Highway Patrol

### Project Description

Increasing safety belt use among high-risk rural drivers and passengers represents a considerable challenge. The states in NHTSA's Great Lakes Region agreed to work cooperatively in 2005 and 2006 on a regional Rural Demonstration Project designed to increase safety belt use in rural areas which are significantly over represented in crashes and fatalities. Ohio joined the regional demonstration project to conduct and evaluate a comprehensive model program that included paid media, high visibility enforcement and outreach. The mobilization was conducted the first two weeks in May 2005 and 2006, with a smaller scale interim emphasis period conducted in conjunction with the C.A.R.E enforcement event in November 2005.

The GHSO worked with NHTSA's national media buyer, The Tombras Group, to develop a media plan to educate and inform 18 to 34 year old rural male drivers on the safety benefits of belt usage. A total of 15 rural counties throughout Ohio were identified to receive the campaign message. The plan included a state media mix of cable television, radio and non-traditional signage advertising to effectively and efficiently penetrate these key counties. Spot television buys were not considered for this campaign, with the exception of the Zanesville one station market in Muskingum County. The budget was sufficient for schedules of at least 28 prime time 30 second spots per week (4/day) per 4 to 8 target cable networks in each county (estimated at 200 paid GRPs). There were 5,503 paid TV broadcasts and 3,707 paid radio advertisements broadcasted during the two week flight.

A portion of campaign funds were also invested in supporting Ohio's two major league baseball teams - reaching Cleveland Indians fans in the northern half of the state and the Cincinnati Reds fans in the southern portion. Baseball is the "all-American" sport and generally readily embraced in blue collar, rural areas (especially in early season when expectations for the teams are usually highest). The "Rural" message was inserted in the game and post game radio broadcasts during the campaign period. The Indians are carried on WTAM-AM; the Reds on WLW-AM. This tactic extended the buys to include a broader demographic (older males and some females) and a broader geography area which reached additional rural counties.

The Ohio State Highway Patrol placed a heavy emphasis on enforcement in the identified rural counties during the two rural periods. The GHSO's law enforcement liaisons made contacts with local law enforcement agencies within the counties and encouraged their participation at some level during the enforcement period, however no funding was available for local enforcement activity.

### Accomplishments

- Ohio was among the leaders in the region for both increases in the targeted rural safety belt use and in the level of law enforcement activity committed to the campaign.



- Based on pre and post observational surveys conducted in the targeted counties an eight percent median change in belt use was reported. This was one of the largest increases in the Great Lakes Region.
- The following reflects law enforcement activity reported for the two week campaign.

**Rural Project Enforcement Activity**

| OVI Arrests | Safety Belt Citations | Child Safety Citations | Speeding Citations | Total Citations |
|-------------|-----------------------|------------------------|--------------------|-----------------|
| 6           | 569                   | 8                      | 487                | N/A             |

| Total Cost | TV Ads  | Radio Ads | Other    |
|------------|---------|-----------|----------|
| \$183,955  | \$5,687 | \$161,756 | \$16,512 |

**Paid Media**

|                  |       |
|------------------|-------|
| Paid TV Spots    | 5,503 |
| Paid Radio Spots | 3,707 |

**Earned Media**

|                    |    |
|--------------------|----|
| Press Conferences  | 5  |
| TV News Stories    | 12 |
| Print News Stories | 3  |

**Third Grade Safety Belt Program**

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**Awarded:** \$208,349

**Expended:** \$186,644

**Funding Source:** State

**Funded Agencies:** 216 local law enforcement agencies

**Project Description**

The Third Grade Safety Belt program completed its 18<sup>th</sup> year in 2005. The program grew to include all of Ohio's 88 counties. The program is state funded from local fines levied against safety belt violators. The funds were used to print materials and pay law enforcement agencies an instructor stipend for each student taught. Participating agencies received videos, course curriculum guides and student materials to assist them in making presentations to third grade students where officers stressed the importance of wearing a safety belt at all times while riding in a motor vehicle. The training also serves to impress to all law enforcement officers the importance of wearing their safety belt and to enforce the safety belt law.

**Accomplishments**

- 271 agencies enrolled in the program, with 216 agencies providing training in the schools.
- Approximately 65,000 third grade students participated in the training.

**Crestview Local Schools Safe Driving Program**

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**Awarded:** \$50,060

**Expended:** \$25,821

**Funding Source:** 157

**Funded Agencies**

Crestview Local Schools

**Project Description**

The Crestview Local Schools project is a comprehensive approach to increase safety belt use and decrease the number of youth related fatal and serious injury crashes. An advisory committee consisting of a judicial officer, educators, enforcement officials, parents and students was created to oversee implementation and monitoring of the following project:

- Provide technology to improve student driving skills by installing monitors in student's cars with parental approval.
- Conduct training for the students on the use of the monitors.
- Conduct safety belt observations to monitor progress in changing student behavior.
- Provide community awareness to gain support of the project.
- Conduct a Driving Skill Challenge for select students.
- Implement the STOPPED program (Law enforcement call parents of all students in a vehicle stopped for any violation)
- Develop and distribute a series of safety messages to students.
- Participate in the Ford's "Driving Skills for Life" on-line skills challenge

The formal evaluation of this project is being conducted by Miami University.

### **Accomplishments**

- Fourteen monitors (RS-1000) were purchased and distributed to parents as requested. Due to the late start of the program, no final data has been downloaded in order for an evaluation to be conducted at this time.
- Increased usage rate of passengers in cars from 39% to 69%
- The advisory committee was formed to plan activities and evaluate the success of the program. The advisory committee conducted three meetings to discuss the progress of the program.
- Supported the National Mobilizations.
- Circulated 7,000 newsletters to parents with traffic safety and program related information.
- Fifty-three students participated in the on-line "Driving Skills for Life" skills challenge. Each student successfully completed the challenge and received a certificate of completion.

### **The Buckeye Ranch**

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**Awarded:** \$0

**Expended:** \$0

**Funding Source:** N/A

Due to a re-evaluation of priorities for the office, a revision to the FFY 2006 Traffic Safety Action Plan was submitted to NHTSA and approved to remove this activity from the plan.

### **Big Brothers Big Sisters of Central Ohio (BBSCO)**

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**Awarded:** \$0

**Expended:** \$0

**Funding Source:** N/A

Due to a re-evaluation of priorities for the office, a revision to the FFY 2006 Traffic Safety Action Plan was submitted to NHTSA and approved to remove this activity from the plan.

# Paid Media Evaluation

## Assessing Media Exposure to Safety Belt Messages

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The GHSO's paid media components consisted primarily of television and radio buys combined with earned media television, radio and outdoor advertising. The following is a summary of information collected via statewide telephone surveys used to evaluate the effectiveness of the FFY 2006 paid media plan for safety belts.

The Applied Research Center, a Center for Policy Research at Miami University Middletown, conducted a series of four random-digit dialing statewide telephone surveys of 4,455 drivers across the five regions of Ohio. The GHSO funded the four surveys, which were conducted between April and September 2006, to identify changes in public opinion in reaction to media campaigns and law enforcement initiatives. The surveys covered a variety of topics, including general driving habits; safety belt use; opinions and actions regarding drinking and driving; and opinions and actions to Ohio laws and law enforcement.

Seventy-four percent of survey participants reported that during the 30 days prior to taking the survey, they had "definitely" or "probably" seen or heard messages in Ohio encouraging people to wear their safety belts. Nearly two-thirds (64 percent) of those respondents saw or heard the message on television only and nearly all would describe the message as a commercial/advertisement/public service announcement. Over one-third of respondents (35 percent) were exposed to messages encouraging safety belt use through the radio only, and most of those respondents would consider the message to have been a commercial/advertisement/public service announcement.

Consistent with 2005 results, approximately 19 percent of respondents reported that they were exposed to safety belt messages through both the television and radio. When respondents were asked to identify other places they had seen or heard messages encouraging safety belt use, approximately 68 percent of responses were billboards or road signs; other places mentioned included banners, electronic roadway signs, and newspapers.

When respondents were asked if they recalled seeing or hearing messages in specific locations, the percentages of respondents reporting they had been exposed were as follows: from law enforcement (40 percent), around their neighborhood (30 percent), schools (29 percent), at their workplace (24 percent), from a doctor (12 percent), in sports facilities (11 percent), in grocery stores (10 percent), and at church (4 percent).

The majority of respondents reported that the number of safety belt messages they had seen or heard in the 30 days prior to the survey had been "about the same" (68 percent), while 26 percent claimed the amount they had seen or heard was "more than usual."

Sixty-two percent of respondents reported that they had seen or heard slogans encouraging safety belt use during the 30 days prior to the survey, an increase of 4 percentage points over 2005 results. The following is the percentage of respondents who identified specific slogan names without prompting: During the 1<sup>st</sup> Wave (baseline) survey, respondents mentioned *Click It or Ticket* (24 percent), *Buckle-Up America* (10 percent), and *What's Holding You Back?* (5 percent). During the 2<sup>nd</sup> Wave survey, which was congruent with the first paid media initiative, respondents mentioned *Click It or Ticket* (53 percent), *Buckle-Up America* (6 percent), and *What's Holding You Back?* (6 percent). During the 4<sup>th</sup> Wave survey, which was congruent with the second paid media initiative, respondents mentioned *Click It or Ticket* (40 percent), *Buckle-Up America* (10 percent), and *What's Holding You Back?* (7 percent).

While unprompted identification of all slogans increased with the paid media initiatives, *Click It or Ticket* was especially affected, increasing by 29 percentage points between the 1<sup>st</sup> and 2<sup>nd</sup> Wave surveys and a total increase of 16 percentage points over the course of the campaign.

When respondents were presented with specific slogans and asked if they had heard them within the past 30 days, 51 percent had heard *Click It or Ticket*, 41 percent said they had heard *What's Holding You Back?*, and 29 percent recalled hearing *Buckle-Up America*.

The data collected from telephone surveys have proven to be an important tool in measuring the success of the paid media plan and help identify what types of media and messaging is most effective.

## **Safety Belt Mobilization and Crackdown**

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With Ohio working toward the 85% restraint usage by 2007, the GHSO has made it a priority for grantees and non-grantee partners to participate in this year's mobilization. Participation and public awareness focusing on restraint usage continues to increase each year.

**Dates:** May 22 to June 4, 2006

### ***Click It or Ticket Mobilization Agency Participation***

| <b>Law Enforcement Agencies</b> | <b>Total in State</b> | <b>Participating</b> | <b>Reporting</b> |
|---------------------------------|-----------------------|----------------------|------------------|
| Highway Patrol                  | 63                    | 63                   | 63               |
| County Sheriffs                 | 88                    | 78                   | 49               |
| City / Town Police              | 792                   | 681                  | 366              |
| Other                           | 57                    | 57                   | 57               |
| <b>Totals</b>                   | <b>1,000</b>          | <b>879</b>           | <b>535</b>       |

### **Specific Enforcement Activities**

- Total officer hours worked by all reporting agencies specifically on safety belt enforcement – 97,823.
- Some of the activities conducted during the mobilization were high visibility enforcement, press conferences, banner/sign displayed, prom events, other school events, and safety rodeos. Several agencies conducted safety belt observations where the people who were buckled up received a small incentive (i.e., coupon, free pop, etc.)
- Number of OVI checkpoints conducted - six reported to the GHSO

### ***Click It or Ticket National Mobilization Results***

|                           | <b>FFY 2005</b> | <b>FFY 2006</b> |
|---------------------------|-----------------|-----------------|
| OVI Arrests               | 2,372           | 1,797           |
| Restraint Citations       | 17,159          | 39,963          |
| Child Restraint Citations | 592             | 216             |
| Speed Citations           | 29,089          | 27,793          |
| Driving Under Suspension  | 4,313           | 2,151           |
| Felony Arrests            | 709             | 511             |
| Hours Worked              | 72,931          | 97,823          |

**Paid Broadcast Advertisements:** 1,649 TV

4,677 Cable

6,326 Radio

| <b>Total Cost</b> | <b>TV/Cable</b> | <b>Radio Ads</b> | <b>Print Ads</b> | <b>Billboards</b> |
|-------------------|-----------------|------------------|------------------|-------------------|
| \$637,323         | \$ 391,936      | \$197,681        | \$0              | \$0               |

### **Earned Media**

|                    |     |
|--------------------|-----|
| Press Conferences  | 43  |
| TV News Stories    | 61+ |
| Radio News Stories | 5+  |
| Print News Stories | 36+ |

## Alcohol Mobilization and Crackdown

With Ohio working toward decreasing the number of impaired driving crashes and deaths on Ohio roads, the GHSO has made it a priority for grantees and non-grantee partners to participate in this year's mobilization. Participation and public awareness focusing on impaired driving continues to increase each year.

**Dates:** August 18 – September 4, 2006

### *You Drink and Drive. You Lose. Crackdown Agency Participation*

| Law Enforcement Agencies | Total in State | Participating | Reporting  |
|--------------------------|----------------|---------------|------------|
| Highway Patrol           | 63             | 63            | 63         |
| County Sheriffs          | 88             | 78            | 41         |
| City / Town Police       | 792            | 681           | 196        |
| Other                    | 57             | 57            | 57         |
| <b>Totals</b>            | <b>1,000</b>   | <b>879</b>    | <b>357</b> |

### Specific Enforcement Activities

- Total officer-hours worked by all reporting agencies specifically on impaired driving enforcement – 91,052
- Number of checkpoints conducted – 15
- Sobriety checkpoints and saturation patrols impact, enhanced by the statewide advertising blitz coupled with earned media continues to show consistent results in the reduction of impaired driving.

### *You Drink and Drive. You Lose. National Crackdown Results*

|                           | FFY 2005 | FFY 2006 |
|---------------------------|----------|----------|
| OVI Arrests               | 2,787    | 2,380    |
| Restraint Citations       | 9,638    | 15,895   |
| Child Restraint Citations | 257      | 340      |
| Speed Citations           | 34,756   | 32,187   |
| Driving Under Suspension  | 4,922    | 3,333    |
| Felony Arrests            | 1,536    | 1,051    |
| Hours Worked              | 176,902  | 91,052   |

**Paid Media Expended Funds:** \$292,485

**Paid Broadcast Advertisements:** 562 TV 1,740 Radio

| Total Cost | TV ads    | Radio Ads | Print Ads | Billboards |
|------------|-----------|-----------|-----------|------------|
| \$292,485  | \$145,225 | \$145,333 | \$0       | \$0        |

### Earned Media

|                    |     |
|--------------------|-----|
| Press conferences  | 56  |
| TV news stories    | 134 |
| Radio news stories | 31  |
| Print news stories | 60  |

# Noteworthy Practices

## **Comprehensive Highway Safety Plan**

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**Awarded:** \$ 0

**Expended:** \$ 0

**Funding Source:** N/A

### **Funded Agency**

N/A

### **Project Description**

Ohio began work on development of a Comprehensive Highway Safety Plan in FFY 2005. This project is interdisciplinary and inclusive of all levels of government. The plan identifies highway safety emphasis areas, with specific strategies to address crashes and fatalities. Safety emphasis areas are not limited to crash type, but rather can include population sectors, driving behavior or a number of other factors.

The Ohio Transportation Safety Coordinating Committee serves as the steering committee of state and federal highway safety partners which steers plan development and oversees implementation of the plan. Highway safety partners comprised of highway safety interest groups communicate with Coordinating Committee members and provide feedback on the plan through subcommittees established for each of the plans' emphasis areas.

The ODOT takes the lead on oversight of the plan. The GHSO is a member of the Ohio Transportation Safety Coordinating Committee, chairs the subcommittee on High-Risk Behaviors/Drivers, and participates in the Data And Support Systems and Special Vehicles/Roadway Users subcommittees.

### **Accomplishments**

- The plan, titled "Ohio's Roadmap to Fewer Fatalities" was approved by the Federal Highway Administration (FHWA) as required by SAFETEA-LU regulations.
- Subcommittees were formed to represent the plan's five emphasis areas: Data And Support Systems, High-Risk Behaviors/Drivers, Serious Crash Types, Special Vehicles/Roadway Users, and Incident and Congestion Related Crashes.
- The Coordinating Committee meets quarterly where the subcommittee chairs provide a status report on activities for their emphasis area, information is shared and updates to the plan are discussed.

## **Safety Conscious Planning Workshops**

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**Awarded:** \$80,748

**Expended:** \$ 66,719

**Funding Source:** 402

### **Funded Agencies**

Community Solutions  
Goshen Police Department  
Lima-Allen County Regional Planning Commission

### **Project Description**

In FFY 2005, the GHSO partnered with the ODOT to coordinate and conduct Safety Conscious Planning Workshops in cooperation with the Metropolitan Planning Organizations (MPOs) across the state. The purpose of these workshops is to meet with local officials from a variety of disciplines to identify and discuss high-crash locations and develop regional safety work plans. Completion of the work plan results in eligibility of local governments to apply for ODOT funding for projects on the local highway system and possibly to the GHSO for behavioral related traffic safety projects.

### **Accomplishments**

- Workshops were conducted in Akron, Canton, Cincinnati, Columbus, Dayton, Ironton, Sandusky, and Springfield.

- FFY 2006 grants were awarded to the MPO agencies in Lima and Youngstown to address behavioral issues identified in their plan that was developed as a result of the workshop.
  - As a result of their October 2004 workshop, the MPO in Lima received \$63,248 to reduce intersection and speed-related crashes in identified corridors and intersections. Comprehensive integrated activities included enforcement, education and engineering in addition to bringing in the business community in the affected areas.
  - The OVI Task Forces in Mahoning and Trumbull counties received \$17,500 for supplies and equipment purchases as a result of the plan their MPO developed following their May 2005 workshop.

## **Traffic Safety Diversity Grants**

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**Awarded:** \$246,367

**Expended:** \$231,818

**Funding Source:** 402

### **Funded Agencies**

Asian American Community Services  
 First Church of God  
 Ohio Hispanic Coalition

### **Project Description**

These grants focused on the African American, Hispanic, and Asian American communities. Each grant had an education and awareness component aimed at changing habits and attitudes about restraint usage for children and adults; educating on the dangers of drinking and driving; lessening the impact of language barriers; educating these communities about the traffic laws; and changing behaviors that can make driving safer.

### **Accomplishments**

- Based upon pre-surveys conducted with faith-based initiatives, an increase of 10% among drivers and 18% among passengers occurred in restraint usage among African American drivers and passengers. Statewide restraint usage among African American drivers increased 6% and 28% among African American passengers over the grant period.
- Partnering with 30 churches in five counties, seat belt messages were integrated in weekly sermons, impaired driving workshops were conducted and literature on underage drinking was distributed.
- Approximately 4,300 African American youth were educated through workshops at church and school settings on seat belt messages and the risks involved with drinking and driving. Additionally through the medium of banners, yard signs, radio and TV interviews, seat belt and impaired driving messages reached over 450,000 people.
- Each funded agency participated in the statewide *Click It or Ticket / What's Holding You Back?* mobilization and the *You Drink & Drive. You Lose.* crackdown.
- The Asian American program distributed culturally appropriate safety belt printed materials in seven Asian American languages. The program implemented community education to Asian youth, adults, and the elderly regarding safety belts and driving under the influence via workshops, social functions, and recreational activities. Approximately 4,700 pieces of printed materials were distributed at workshops and workshop participants included communities representing seven different Asian American populations. The OSHP and Columbus Police Department addressed the participants at each workshop.
- Workshops were held at ten different high schools with populations of Asian students.
- Traffic safety information was distributed at the annual Asian Health Fair and Asian Festival. Additionally, the Asian American Community Services collaborated with the Office of Education at the Ohio State University to provide traffic safety law and OVI education for all new incoming international students.

- The Asian American Community Services distributed 12,000 pieces of safety belt and safety seat restraint information in 15 community day care centers, ethnic grocery stores, restaurants, faith based institutions, organizations and businesses.
- In FFY 2006, the faith based initiatives conducted impaired driving workshops in the five major Ohio cities listed above and worked with the Youth Advisory Board, to reach out to youth groups. The project also sponsored a Youth Conference to reach out to African American males to promote safety belt use.
- The goal of the *African-American Church Call To Buckle Up* (AACCTBU) state project was to increase awareness and knowledge about safety belts and the dangers of drinking while driving. Data collected throughout the project indicated that nine out of every ten adult and youth participating in this project felt that safety belts do in fact save lives. Feedback from the adults and youth who participated in the project indicated new insight and knowledge from this project and some felt this new information would help to improve their driving skills and habits.
- The First Church of God initiative conducted Back to School programs for middle school, high school and college aged students in Akron, Columbus, Dayton, Toledo and Youngstown. Safety belt and impaired driving prevention events were held throughout five major Ohio urban cities (Akron, Columbus, Dayton, Toledo and Youngstown). At the events, *Click It or Ticket/ What's Holding You Back?* mobilization high school students conducted challenges and participated in mock crashes. The program also worked with local media outlets to air PSA radio announcements promoting the use of safety belts.
- A national safety belt enforcement weekend was held during the *Click It or Ticket / What's Holding You Back?* mobilization. In the statewide effort, 30 churches promoted the importance of safety belt enforcement and the risks involved with drinking and driving. Both statewide and locally, the ministry promoted traffic safety messages across the pulpit and distributed materials that were designed to be culturally specific for inclusion in church bulletins.
- Each week statewide and locally more than 27,000 pieces of literature developed in-house were distributed to congregation members. Safety messages were placed in church bulletins and incorporated into sermons. The *Click It or Ticket* message was modified to reach the faith-based audience at all partnering churches.
- The Ohio Hispanic Coalition held 18 safety presentation classes in Columbus and distributed more than 4,000 informational pieces translated into Hispanic on traffic safety issues. The coalition accessed middle, junior, and high school populations with informational pieces on safety belts and impaired driving. The coalition also worked with churches in Franklin County and partnered with the Columbus Health Department, Children's Hospital, Safe Kids, after school programs and Latino news media outlets.
- The Ohio Hispanic Coalition worked with a local partner to host nine car seat clinics to properly install child safety seats for 346 Latino families.
- Traffic safety brochures were translated for the Hispanic speaking community and distributed at workshops, grocery stores, churches, Hispanic businesses, community fairs and centers.

### **Challenges**

- Most materials are developed for the English-speaking population. Finding current and relevant materials that specifically target the traffic safety needs within these diverse communities is a challenge.
- Participation from trained and experienced CPS volunteers who were not acclimated to diverse communities continues to be an ongoing challenge.
- Training Hispanic CPS technicians using the Hispanic curriculum.
- Obtaining state-specific traffic safety data on drinking and driving by ethnicity.

### **Amish Traffic Safety Grant**



**Awarded:** \$ 49,767

**Expended:** \$ 46,665

**Funding Source:** 402

**Funded Agency**

The Ohio State University (OSU) Research Foundation

**Project Description**

This OSU project worked with Ohio's Amish communities to implement effective public information and education programs/campaigns that focus on both Amish and "English" communities, as well as tourists. In FFY 2006, the program sought to expand the current buggy program to known Amish communities in the state.

**Statistics for Buggy Crashes in Ohio**

|                 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
|-----------------|------|------|------|------|------|------|------|
| Fatal Crashes   | 3    | 0    | 0    | 0    | 1    | 1    | 1    |
| Injury Crashes  | 91   | 68   | 54   | 53   | 55   | 76   | 69   |
| Property Damage | 67   | 71   | 86   | 89   | 89   | 95   | 97   |

*Source: ODPS Ohio Traffic Crash Facts*

**Accomplishments**

- Distributed educational material to 300 youth and demonstrated the DUI goggles.
- Identified high crash locations in Morrow County for placement of Amish signs.
- 135 bicycles helmets were distributed to school-age children through classroom lessons and an Amish Health and Safety Day. A feasibility study on bicycle helmet use was conducted due to reported low observed acceptance and usage.
- Traffic safety issues were presented at 36 Amish schools.
- Over 12,000 new fact sheets were distributed at local health fairs and exhibits. This distribution also included leg wraps and arm bands, slow moving vehicle (SMV) kits, buggy identification tags made on site and a previously produced video about Amish highway safety issues.
- More than 4,000 facts sheets were distributed on safety belts for Amish who use motor vehicles as alternate transportation (e.g., taxi service).
- New information was presented on lighting and marking safety information and addressing all types of slow moving vehicles.
- Project staff worked with officials in Hardin, Logan, Ashland, Medina, and Tuscarawas counties to set up an Amish Safety Committee in their counties.
- Worked with Safe Communities and other local agencies in highly Amish populated areas to determine extent of current problems.
- OSU staff met with the Law Enforcement Liaisons to introduce the Amish Safety Program and brainstorm on potential activities around Ohio. The LELs worked in their areas to identify smaller communities for Amish programs.

**Challenges**

Alcohol abuse education is not welcomed in many Amish areas. Hesitation and resistance to admitting the problem seem to be more prevalent with this topic as compared to lighting and marking issues.

With the Old Order of Amish, gaining acceptance of proposed changes that would impact traffic safety issues in this community continues to be a challenge.

**Driver Training Program**

**Awarded:** \$519,590

**Expended:** \$461,000

**Funding Source:** State

**Funded Agency**

Ohio Department of Public Safety

**Program Description**

Housed in the GHSO, the Driver Training Section regulates training for novice teen drivers, handicapped drivers, truck drivers and juvenile and adult remedial driver training courses. This oversight includes courses conducted through both commercial and public schools. One Driver Training Manager, one Administrative Assistant and seven Field Staff administer the program. The section enforces administrative rules, seeks to improve the quality of driver training, responds to complaints from the industry and the public and serves as an information resource.

**Accomplishments**

The following accomplishments reflect state fiscal year activity from July 1, 2005 through June 30, 2006.

- The seven field staff:
  - conducted 223 inspections in driver training schools conducting novice (teen) instruction, including observation of 209 classroom lessons and 206 in-car lessons;
  - conducted 16 trucking schools were inspected, including observation of eight classroom lessons and eight in-car lessons;
  - conducted 21 disability school inspections;
  - conducted 16 adult remedial provider inspections;
  - conducted five juvenile remedial provider inspections;
  - conducted 62 investigations initiated by complaints; and
  - testified at six administrative hearings.
- Fourteen regional workshops for driver training school owners and training managers were conducted. The workshops included reviews of the pertinent laws and administrative rules, presented current best practice teaching techniques and provided an opportunity for the schools to network. A workshop in Columbus included a special session for trucking school professionals.
- A "Running Commentary" DVD was developed and distributed to the schools to provide guidance on this in-car instructional technique.

**Law Enforcement Liaison Program**

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**Awarded:** \$320,000

**Expended:** \$288,366

**Funding Source:** 402/410

**Funded Agencies**

Cincinnati Police Department  
Shawnee Township Police Department  
Summit County Sheriff's Office  
Upper Arlington Police Department

**Program Description**

Four Law Enforcement Liaisons (LELs) are responsible for maintaining an effective networking program among law enforcement agencies within their assigned regions. The LELs focus on:

- Increasing local law enforcement agencies' awareness of and participation in both national and state enforcement campaigns and initiatives.
- Increasing local law enforcement agencies' understanding of traffic safety grant programs and resources available from the ODPS.
- Providing technical support to the GHSO regarding law enforcement initiatives, issues and concerns.

**Strategies**

The liaisons followed program guidelines that were developed at the state and national levels. Specific responsibilities included recruiting law enforcement agencies that were not participating in state and national mobilizations and programs. Creating positive relationships with the law enforcement community and other advocates were an important role for each LEL. The liaisons met with law enforcement agencies to assist them in developing traffic safety action plans to include goals, objectives, methods, and policies to be implemented at the local level. As a team member with traffic safety staff and advocates, the liaisons provided technical assistance as needed.

**Accomplishments**

- The liaisons were instrumental in maintaining participation in the countywide OVI Task Forces and recruiting new agencies in areas where there were no task forces. They attended numerous chief meetings, task force meetings, Safe Communities meetings, and county law enforcement meetings. They were a catalyst for supplying information to local law enforcement agencies about the GHSO and other departmental resources available to them.
- Ohio was a regional leader in mobilization participation due to the active role and concerted effort by the liaisons.
- The liaisons assisted many law enforcement agencies during FFY 2006 with the acquisition of equipment from defunct agencies, overstocked equipment or equipment no longer in use. The equipment included radios, radars and light bars.

**Safe Communities**

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**Awarded:** \$1,599,381

**Expended:** \$1,454,637

**Funding Source:** 402

**Funded Agencies**

- |  |   |
|--|---|
| AAA Miami Valley / SAFE                        | Lucas County Traffic Safety Program         |
| Canton City Health Department                  | Mansfield-Richland County Health Department |
| Clark County Combined Health District          | Medina County Commissioners                 |
| Clermont County General Health District        | Morrow County Health Department             |
| Columbus Health Department                     | Ohio State University Extension             |
| Community Solutions                            | Preble County Department of Health          |
| Delaware County Health Department              | Putnam County Educational Service Center    |
| Fairfield County Health Department             | Rainbow Babies & Children’s Hospital        |
| Greene County combined Health District         | Ravenna Police Department                   |
| Goshen Police Department                       | Ross County General Health District         |
| Hamilton County General Health District        | Safety Council of Southwestern Ohio         |
| Holmes County Health Department                | Summit County Sheriff’s Office              |
| Knox County General Health District            | UHHS Geneva Memorial Hospital               |
| Lake County General Health District            | Union County Health Department              |
| Licking County Health Department               | University of Cincinnati                    |
| Lima-Allen County Regional Planning Commission | Wayne County Mental Health & Recovery Board |
| Lorain County General Health District          | Williams County Combined Health District    |

**Program Description**

Ohio Safe Communities is a data driven initiative to save lives and reduce injures by building collaboration between state, county, and local community partners. In FFY 2006 there were 34 countywide community-based Safe Communities programs. Every Safe Communities program had three primary goals in FFY 2006 which included decreasing the number of fatal crashes, increasing restraint usage and decreasing the number of impaired driving fatal crashes. Additional goals set by the Safe Communities programs in FFY 2006 included decreasing the number of speed-related fatal and injury crashes, decreasing the number of fatal and injury crashes on rural roadways and increasing awareness of traffic safety in minority or culturally diverse communities.

## Accomplishments

Of the 206 goals listed by the Safe Communities programs as part of their grants, 157 were achieved.

Safe Communities coalitions worked to have a presence at highly publicized events. Each Safe Communities program participated in their County Fair or other summer event. Other major venues included the Dayton International Air Show, the Greater Cleveland Auto Dealers New Car Show, Amish Safety Days, various community festivals, high school football and basketball games, community health fairs and more.

Each Safe Communities program was required to convene a fatal crash data analysis review committee. These committees are comprised of both state and local representatives from different agencies. These committees meet at various intervals throughout the year, depending on the number of fatal crashes in each county. Fatalities were analyzed to determine what preventative interventions would be appropriate, in the areas of engineering, enforcement and education. Some examples of identified countermeasures include:

### Engineering

- Intersection signage reviewed - stop signs to be replaced with double (36") stop signs, with diamond grade sheeting to help improve visibility. Stop bars to be painted on the roadway.
- 4 way stop reviewed – solar power LED Stop Sign blinker lights to be installed

### Education

- Research possibility of hosting motorcycle classes – Partner with Motorcycle Ohio.
- Implement awareness campaign for other drivers watching for motorcycles.
- Police Department will work with local high school Physics classes to demonstrate the dynamics of seat belts.

### Enforcement

- Ohio State Highway Patrol stepped up enforcement of failure to yield violations.
- Sheriff's Office stepped up enforcement at high-crash intersection during peak hours; add speed sign to capture data

### Other

- County Chief's Association looking at countywide GPS to better locate crash sites.

During FFY 2006, the Safe Communities programs reported \$453,676 in contributions and in-kind services from their communities. With the emphasis on moving Safe Communities programs toward self-sustainability, a majority of the Safe Communities programs were able to secure multiple contributions and in-kind services in support of their programs. Media outlets including television, radio and print have increased their participation along with insurance companies. Several programs were able to get donation of billboard space to highlight traffic safety messages. Local restaurants and fast food venues continue to support efforts by providing refreshments and food coupons as incentives.

During FFY 2005, Miami University began an evaluation of the Safe Communities program. A key element required to initiate the evaluation was standardization of data. Miami University and the GHSO, with input from the Safe Communities programs, created standardized reporting forms to aid in evaluation. These forms were submitted monthly along with an updated Community Profile. The program evaluation continued throughout FFY 2006.

## Ohio Partnership for Traffic Safety (OPTS)

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**Awarded:** \$25,000

**Expended:** \$ 0

**Funding Source:** 402

### Funded Agency

Governor's Highway Safety Office

### Project Description

The OPTS program is coordinated by the GHSO. Established 11 years ago, OPTS partners with the national Network of Employers for Traffic Safety (NETS) to provide information and programs to employers. Through OPTS, materials and resources are provided to employers to assist them in reducing costs associated with on-and off-the-job traffic-related crashes.

**Accomplishments**

- In FFY 2006, OPTS partnered with 180 organizations with more than 265,000 employees and 60,000 company vehicles. An OPTS Advisory Committee representing the various business sectors was established to develop new programming ideas.
- A new partnership was initiated with the John Deere Corporation. In 2006, John Deere assisted with the promotion of Ohio's rural safety belt campaign and its associated community outreach.
- The GHSO entered into a partnership with 21<sup>st</sup> Century Insurance for the purpose of increasing public awareness of the use of child safety seats and to make child safety seats available to those in need during inspections.
- The OPTS partners receive a weekly broadcast from the GHSO relaying up to date traffic safety information and available resources to use within their companies.

**GHSO Senior Driver Presentations**

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**Awarded:** \$30,000**Expended:** \$0**Funding Source:** 402**Funded Agency**

Governor's Highway Safety Office

**Program Description**

The Ohio Department of Public Safety, Governor's Highway Safety Office has developed a free informational program for senior drivers. Statistics show that the age of the average driver is increasing and that the number of drivers over fifty-six years of age continues to grow annually. Statistics also show that the preferred mode of transportation for this age group is still the motor vehicle, for both short commutes and for the occasional vacation trip.

This program will not take the place of other programs that are being offered, but will briefly address ten specific topics of concern. Each individual topic is only fifteen minutes in length. The program is meant to bring to the senior driver new knowledge, or refresh them in their own driving techniques they may have forgotten about or were never taught. This program is simply an informational program. It was not developed to reduce driver license points or to be used to reduce automotive insurance premiums.

**Accomplishments**

- During FFY 2006, 26 total events consisting of 50 presentations with an attendance of 824 participants were conducted.

**Senior Driver Topics in FFY 2006**

Aggressive Driving  
 Care of Your Vehicle  
 Collision Avoidance  
 Finding Your Way  
 Freeway Traffic

Insurance  
 Rules of the Road  
 Seasonal Driving  
 Signs/Signals and Markings  
 When to Give Up the Keys

## Construction Zone Enforcement

**Awarded:** \$264,841

**Expended:** \$188,303

**Funding Source:** ODOT

### Funded Agencies

Ohio State Highway Patrol  
 Richland County Sheriff's Office  
 Summit County Sheriff's Office

### Project Description

The ODOT designated federal safety funds to be spent directly on the work zone enforcement presence and education campaign in the 2006 construction season.

The ODOT and the Department of Public Safety, the Ohio State Highway Patrol, Richland County Sheriff's Office, and Summit County Sheriff's Office formalized a partnership to reduce crashes in Ohio's work zones. The purpose of this program was to initiate an enforcement presence and educational campaign in identified interstate highway work zones during the 2006 construction season. The eight work zones targeted in FFY 2006 were:

- Interstate 70 in Clark County
- Interstate 70/75 in Montgomery County
- Interstate 71 in Richland County
- Interstate 71 in Medina County
- Interstate 75 in Miami County
- Interstate 77 in Stark County
- Interstate 77 in Summit County
- Interstate 270/161 interchange in Franklin County

### Accomplishments

The numbers below represent the results of the Work Zone project for FFY 2006.

**2006 Interstate Work Zone Enforcement Locations**

| Enforcement Activity               | CLA-IR-70 | MOT-IR-70/75 | RIC-IR-71 | MED-IR-71 | MIA-IR-75 | STA-IR-77 | SUM-IR-77 | FRA-IR-270/161 | TOTALS |
|------------------------------------|-----------|--------------|-----------|-----------|-----------|-----------|-----------|----------------|--------|
| OVI Arrests Under 21               | 0         | 0            | 0         | 0         | 0         | 0         | 0         | 0              | 0      |
| OVI Arrests 21 and Over            | 2         | 0            | 1         | 0         | 0         | 0         | 2         | 0              | 5      |
| Adult Restraint Citations          | 112       | 145          | 99        | 75        | 87        | 115       | 189       | 117            | 939    |
| Child Restraint Citations          | 0         | 1            | 1         | 0         | 1         | 3         | 3         | 1              | 10     |
| Speed Citations                    | 1118      | 309          | 1213      | 424       | 452       | 326       | 709       | 1012           | 5563   |
| Driving Under Suspension Citations | 15        | 07           | 18        | 8         | 9         | 20        | 24        | 5              | 106    |
| Felony Arrests                     | 1         | 0            | 4         | 1         | 0         | 1         | 7         | 0              | 14     |
| Enforcement Hours Worked           | 849       | 331          | 946       | 467       | 365       | 388       | 801       | 391            | 4538   |
| Number of Traffic Stops            | 1399      | 567          | 1615      | 679       | 679       | 641       | 1144      | 1211           | 7935   |

## Ohio Safe Commute

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**Awarded:** \$449,347

**Expended:** \$272,450

**Funding Source:** ODOT

### Funded Agencies:

Blue Ash Police Department

Brook Park Police Department

Columbus Police Department

Dublin Police Department

Franklin County sheriff's Office

Gahanna Police Department

Hamilton County Sheriff's Office

Middleburg Heights Police Department

Montgomery Police Department

Norwood Police Department

Ohio State Highway Patrol

Silverton Police Department

Strongsville Police Department

Toledo Police Department

Worthington Police Department

### Project Description

Ohio Safe Commute began in Central Ohio with a partnership with ODOT, ODPS, and local law enforcement agencies. Ohio Safe Commute is a two phase process. In the first phase, law enforcement officers are stationed along the busiest highways during peak commuting "rush hours". When crashes occur, officers respond quickly to clear the scene, and minor crashes are directed off the highway for completion of crash reports. The second phase involves added enforcement on these busy highways during the mid-day hours to modify driving behaviors by concentrating on crash causing violations.

### Accomplishments

Around Ohio, successful patrolling of high-volume corridors and enforcement of crash-causing violations has improved commuting on the following roadways with the following results:

- Interstate 70 from the Interstate 71/70 split to Interstate 270 in Franklin County
- Interstate 270 from State Route 161 to U.S. Route 23 (Northwest) in Franklin County
- Interstate 270 south of Morse Road and north of Interstate 670 in Franklin County
- State Route 315 from Lane Avenue to Interstate 270 in Franklin County
- Portions of Interstate 71 in Cuyahoga County
- Interstate 71 in Hamilton County
- Interstate 475 and 75 in Lucas County
- Interstate 75 in Montgomery County

### Phase 9 Safe Commute Locations Enforcement Dates July 10, 2006 – August 19, 2006

| Enforcement Activity | Totals |
|----------------------|--------|
| Stops                | 2,878  |
| Citations            | 1,953  |
| Hours                | 523    |

### Phase 8 Safe Commute Locations Enforcement Dates April 10, 2006 – May 13, 2006

| Enforcement Activity | Totals |
|----------------------|--------|
| Stops                | 1,687  |
| Citations            | 973    |
| Hours                | 579    |

### Phase 7 Safe Commute Locations Enforcement Dates October 3, 2005 – November 19, 2005

| Enforcement Activity | Totals |
|----------------------|--------|
| Stops                | 1,387  |
| Citations            | 909    |
| Hours                | 497    |

## County Surface Transportation Program

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**Awarded:** \$ 751,940

**Expended:** \$729,822

**Funding Source:** ODOT/CSTP

### Funded Agencies

22 County Engineer's Offices

Allen County  
Ashland County  
Ashtabula County  
Belmont County  
Butler County  
Coshocton County  
Darke County  
Franklin County  
Highland County  
Holmes County  
Huron County

Logan County  
Lorain County  
Mahoning County  
Medina County  
Ottawa County  
Preble County  
Richland County  
Stark County  
Union County  
Vinton County  
Washington County

### Program Description

For FFY 2006, 22 counties engineer's offices were approved for the County Surface Transportation Program (CSTP) grants. Each year, the County Engineer's Association of Ohio (CEAO) decides which counties are eligible to receive a grant that is administered through the GHSO. These grants focus on roadway environmental improvements through roadway analysis.

### Accomplishments

The county engineers accomplished the following projects:

|                                  |   |    |
|----------------------------------|---|----|
| Sign Inventory & Inspection      | 4 |    |
| Speed Zone Study                 | 2 |    |
| Guardrail Inventory & Compliance | 4 |    |
| Sign Upgrade                     | 7 |    |
| No Passing Zone Study            | 2 |    |
| Ball Bank Curve Study            | 4 |    |
| Roadside Hazard Inventory        | 4 |    |
| Software Package with Local Data |   | 16 |

## Engineering and Training

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**Awarded:** \$196,972

**Expended:** \$192,655

**Funding Source:** 402

### Funded Agencies:

City of Alliance  
City of Clayton  
City of Cincinnati  
City of Green  
Liberty Township  
City of Lima

City of Mason  
City of Massillon  
City of Newark  
City of Riverside  
Union Township  
City of Wadsworth

### Project Description

The projects focused on improvements to the roadway environment by supporting roadway analyses, data collection and purchases of engineering-related safety equipment. Roadway safety projects identified possible high-risk areas that address mainly roadway environment issues. Grants were awarded to cities, townships and/or villages.



## Accomplishments

- Studies – Twelve agencies participated and conducted 14 studies consisting of the following:

|                         |   |
|-------------------------|---|
| Intersection Studies    | 3 |
| Signal Inventory        | 9 |
| Curve Speed             | 1 |
| Pavement Mark Inventory | 1 |

## Engineering Training – Ohio Department of Transportation (ODOT)

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**Awarded:** \$25,000

**Expended:** \$19,300

**Funding Source:** 402

### Funded Agency

Ohio Department of Transportation

### Program Description

The Ohio Department of Transportation (ODOT) provided highway safety related courses to state, county and local municipal employees to educate them on current roadway safety and traffic practices. The courses are determined through training needs assessment of potential participants and by individual division or district needs.

### Accomplishments

| Course  | Number of Students |
|---|--------------------|
| Fundamentals of Planning, Design, and Approval of Interchange Improvements to the Interstate System | 30                 |
| Designing and Operating Intersections for Safety  | 28                 |

## Motorcycle Safety

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**Awarded:** \$2,622,800

**Expended:** \$2,510,750

**Funding Source:** State

**Awarded:** \$ 250,000

**Expended:** \$4,373

402

### Funded Agency

Ohio Department of Public Safety

### Program Description

The state-mandated Motorcycle Ohio (MO) program, housed in the GHSO, provides three motorcycle safety courses to the public. In addition to training Ohio motorcyclists, MO develops and distributes public information and education materials, makes presentations regarding motorcycle safety issues, and works to improve the drivers licensing system for motorcyclists.

The program's 16-hour Basic Riding Course is mandatory for 16 and 17 year olds to obtain a motorcycle endorsement. Graduation from the basic course waives the state on-cycle skill test; an incentive that has driven the increase in course enrollment since 2000. The basic course is offered at 17 fixed and 21 mobile training sites across the state. The Experienced Rider Course is offered at seven of these sites, while the Instructor Preparation Course is offered one or two times each year at select training sites across the state.

In 2003, legislation passed which allowed the basic course to be offered by third parties. As a result, the ODPS established administrative rules to define program requirements and ODPS oversight of all motorcycle training in the state. Ten third party training sites trained 1,986 students in the BRC in 2006.

## Accomplishments

- MO trained 11,325 students in 2006.
- Workshops and curriculum updates were held in February, 2006 with participation of 220 certified MO instructors. An additional 52 instructors were trained to help meet the demand for training.
- GHSO staff met with key stakeholders from the Ohio State Highway Patrol, Ohio Department of Transportation, County Engineer's Association of Ohio, Ohio Motorcycle Dealer's Association, American Motorcyclist Association, several state rider organizations and Miami University to develop a strategic plan to address Ohio's rising motorcycle fatalities. The plan identifies 16 strategies to address the following seven areas: impaired riding, personal protective equipment, training and education, licensing, motorist education, highway and environment, and partnerships. The plan was approved by Director Morckel in December 2005.
- Ten strategies, taken from the motorcycle safety strategic plan, have been included in Ohio's Comprehensive Highway Safety Plan under the fourth emphasis area titled "Special Vehicles and Roadway Users".
- A logo was developed for the RideSMART campaign which will be used to promote riding: **S**ober, **M**otorcycle endorsed or licensed, **A**lert, with the **R**ight gear, and **T**rained. Campaign components will be released starting in 2007.
- In addition to the previously distributed pocket cards, Motorcycle Ohio developed a poster on motorcycle laws for law enforcement agency use. Also, an Ohio-specific motorcycle law pocket card was made available to the public.

## Challenges

While the crash data has not been finalized, it appears that motorcycle deaths have decreased in 2006. Obtaining support from motorcycle rider organizations and motorcycle-related businesses is a priority for 2007 and is critical to the successful implementation of the strategic plan.

Training courses continue to be added at various sites throughout the State to meet the demand for training. Expanding training capacity to meet demand is an on-going challenge and new alternatives will be explored in 2007.

## Crash Outcome Data Evaluation System (CODES) Project

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**Awarded:** \$ 197,088      **Expended:** \$ 162,706      **Funding Source:** NHTSA Cooperative Agreement

### Funded Agency

Center for Injury Research and Policy (CIRP) at Columbus Children's Hospital

### Project Description

The national CODES model uses linked data to track persons involved in motor vehicle crashes from the scene, and, if injured, through the health care system to a final destination. By linking crash, vehicle and behavior characteristics to their specific medical and financial outcomes, prevention factors can be identified. The linked data can yield information to determine statistically which highway safety strategies are most effective for reducing injury and death associated with motor vehicle crashes. In August 2004, Ohio was awarded a CODES grant. The GHSO awarded a grant to Children's Hospital in Columbus through their Center for Injury Research and Policy to oversee the day-to-day operations of the CODES Project.

NHTSA's initial linkage requirements for start up CODES states include motor vehicle crash records, EMS incidence reporting, and hospital discharge data and emergency department data. Three dual-matches and the triple match wizard in the CODES2000 software facilitate the linkage of these three data sources. Ohio additionally has access to the trauma registry data, driver's license records, and death certificate data. These ancillary datasets will be used in the future to enhance the linkage capabilities of the current linked data files. The implementation phase of CODES includes linkage of two calendar years. For Ohio, 2002 and 2003 data are being used for the first linkage. Future linkages of additional years of data will

start with 2004 data and will occur once per year after all of the primary and secondary datasets have been received from the data owner agencies.

### **Accomplishments**

- Using dual matches, Ohio completed its first CODES data linkage using 2002 and 2003 data files in March 2006.
- The first Advisory Board meeting was held on April 27, 2006. Results of the first data linkage were showcased at the meeting.
- A new CIRP CODES data manager was hired in July 2006 after the initial data manager resigned her position.
- The new CIRP CODES data manager received one-on-one training from the linkage software creator (Michael McGlincy, PhD) on the use of the CODES software. Dr. McGlincy has given Ohio a specialized version of the triple match wizard to troubleshoot errors occurring during triple matching involving negative probabilities. Ohio is working to resolve these software issues as time allows.
- A data dictionary and technical documents about the exported data was finalized in August 2006.
- CIRP began cataloging and data documentation for 2004-2005 crash, EMS, hospital, and trauma datasets.

### **GRANTS Online Grants Management Software**

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**Awarded:** \$50,000

**Expended:** \$47,837

**Funding Source:** 402

#### **Funded Agency**

Governor's Highway Safety Office

#### **Project Description**

During FFY 2005, the GHSO contracted with a vendor to develop a web-based grants management system. The new system, called GRANTS (Grants Records and Application Network for Traffic Safety), makes the entire grant management process more efficient and accessible. This system minimizes paper submission and staff time while enhancing grant tracking by requiring all agencies to submit their proposal(s), reports, reimbursement claims, and grant revision(s) through the website. Grant data can be accessed by multiple viewers from different agencies at the same time provided they have the security level to view the grant file or report. In addition, the system registers and tracks law enforcement agencies for mobilizations. The GHSO launched GRANTS on April 15, 2005. The FFY 2006 grant year was the first year the system was used for the entire grant cycle.

#### **Accomplishments**

- A contract was initiated with the system development vendor in FFY 2006 to maintain and enhance the online GRANTS management system.
- The vendor trained approximately 100 potential grantees on system use in May 2006.
- GHSO staff reviewed over 1,000 reimbursement claims and over 3,600 reports electronically through the online system.
- The GRANTS system was used to track 822 mobilization sign-ups and 838 mobilization reports.
- Using the online GRANTS system, the GHSO decreased the average claim processing time (receipt of claim to approval for payment) from 30 calendar days in FFY 2005 to 9 calendar days in FFY 2006.
- The number of internal reports generated by the GRANTS system was increased from 26 to 38.

- The system's help menu was expanded to assist grantees in navigating the system and to provide examples of information that was to be included in a grant proposal.
- A broadcast message box was added to each GRANTS user's start-up page.
- Additional training on report and claim submission was provided to grantees in September 2006.
- Over 200 FFY 2007 grant proposals were received by the July 1<sup>st</sup> submission deadline.
- GHSO staff reviewed all FFY 2007 proposals electronically and executed grant agreements through the online system.

## **Commercial Vehicle Analysis Reporting System**

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**Awarded:** \$903,433\*    **Expended:** \$487,719\*    **Funding Source:** NHTSA Cooperative Agreement

\*NOTE: Funds awarded and expended as reported above are from the period of July 3, 2002 through October 5, 2006.

### **Funded Agency**

Ohio Department of Public Safety

### **Project Description**

Ohio is one of several states receiving NHTSA funding to learn how best to implement a system for Commercial Vehicle Analysis Reporting System (CVARS) data collection in a manner that will provide complete, accurate and timely data on the vehicles, drivers, roadways and circumstances for all crashes involving commercial motor vehicles. The pilot project identifies operational issues, suggests possible solutions, explores costs, and recommends ways to improve commercial motor vehicle crash reporting. The NHTSA's goal is to develop a model state structure and establish the system in all 50 states throughout the country.

### **Accomplishments**

- The crash program was redone in order to be more versatile. It will now be part of a record's management tool, the Law Enforcement Officer's Toolkit (LEOT) that will eliminate the duplication of data entry. This improvement will enhance the marketability of the crash program. There are already more than 300 agencies using LEOT.
- The program was updated to require the officer to answer questions that are indicative of reportable truck/bus collisions. If those questions are answered in a certain manner then the officer will be required to complete the truck/bus portion of the report.
- Previously developed truck/bus visor cards continued to be distributed.
- An employee was hired to follow up on commercial crashes to help ensure their accuracy and completeness.

### **Challenges**

The biggest drawback to law enforcement agencies using the electronic crash reporting program is that it doesn't have the capability of interfacing with their agency's records management system, meaning that data entry has to be duplicated. This problem is being reviewed by working with the ODPS's Office of Criminal Justice Division.

## **Timely and Reliable Data Study**

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**Awarded:** unknown

**Expended:** unknown

**Funding Source:** FMCSA

### **Funded Agency**

Public Utilities Commission of Ohio

### **Project Description**

At the request of the FMCSA Division Office, the Public Utilities Commission of Ohio (PUCO), and the Department of Public Safety, Data Nexus, Inc. conducted an independent review of the timeliness of SafetyNet crash data reported by the State to identify opportunities to decrease any delays in truck and bus crash data processing. The purpose of the review of the crash data process was to identify opportunities to improve the timeliness of uploads of reportable crashes into SafetyNet and to provide the stakeholders a list of recommendations for improving the timeliness of the process. While the report focused on truck and bus crashes, some of the recommended changes affect the timeliness and accuracy of all crashes.

The GHSO participated in this review by identifying key personnel, facilitating the scheduling of and hosting the on-site interviews.

### **Accomplishments**

Data Nexus submitted a report, titled "Timeliness of Crash Data Uploads to SafetyNet in Ohio" in September 2005. The report provided nine recommendations that identified opportunities to decrease delays in truck and bus crash data processing. Five of these recommendations impact the timely collection of all crash data.

## **Incident Reporting Data Validation Process**

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**Awarded:** \$150,000

**Expended:** \$0

**Funding Source:** 408

### **Funded Agency**

Ohio Department of Public Safety

### **Project Description**

As a funded project under the Section 408 grant application, the department's Emergency Medical Services Division will finalize a data validation process for the Emergency Medical Services Incident Reporting System data set. The purpose of this project is to update the EMS Incident Reporting System to meet the standards set forth by National EMS Information System (NEMSIS). The project will be based on data definitions and programming specifications provided by the National EMS Information System Technical Assistance Center (NEMSIS TAC). The goal will be to create a system that meets the data collection needs of the state of Ohio and is capable of providing improved analysis of EMS procedures, as well as allowing for comparison of data across jurisdictional and state boundaries.

The three tasks associated with this project are:

- Update current draft of data dictionary and technical manual
- Create web-enabled database
- Beta test database with EMS agencies and third-party software vendors

This project is identified as a priority in the Traffic Records Coordinating Committee's strategic plan. Project activity will start in FFY 2007 due to the late award of Section 408 funding.

## **Crash Data Accessibility**

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**Awarded:** \$ 385,000

**Expended:** \$0

**Funding Source:** 408

### **Funded Agency**

Ohio Department of Public Safety

### **Project Description**

Providing crash data to entities outside of the Ohio Department of Public Safety has been a challenge for many years. Ohio's law enforcement agencies have requested immediate access to crash data for resource allocation and enhanced decision-making. Many of the data requests from the public are for common information such as car safety seats, senior drivers and alcohol related crashes. While the information requested remains the same the parameters such as county, city, region and period vary; some entities need specific crash data that is not normally included in traditional queries.

This project will add statistical informational reports to existing web applications to provide a broader base of information and free form reports which will enable information seekers to obtain their desired data in a significantly shorter time frame. Requestors will be able to download complete crash, unit and people data files, formatted reports with user specified parameters, or custom reports developed by selecting specific data fields and supplying ranges.

This project is identified as a priority in the Traffic Records Coordinating Committee's strategic plan and will be conducted as a funded project under the Section 408 grant application. Project activity will start in FFY 2007 due to the late award of Section 408 funding.

## **Statewide Road Inventory and Location Based Response System (LBRS)**

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**Awarded:** \$ 770,514

**Expended:** \$0

**Funding Source:** 408

### **Funded Agency**

Ohio Department of Public Safety

### **Project Description**

The purpose of this project is to provide a multi-jurisdictional statewide asset containing accurate street centerline information, valid address ranges for every road throughout the state, along with other critical roadway inventory items that will enable quick response of emergency responders, improved traffic crash location information, and highway safety analysis. This system will meet the needs of various users and stakeholders in the highway safety community, law enforcement, the Office of Homeland Security, FEMA, and others.

Currently, no definitive source exists for an up to date and complete (federal, state, county, township and municipal) transportation network in Ohio, nor is a single source available and accessible for governments to build their roadway inventory data and location information (often referred to as "spatial" data). What does exist are several disparate sources, all having differing degrees of spatial accuracy and completeness. If development of a statewide framework of data layers is not established—specifically street centerlines with address ranges—government will continue to spend money mapping the same geographic areas over and over again—using different standards, scales, and accuracies. This will hinder interoperability within state government and safety officials will continue to be unable to conveniently share spatial data that would aid in the development of effective and efficient highway safety improvements as well as improved emergency response, and disaster management.

Without ready access to reliable spatial data, local and state officials are compromised in their efforts to deliver emergency services, accurate crash location information, relocate displaced citizens, and provide medical aid and support to impacted areas. These officials must be in a position to track and monitor crash data, emergency operations, and disaster mitigation. Critical spatial data must be available for the entire state of Ohio in order to protect citizens.

This project is identified as a priority in the Traffic Records Coordinating Committee's strategic plan and will be conducted as a funded project under the Section 408 grant application. Project activity will start in FFY 2007 due to the late award of Section 408 funding.

## **Citation Tracking System Study**

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**Awarded:** \$ 75,000

**Expended:** \$0

**Funding Source:** 408

### **Funded Agency**

Ohio Department of Public Safety

### **Project Description**

The study will be conducted as a funded project under the Section 408 grant application. The purpose of this study is to provide the Traffic Records Coordinating Committee with the status of citation tracking in the State, recommendations for implementation and a plan that can be used to direct development of a statewide electronic citation tracking system. This system will need to meet the needs of various users and stakeholders in the highway safety community, law enforcement, courts, and the Bureau of Motor Vehicles.

This project is identified as a priority in the Traffic Records Coordinating Committee's strategic plan. Project activity will start in FFY 2007 due to the late award of Section 408 funding.

## **Ohio State Highway Patrol Mature Driver Program**

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**Awarded:** \$0

**Expended:** \$0

**Funding Source:** N/A

Due to a re-evaluation of priorities for the office, a revision to the FFY 2006 Traffic Safety Action Plan was submitted to NHTSA and approved to remove this activity from the plan.

## Looking Toward the Future

- Ohio's Comprehensive Highway Safety Plan has brought the state's many highway safety partners together. In 2007, the plan's coordinating committee will work to gain Governor Strickland's support of traffic safety issues and the importance of the plan's implementation. Overseeing the plan and coordinating reports on the outcomes of the many associated projects will continue to be challenging.
- The GHSO will continue to provide support as requested to assist with passage of primary safety belt and booster seat legislation.
- To improve efficiencies in data collection during the statewide observational safety belt surveys the GHSO will use PDAs (personal data assistants).
- The GHSO will require the majority of grantees to conduct observational safety belt surveys within their county. All surveys will be conducted three times during the year at pre-determined sites using methodology provided by Miami University which is consistent with the NHTSA methodology used for statewide safety belt surveys.
- The GHSO will receive the report from Data Nexus on the establishment of a statewide citation tracking system, including a blueprint for action, in FFY2007. The state will be challenged to bring together the necessary partners to move forward with the project.
- With the purpose of streamlining the impaired driving arrest process, duplicate paperwork and processing time for OVI arrests, Ohio is pursuing the purchase of portable breath testing instruments that can be accessible to all law enforcement agencies. A working group of key stakeholders who have been studying the issues and available technology will provide recommendations to the appropriate state department directors, with the goals that equipment purchases will be finalized in 2007.
- With the proven success of low-staffing checkpoints, the GHSO will seek to significantly increase the number of these checkpoints conducted in 2007.
- The GHSO will finalize the evaluation of the Safe Communities program to determine strategies for increasing efficiencies, improving outcomes and increasing Ohioans reached by Safe Communities messages and activities.
- Increasing support from motorcycle rider organizations and motorcycle-related businesses will be critical to the success of the strategic motorcycle safety plan; the motorcycling community must be a part of the solution to the rising motorcycle fatalities.
- The GHSO will host an Ohio LifeSavers Conference in Columbus from April 30 – May 2, 2007 to provide information and networking opportunities to Ohio's traffic safety partners and advocates.



### FFY 2006 Financial Summary

| Federal Funds         | Code          | Program Descriptions                | Federal Obligated    | Expended             | % Spent     | Local Benefits      | % Local     |
|-----------------------|---------------|-------------------------------------|----------------------|----------------------|-------------|---------------------|-------------|
| 402                   | PA            | Administration                      | \$ 671,257           | \$ 429,779           | 64%         | \$ -                | 0%          |
| 402                   | AL            | Alcohol Programs                    | \$ 183,169           | \$ 158,052           | 86%         | \$ 21,615           | 14%         |
| 402                   | MC            | Motorcycle Safety                   | \$ 60,000            | \$ 21,526            | 36%         | \$ 21,526           | 100%        |
| 402                   | OP            | Occupant Protection                 | \$ 1,372,076         | \$ 622,070           | 45%         | \$ 538,244          | 87%         |
| 402                   | PT            | Police Traffic Services             | \$ 2,381,258         | \$ 2,154,900         | 90%         | \$ 1,916,820        | 89%         |
| 402                   | TR            | Traffic Records                     | \$ 64,609            | \$ -                 | 0%          | \$ -                | 0%          |
| 402                   | CP            | Comprehensive Programs              | \$ 1,403,101         | \$ 854,967           | 61%         | \$ 461,476          | 54%         |
| 402                   | RS            | Roadway Safety                      | \$ 229,942           | \$ 229,942           | 100%        | \$ 191,325          | 83%         |
| 402                   | SA            | Safe Communities                    | \$ 1,897,920         | \$ 1,584,672         | 83%         | \$ 1,455,592        | 92%         |
| <b>402 TOTAL</b>      |               |                                     | <b>\$ 8,263,332</b>  | <b>\$ 6,055,907</b>  | <b>73%</b>  | <b>\$ 4,606,598</b> | <b>76%</b>  |
| <b>408 TOTAL</b>      | <b>K9</b>     | <b>Data Program</b>                 | <b>\$ 1,380,514</b>  | <b>\$ -</b>          | <b>0%</b>   | <b>\$ -</b>         | <b>0%</b>   |
| 410                   | J8            | Section 410 Impaired Driving        | \$ 1,352,752         | \$ 1,352,752         | 100%        | \$ 1,352,752        | 100%        |
| 410                   | K8            | Section 410 Impaired Driving        | \$ 3,550,937         | \$ 1,581,177         | 45%         | \$ 1,581,177        | 100%        |
| <b>410 TOTAL</b>      |               |                                     | <b>\$ 4,903,689</b>  | <b>\$ 2,933,929</b>  | <b>60%</b>  | <b>\$ 2,933,929</b> | <b>100%</b> |
| <b>411 TOTAL</b>      | <b>J9</b>     | <b>Section 411 Data Improvement</b> | <b>\$ 31,039</b>     | <b>\$ 31,039</b>     | <b>100%</b> | <b>\$ 4,995</b>     | <b>16%</b>  |
| <b>2010 TOTAL</b>     | <b>K6</b>     | <b>Motorcycle Safety</b>            | <b>\$ 180,080</b>    | <b>\$ -</b>          | <b>0%</b>   | <b>\$ -</b>         | <b>0%</b>   |
| 157                   | 157 OP        | Section 157 CPS Training            | \$ 1,483,944         | \$ 314,065           | 21%         | \$ 68,050           | 22%         |
| 157                   | 157 PT        | Section 157 Police Traffic          | \$ 790,678           | \$ 344,375           | 44%         | \$ 324,085          | 94%         |
| 157                   | 157 PM        | Section 157 Paid Media              | \$ 776,122           | \$ 776,122           | 100%        | \$ -                | 0%          |
| <b>157 Inc. TOTAL</b> |               |                                     | <b>\$ 3,050,744</b>  | <b>\$ 1,434,562</b>  | <b>47%</b>  | <b>\$ 392,135</b>   | <b>27%</b>  |
| 157                   | 157 IN4       | Section 157 Innovative              | \$ 21,374            | \$ 21,374            | 100%        | \$ -                | 0%          |
| 157                   | 157 IN5       | Section 157 Innovative              | \$ 91,041            | \$ 83,236            | 91%         | \$ -                | 0%          |
| <b>157 Inn. TOTAL</b> |               |                                     | <b>\$ 112,415</b>    | <b>\$ 104,609</b>    | <b>93%</b>  | <b>\$ -</b>         | <b>0%</b>   |
| 164                   | 164 AL        | Section 164 Alcohol Programs        | \$ 767,331           | \$ 706,054           | 92%         | \$ 706,054          | 100%        |
| 164                   | 164 PM        | Section 164 Paid Media              | \$ 108,341           | \$ 108,341           | 100%        | \$ -                | 0%          |
| 164                   | 164 HE        | Section 164 Hazard Elimination      | \$ 27,766,364        | \$ 13,250,053        | 48%         | \$ -                | 0%          |
| <b>164 TOTAL</b>      |               |                                     | <b>\$ 28,642,036</b> | <b>\$ 14,064,448</b> | <b>49%</b>  | <b>\$ 706,054</b>   | <b>5%</b>   |
| <b>163 TOTAL</b>      | <b>163 DM</b> | <b>Section 163 Impaired Driving</b> | <b>\$ 350,248</b>    | <b>\$ 350,248</b>    | <b>100%</b> | <b>\$ 350,248</b>   | <b>100%</b> |
| <b>TOTAL</b>          |               |                                     | <b>\$ 46,914,096</b> | <b>\$ 24,974,742</b> | <b>53%</b>  | <b>\$ 8,993,959</b> | <b>77%</b>  |

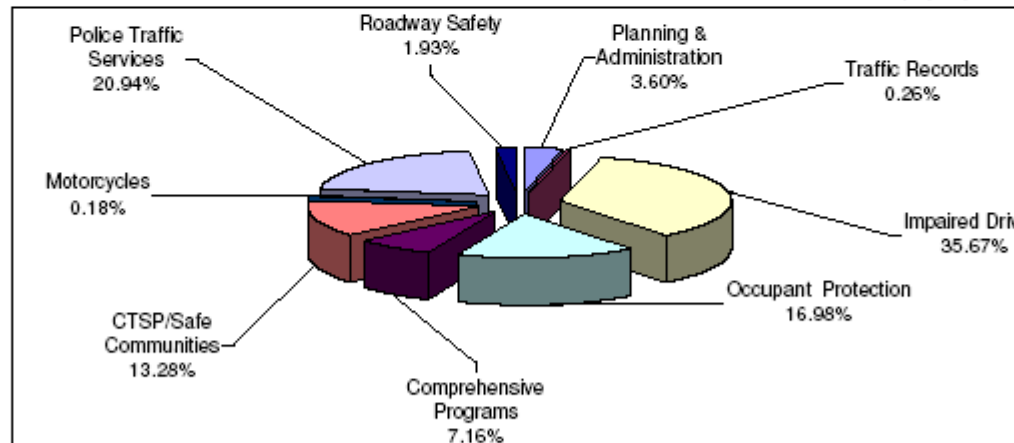
Notes:

Costs included through 2006-VOU-32. Final Voucher not included.

Total % Local figured on Total Local Benefits/Total Expended (minus 164 HE)

## FFY 2006 Financial Summary

|                           | 402         | 410         | 411      | 157<br>Incentive | 157<br>Innovative | 163       | 164*      | 2003b     | Total               | % of Total |
|---------------------------|-------------|-------------|----------|------------------|-------------------|-----------|-----------|-----------|---------------------|------------|
| Planning & Administration | \$429,779   |             |          |                  |                   |           |           |           | \$429,779           | 3.6%       |
| Traffic Records           | \$0         |             | \$31,039 |                  |                   |           |           |           | \$31,039            | 0.3%       |
| Impaired Driving          | \$158,052   | \$2,933,929 |          |                  |                   | \$350,248 | \$814,395 |           | \$4,256,624         | 35.7%      |
| Occupant Protection       | \$622,070   |             |          | \$1,090,187      | \$104,609         |           |           | \$210,125 | \$2,026,991         | 17.0%      |
| Comprehensive Programs    | \$854,967   |             |          |                  |                   |           |           |           | \$854,967           | 7.2%       |
| CTSP/Safe Communities     | \$1,584,672 |             |          |                  |                   |           |           |           | \$1,584,672         | 13.3%      |
| Motorcycles               | \$21,526    |             |          |                  |                   |           |           |           | \$21,526            | 0.2%       |
| Police Traffic Services   | \$2,154,900 |             |          | \$344,375        |                   |           |           |           | \$2,499,275         | 20.9%      |
| Roadway Safety            | \$229,942   |             |          |                  |                   |           |           |           | \$229,942           | 1.9%       |
| <b>TOTAL</b>              |             |             |          |                  |                   |           |           |           | <b>\$11,934,815</b> |            |



\* 164 Hazard Elimination Funds of \$13,250,053 not included above