



Ohio Highway Safety Plan

FFY 2021



State of Ohio

FFY2022 Highway Safety Plan

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Executive Summary

Mission Statement

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

402 Program

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

Highway Safety Office Program

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

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

The OTSO is divided into two sections, State Programs and Federal Programs with the OTSO Director overseeing both sections.

Federal Programs

The Federal Programs staff consists of the OTSO Federal Administrator, Program Administrator, Regional Programs Manager / Law Enforcement Liaison (LEL) Coordinator, Office Manager, Administrative Professional 3, three Planners, Grants Coordinator, Administrative Professional 2, and a Public Information Officer (PIO).

The Administrative Professional 3 provides support for the entire office, assists with national campaigns, planning assessments, and other projects as needed throughout the year. The PIO will oversee OTSO messaging. These positions report to the OTSO Director.

Planning and Administration Section

The Fiscal Professional and Grants Coordinator 2 are responsible for the financial activity on each grant. These positions report to the Office Manager. The Office Manager also assists with national campaigns, planning assessments, and other projects as needed.

Program Management Section

Planners are assigned grants based on the highway patrol districts. The Planner is responsible for overseeing the programmatic activity on each grant. These positions report to the Regional Programs Manager/LEL Coordinator. The Regional Programs Manager/LEL Coordinator also oversees the Law Enforcement Liaison (LEL) and the Traffic Safety Resource Prosecutor (TSRP) program.

The Program Administrator manages the web-based grants management system, the Grant Solicitation package and assists the OTSO Federal Administrator with the Highway Safety Plan (HSP) and Annual Evaluation Report (AER). This position reports to the OTSO Federal Administrator. The OTSO Federal Administrator also oversees both the Planning and Administration and Program Management sections.

State Programs

The State Programs staff consists of the OTSO State Administrator, Administrative Officer 1, Administrative Officer 2, Program Administrator 1, two Administrative Professional 2s, two regional field staff representatives, one CDL field staff representative, and one educational consultant.

Ignition Interlock

The Administrative Officer 1 oversees the Ignition Interlock program. This program covers the licensing of Ignition Interlock devices and installation centers. A contractor is responsible for the inspection of the installation centers and is federally funded. These positions report to the OTSO State Administrator.

Driver Training

The Driver Training Program office regulates driver education and training programs. One of the Administrative Professionals provides support to the entire office and is responsible for reviewing enterprise applications. The second Administrative Professional is the compliance officer and provides follow up and support with program reviews. The program administrator 1 is responsible for the education operations of the office. Two regional field staff provide support, resources, and program review compliance of the driver education and training programs based on north and south of the state. The CDL field representative provides support, resources, and program review compliance of the CDL driver training schools across the state. The educational consultant provides support with review of curriculums, online proposals, and all trainings. These positions report to the Administrative Officer 2. The Administrative Officer 2 also manages the programmatic and administrative operations of the office.

The OTSO State Administrator oversees the Ignition Interlock, Driver Training, and any additional state programs housed in OTSO.

Fatalities and Injuries

In 2020, there were 1,242 fatalities and 7,249 serious injuries in traffic crashes. The number of fatalities in Ohio has increased 9.72 percent since 2015 and the number of injuries has decreased 21.27 percent in the same timeframe.

Top Priorities

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

Major Strategies

Impaired Driving

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

Occupant Protection

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

Speed

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

Motorcycles

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

Youthful Driver

Earned media (education and outreach), paid media, high visibility enforcement, partnerships with two peer to peer high school groups, college impaired driving programming, and driver education are Ohio's planned strategies to reducing the number of youthful driver related fatal crashes by increasing seat belt use, reducing speeding, reducing impaired driving (alcohol and/or drugged), reducing distracted driving, reducing underage drinking, and reducing other risky behaviors that contribute to injuries and fatalities.

Distracted Driving

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

Traffic Records

Through the Traffic Records Coordinating Committee (TRCC), several projects have been approved for funding for FFY2022. The TRCC projects are Ohio's planned strategies to

improve the accuracy and the timeliness of crash reporting and timeliness of data processing electronic citations.

Pedestrian

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

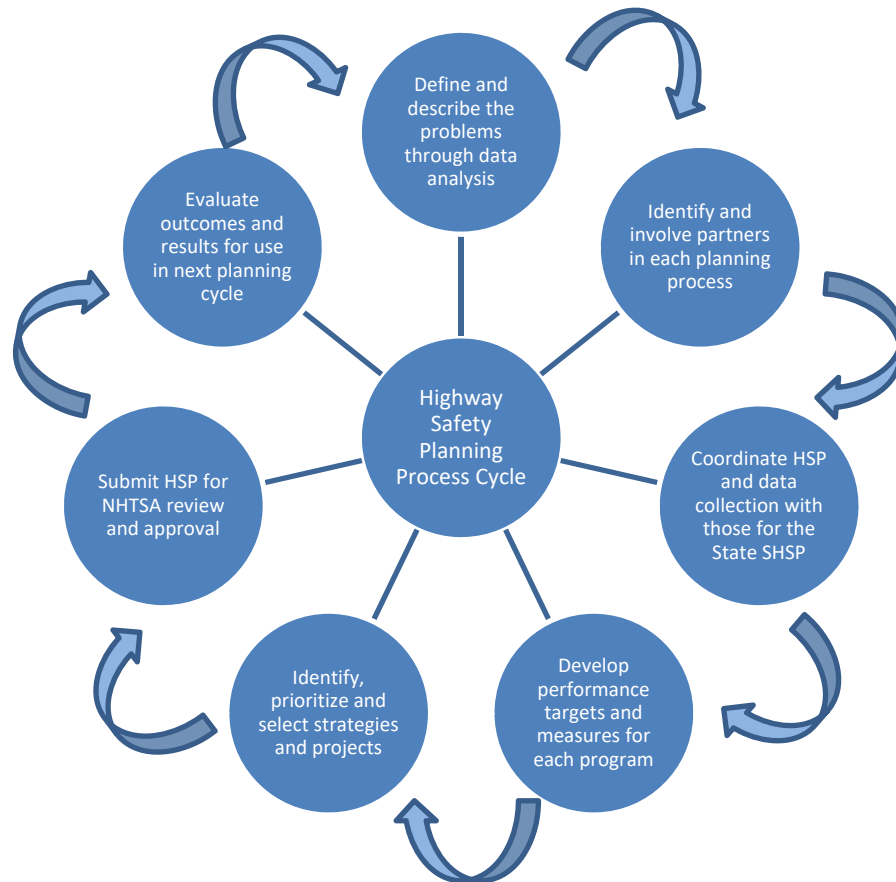
Bicycle

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

Highway Safety Planning Process

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

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



Processes and Participants

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

Key Partners

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

- National Highway Traffic Safety Administration (NHTSA)
- Federal Highway Administration (FHWA)
- Governor's Highway Safety Association (GHSA)
- Students Against Destructive Decisions (SADD)
- Recording Artists Against Drunk Driving (RADD)
- Family, Career and Community Leaders of America (FCCLA)
- Ford Driving Skills for Life
- Ohio Attorney General's Office
- Ohio Department of Transportation (ODOT)
- Ohio Department of Health (ODH)

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

Data Sources

List of Data Sources mentioned in document

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

Problem Identification

Problem Identification Process

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

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

The Planning and Administration staff compiled demographic, registration, driver license and crash data. The traffic crash data used for this analysis was from Fatality Analysis Reporting System (FARS) calendar years 2016, 2017, 2018 and 2019 and the Ohio Department of Public Safety (ODPS) Ohio crash data calendar years 2016, 2017, 2018, 2019, and preliminary 2020. The University of Akron, Grants Administrator and management staff analyzed and discussed traffic crash data, documents and current trend data to identify and prioritize Ohio's traffic safety problems, and to target fatal crash locations for traffic safety programming. In addition to targeting locations, data is analyzed to determine the additional factors involved in targeting our resources on the problem.

Once the state's problems have been identified, the grant solicitation package is developed. The grant solicitation package identifies the types of grants that will be considered for review (e.g., Selective Traffic Enforcement Program (STEP), Impaired Driving Enforcement Program (IDEP), OSHP High Visibility Enforcement Program, OVI Task Force, Safe Communities, and General).

Each year, the solicitation package is available online at <http://otso.intelligrants.com>. Depending on the type of grant, potential grantees identify required goals, project activities and evaluation measures as part of the application process.

Proposal guideline presentations were developed and released electronically for potential sub-recipients to review statewide goals, OTSO's expectations and to serve as a guide to submit the proposal using the online GRANTS Plus System. Sub-recipients are required to

review the most recent version of *Countermeasures that Work* and their county crash profile provided by ODPS prior to submitting the proposal.

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

Ohio Demographics

Population	
Male	5,730,562
Female	5,958,538
Total	11,689,100

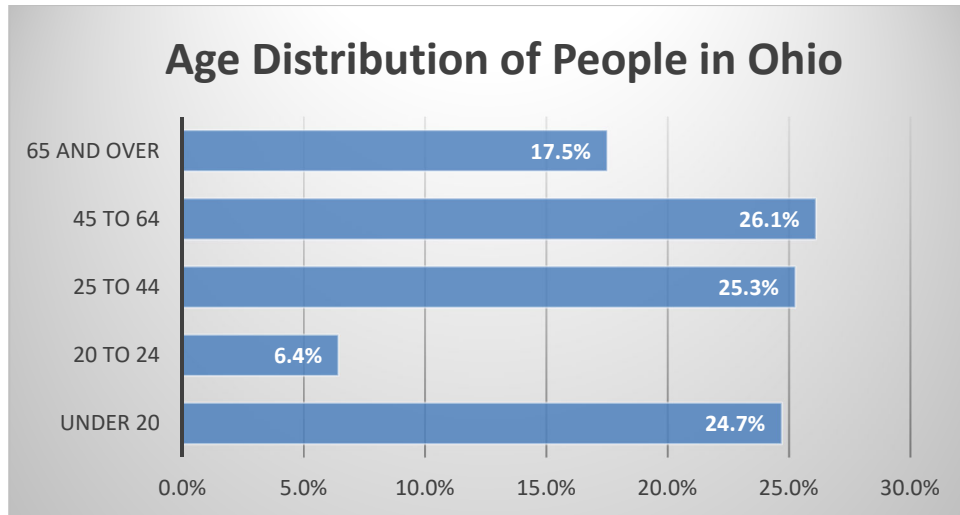
Work Commute	
Drove Alone	82.4%
Car Pooled	8.0%
Walked	2.3%
Public Transportation (excluding Taxi)	1.5%
Other Means	1.0%
Work at home	4.6%
Average Commute (in minutes)	23.7

Race	
White	81.72%
Black/African American	13.05%
Hispanic or Latino	4.02%
Asian	2.49%
American Indian and Alaska Native	0.29%
Some other race alone	0.06%

Language Spoken at Home	
English Only	92.5%
Other Language	7.5%

Other Language Spoken at Home	
Spanish	2.5%
Other Indo-European Language	2.7%
Asian/Pacific Islander Languages	1.3%
Other Language	1.1%
Speak English less than "very well"*	2.7%

*Of population that speaks a language other than English.



Notes: All population data is for 2019. Demographic data is from U.S. Census Bureau, Annual Estimates of the Resident Population by Sex, Race, and Hispanic Origin for Ohio: April 1, 2010 to July 1, 2019 (SC-EST2019-SR11H-39) and Annual Estimates of the Resident Population for Selected Age Groups by Sex for Ohio: April 1, 2010 to July 1, 2019 (SC-EST2019-AGESEX-39). White, Black / African American, Asian and American Indian / Alaska Native racial categories are for the non-Hispanic population. Hispanic may be of any race. Commuting data source: 2019 1-year ACS (Table S0801). Language data source: 2019 1-year ACS (Table S1601).

Ohio has 88 counties, 247 cities, 682 villages and 1,312 townships. There are 123,031 miles of public roads in Ohio. About 14.0 percent, or 17,257, miles are state maintained (IR, US and SR) and 85.4 percent, or 105,268 miles, are local maintained. The remaining 506 miles are turnpike, state park roads, etc.

Climate

While Ohio's winters range from cool to cold with moderate year-round precipitation, severe lake effect snowstorms are not uncommon in the area southeast of Lake Erie. Snow is not uncommon throughout the state between November and March (5 out of 12 months - 41.67 percent of the year). However, only 35.14 percent of fatal crashes and 34.55 percent of serious injury crashes (2016 - 2020) occurred November - March.

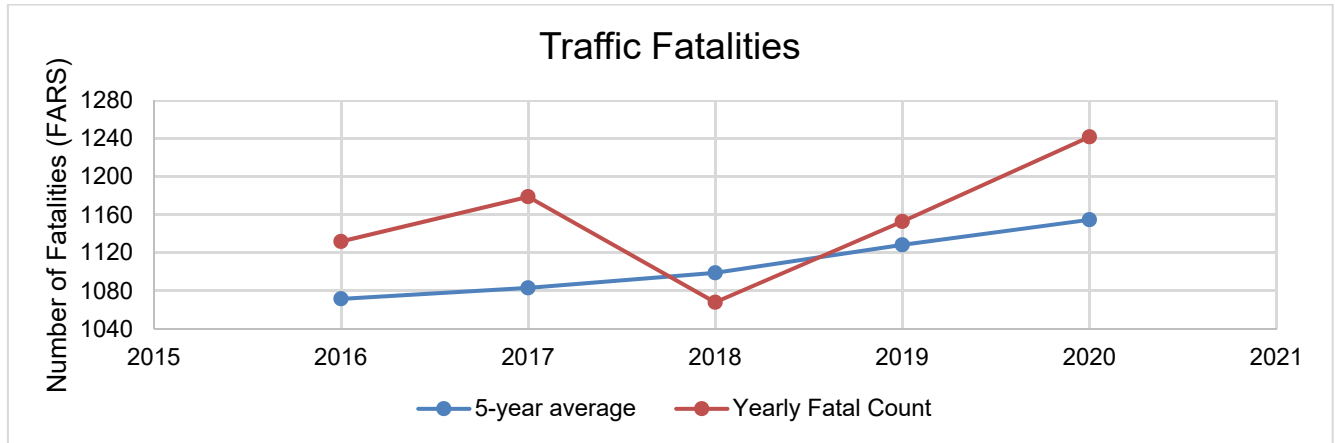
Media

Ohio has 43 commercial TV stations, 328 commercial radio stations, 78 daily newspapers, 87 weekly newspapers and over 14,000 outdoor billboards. There are nine markets in Ohio and five of these markets cover areas in five (Indiana, Kentucky, Michigan, Pennsylvania, West Virginia) neighboring states.

Ohio Data Analysis and Identified Problem Areas

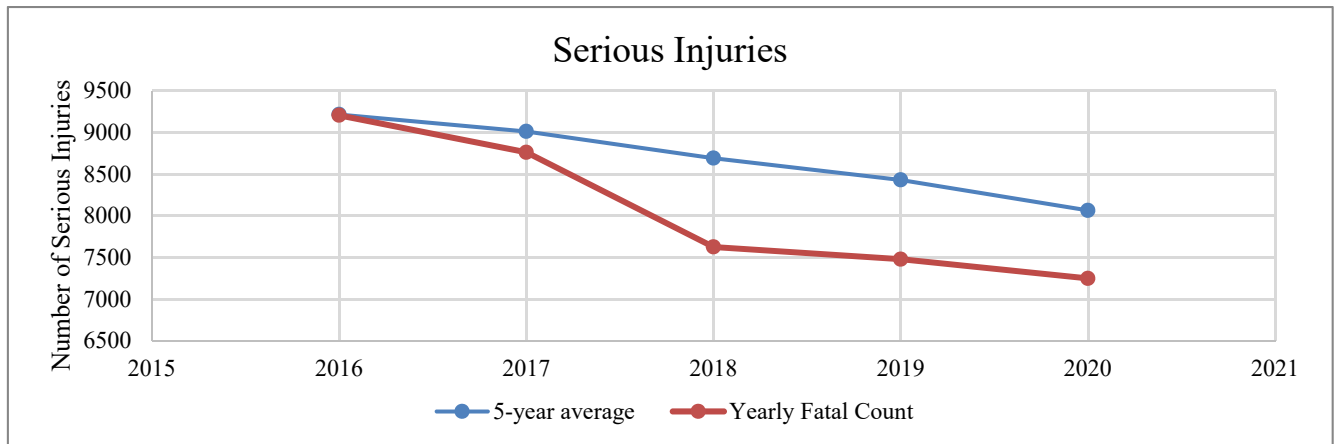
Fatality / Serious Injury

Using preliminary state numbers, the number of traffic fatalities has increased 8.57 percent over the five-year period (2016 - 2020). The five-year average has increased 7.52 percent since the 2012 – 2016 average.



Traffic Fatalities	5-Year Average	Yearly Fatal Count
2016	1,072	1,132
2017	1,083	1,179
2018	1,099	1,068
2019	1,128	1,153
2020	1,152	1,229

The number of serious injuries has decreased 21.27 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 12.49 percent since the 2012 - 2016 average.



Serious Injuries	5-Year Average	Yearly Fatal Count
2016	9,217	9,207
2017	9,013	8,763
2018	8,691	7,623
2019	8,432	7,487
2020	8,063	7,237

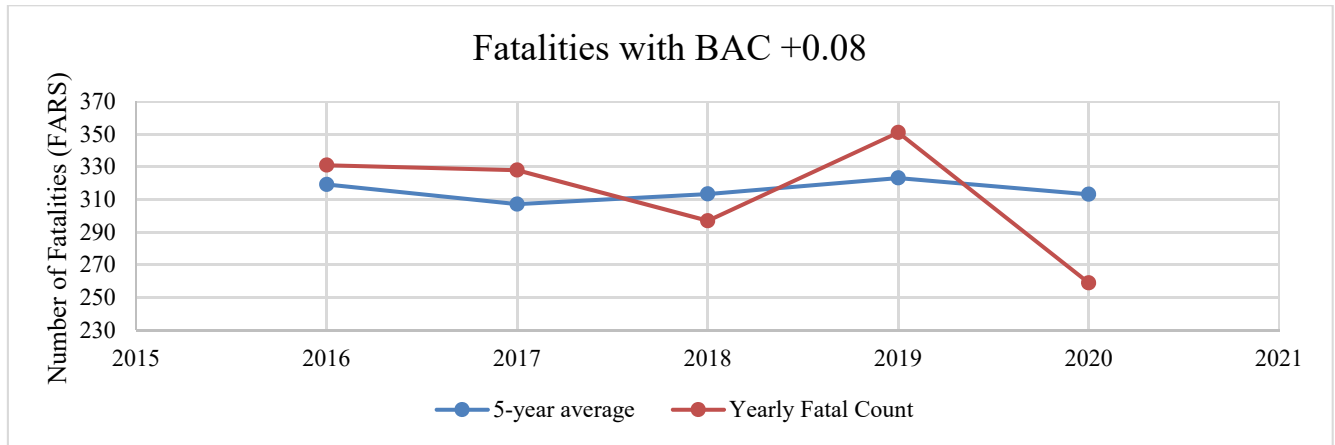
Analysis

Fatalities increased 8.57 percent from 1,153 in 2019 to 1,229 in 2020. The COVID-19 pandemic brought most traffic safety programming to a stop in FFY2020. As Ohio's pandemic restrictions are lifted and planned activities resume, Ohio will continue to analyze the data to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 21.40 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach these segments of Ohio's roadways.

Impaired Driving

Fatalities

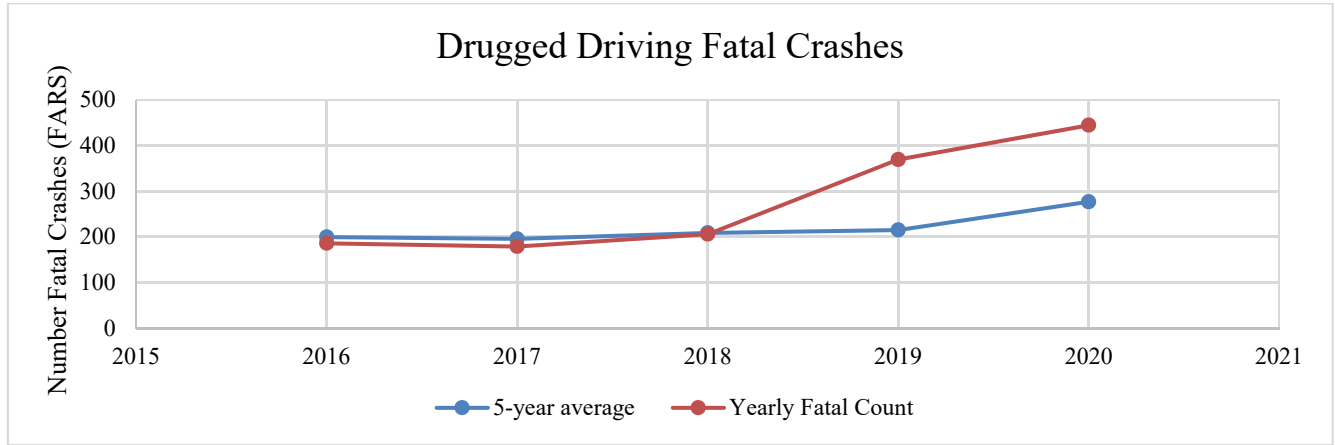
Using preliminary state numbers, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has decreased 21.75 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 3.07 percent since the 2012 - 2016 average.



Fatalities with BAC +0.08	5-Year Average	Yearly Fatal Count
2016	319	331
2017	307	328
2018	313	297
2019	323	351
2020	313	259

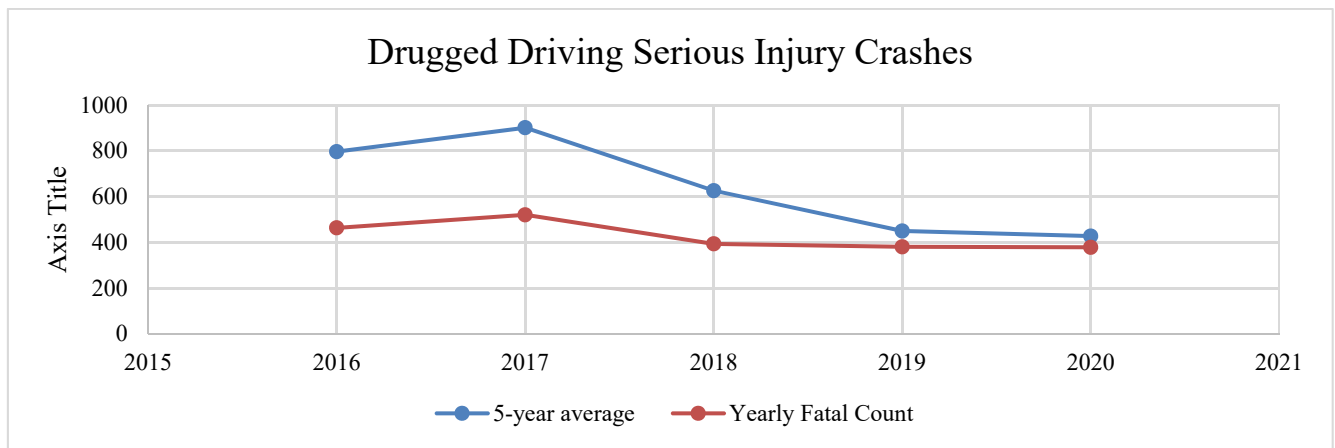
Crashes

The number of drugged driving fatal crashes has increased 138.71 percent over the five-year period (2016 - 2020). The five-year moving average has increased 38.57 percent since the 2012 - 2016 average.



Drugged Driving Fatal Crashes	5-Year Average	Yearly Fatal Count
2016	200	186
2017	196	179
2018	209	206
2019	215	369
2020	277	444

The number of drugged driving serious injury crashes has decreased 18.32 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 46.32 percent since the 2012 - 2016 average.



Drugged Driving Serious Injury Crashes	5-Year Average	Yearly Fatal Count
2016	797	464
2017	902	521
2018	627	394
2019	450	381
2020	428	379

The percentage of Ohio’s fatal crashes that are alcohol related has increased 12.12 percent and the percentage of serious injury crashes has increased 6.10 percent from 2016 to 2020.

ALCOHOL RELATED CRASHES						
Year				Serious Injury Crashes		
			Percent			Percent
2016	1,054	313	29.70%	7,509	991	13.20%
2017	1,094	297	27.15%	7,061	1,001	14.18%
2018	996	266	26.70%	6,246	863	13.82%
2019	1,041	331	31.80%	5,983	875	14.62%
2020	1,153	384	33.30%	5,926	829	14.00%

The percentage of Ohio’s fatal crashes that are drug related has increased 118.13 percent and the percentage of serious injury crashes has increased 3.24 percent from 2016 to 2020.

DRUG RELATED CRASHES						
Year				Serious Injury Crashes		
			Percent			Percent
2016	1,054	186	17.65%	7,509	464	6.18%
2017	1,094	179	16.36%	7,061	521	7.38%
2018	996	206	20.98%	6,246	394	6.31%
2019	1,041	369	35.45%	5,983	381	6.37%
2020	1,153	444	38.50%	5,926	378	6.38%

Analysis

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, the percent of total fatal crashes and total serious injury crashes that are alcohol related and drug related have increased since 2016. Ohio will continue to focus efforts toward impaired (alcohol and/or drugged) driving.

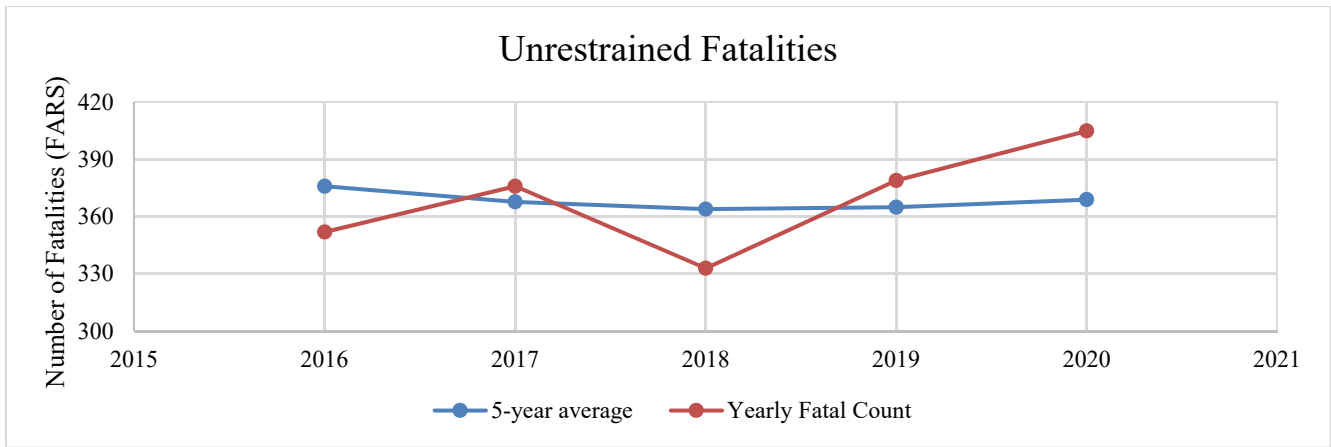
Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach identified target audiences to reduce alcohol-impaired driving fatalities and to decrease impaired driving (alcohol and drug) fatal and serious injury crashes.

Occupant Protection

Fatalities

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

Using preliminary state numbers, the number of unrestrained fatalities has increased 15.06 percent over the five-year period (2016 - 2020). The five-year average has decreased 1.86 percent since the 2012 - 2016 average.



Unrestrained Fatalities	5-Year Average	Yearly Fatal Count
2016	376	352
2017	368	376
2018	364	333
2019	365	379
2020	369	405

Crashes

The percentage of Ohio’s fatal crashes that are unrestrained related has increased 3.89 percent and the percentage of serious injury crashes has increased 25.48 percent from 2016 to 2020.

UNRESTRAINED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Unrestrained Related	Percent	Total	Unrestrained Related	Percent
2016	1,054	520	49.34%	7,509	2,269	30.22%
2017	1,094	541	49.45%	7,061	2,202	31.19%
2018	996	491	49.30%	6,246	1,892	30.29%
2019	1,041	550	52.83%	5,983	2,126	35.53%
2020	1,153	591	51.26%	5,926	2,247	37.92%

Analysis

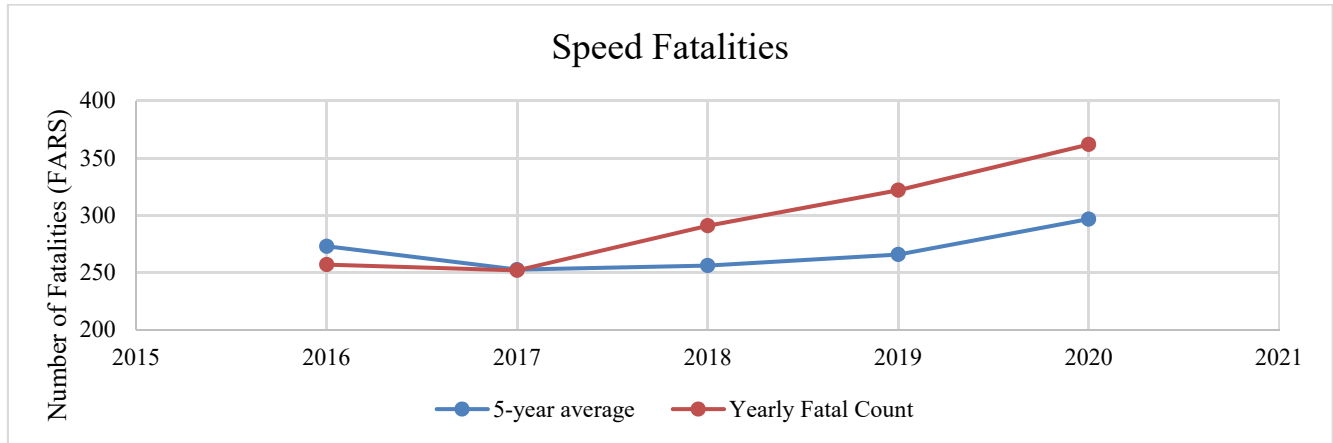
Ohio’s observed seat belt usage rate increased from 84.9 percent in 2018 to 85.9 percent in 2019. Ohio utilized the waiver in FFY2020 and did not complete an observational seat belt usage survey. Even though the observed seat belt usage rate has increased, the percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased since 2016.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Speed

Fatalities

Using preliminary state numbers, the number of speed related fatalities has increased 40.86 percent over the five-year period (2016 - 2020). The five-year average has increased 8.72 percent since the 2012 - 2016 average.



Year	5-year average	Yearly Fatal Count
2016	273	257
2017	253	252
2018	256	291
2019	266	322
2020	297	362

Crashes

The percentage of Ohio's fatal crashes that are speed related has decreased 12.99 percent and the percentage of serious injury crashes has increased 19.24 percent from 2016 to 2020.

SPEED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Count	Count	Percent	Count	Count	Percent
2016	1,054	353	33.49%	7,509	1,627	21.67%
2017	1,094	351	32.08%	7,061	1,530	21.67%
2018	996	305	30.62%	6,246	1,399	22.40%
2019	1,041	294	28.24%	5,983	1,367	22.85%
2020	1,153	336	29.14%	5,926	1,531	25.84%

Analysis

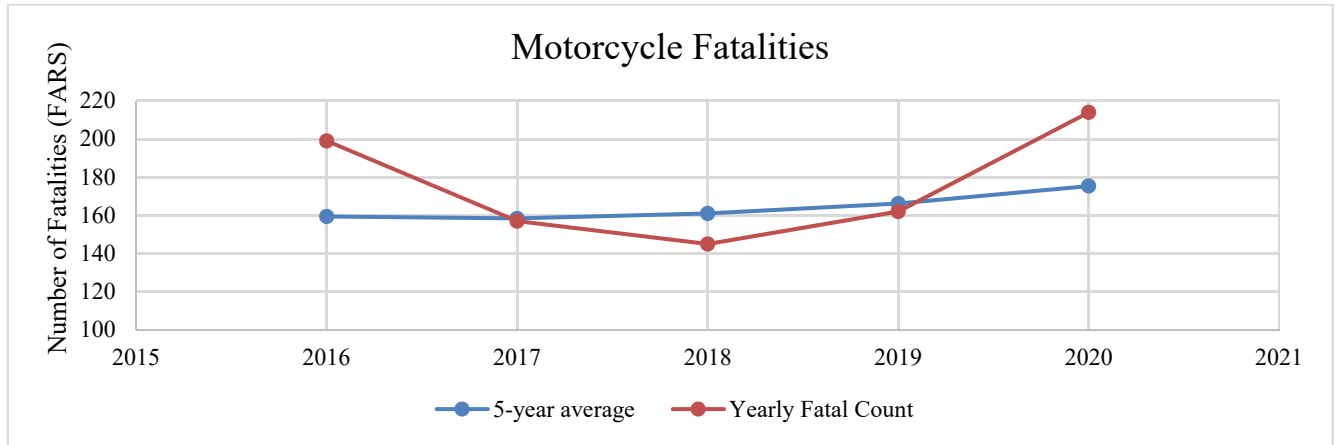
Speed-related fatal crashes increased 40.86 percent from 2016 to 2020. The percent of total fatal crashes that are speed related has decreased since 2016; however the percent of total serious injury crashes that are speed related has increased.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) based on problem identification to reduce the number of speed related fatalities, fatal crashes, and serious injury crashes.

Motorcycle Safety

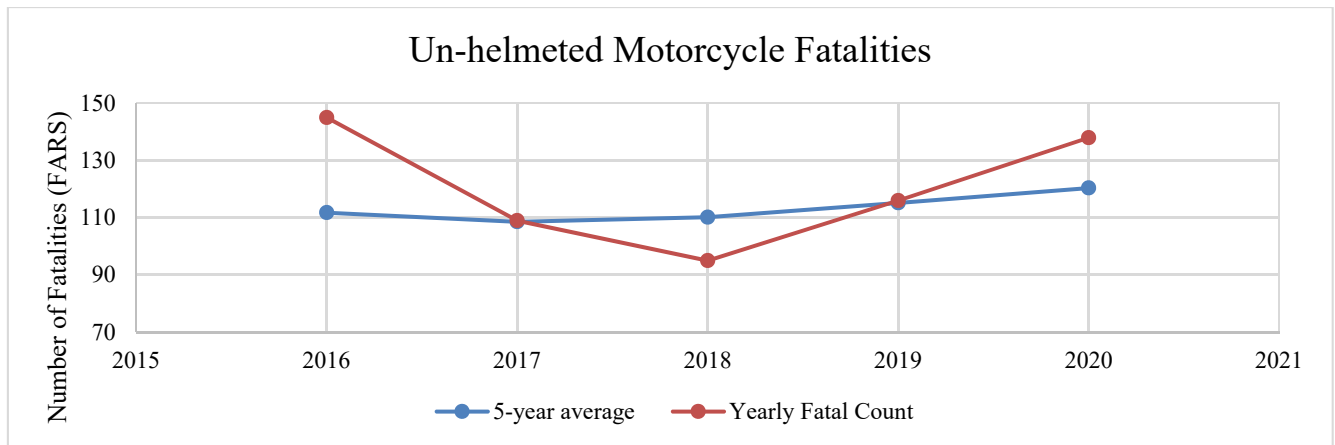
Fatalities

Using preliminary state numbers, the number of motorcycle fatalities has increased 7.54 percent over the five-year period (2016 - 2020). The five-year average has increased 10.04 percent since the 2012 - 2016 average.



Motorcycle Fatalities	5-Year Average	Yearly Fatal Count
2016	159	199
2017	158	157
2018	161	145
2019	166	162
2020	175	214

Using preliminary state numbers, the number of un-helmeted motorcycle fatalities has decreased 4.83 percent over the five-year period (2016 - 2020). The five-year average has increased 8.04 percent since the 2012 – 2016 average.



Un-helmeted Motorcycle Fatalities	5-Year Average	Yearly Fatal Count
2016	112	145
2017	109	109
2018	110	95
2019	115	116
2020	121	138

Crashes

The percentage of Ohio’s fatal crashes that are motorcycle related has decreased 3.42 percent and the percentage of serious injury crashes has increased 51.20 percent from 2016 to 2020.

MOTORCYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Motorcycle Related	Percent	Total	Motorcycle Related	Percent
2016	1,054	194	18.41%	7,509	909	12.11%
2017	1,094	155	14.17%	7,061	843	11.94%
2018	996	142	14.26%	6,246	714	11.43%
2019	1,041	156	14.99%	5,983	872	14.57%
2020	1,153	205	17.78%	5,926	1,085	18.31%

Analysis

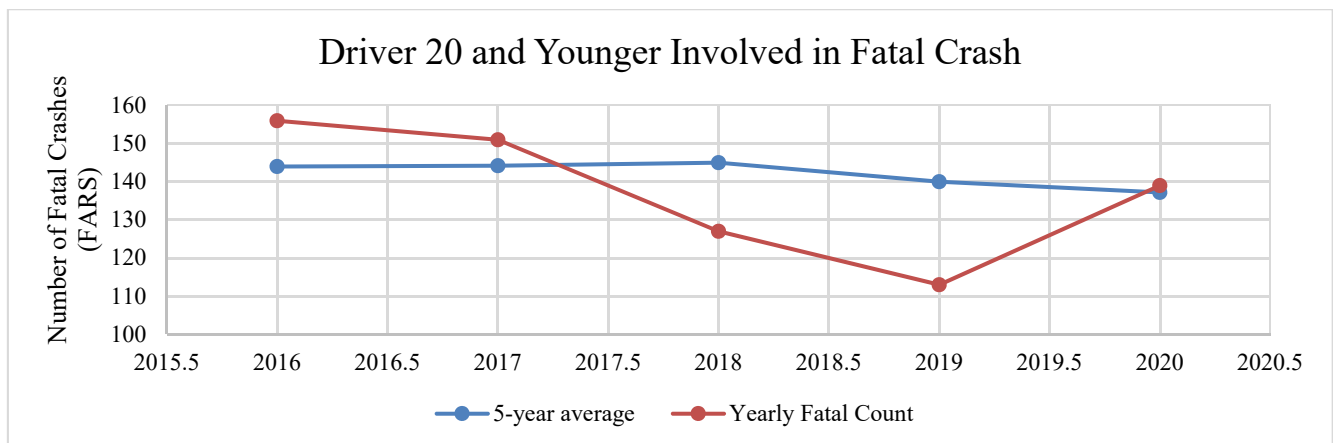
The number of motorcycle fatalities has increased 7.54 percent over the last five years. The number of un-helmeted motorcycle fatalities has decreased 4.83 percent over the last five years. The percent of total fatal crashes that are motorcycle related has decreased since 2016; however the percent of total serious injury crashes that are motorcycle related has increased.

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

Youthful Driver

Fatalities

Using preliminary state numbers, the number of young drivers (20 or younger) involved in fatal crashes has decreased 10.9 percent over the five-year period (2016 - 2020). The five-year average has decreased 4.72 percent since the 2012 - 2016 average.



Driver 20 and Younger	5-Year Average	Yearly Fatal Count
2016	144	156
2017	144	151
2018	145	127
2019	140	113
2020	137	139

Crashes

The percentage of Ohio's fatal crashes that are youthful driver related has decreased 6.54 percent and the percentage of serious injury crashes has decreased 13.32 percent from 2016 to 2020.

YOUTHFUL DRIVER CRASHES (15 ½ - 24)						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Youthful Driver Related	Percent	Total	Youthful Driver Related	Percent
2016	1,054	269	25.52%	7,509	2,498	33.27%
2017	1,094	290	26.51%	7,061	2,176	30.82%
2018	996	246	24.70%	6,246	1,877	30.05%
2019	1,041	234	22.48%	5,983	1,656	27.68%
2020	1,153	275	23.85%	5,926	1,709	28.84%

Analysis

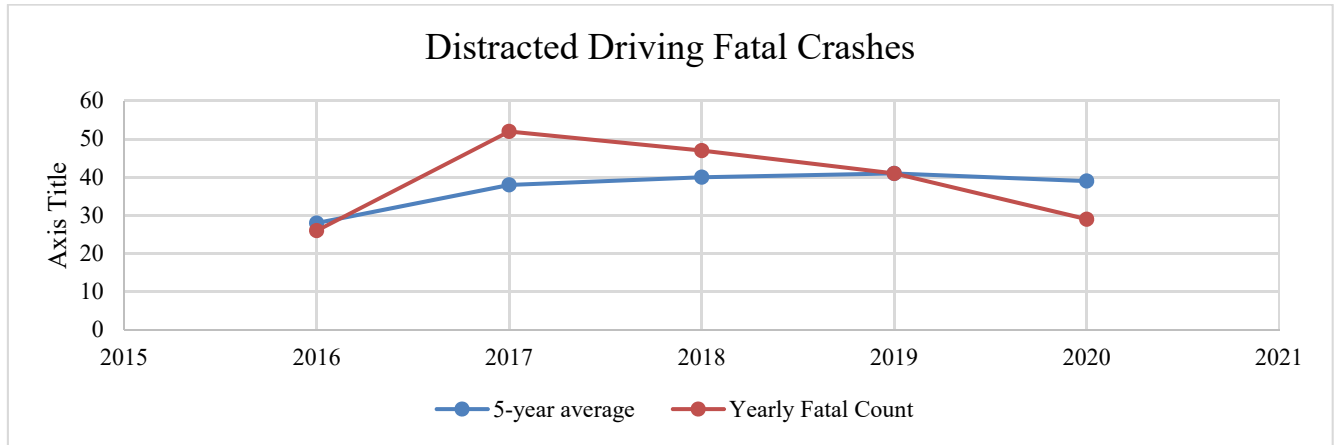
Ohio has reduced the number of drivers aged 20 or younger involved in fatal crashes over the last five years and the five-year average remains fairly consistent (between 110 and 160). In addition to reducing the number of drivers aged 20 or younger involved in fatal crashes, Ohio has also reduced the percent of total fatal crashes and the percent of total serious injury crashes that are youthful driver related (ages 15 ½ - 24).

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

Distracted Driving

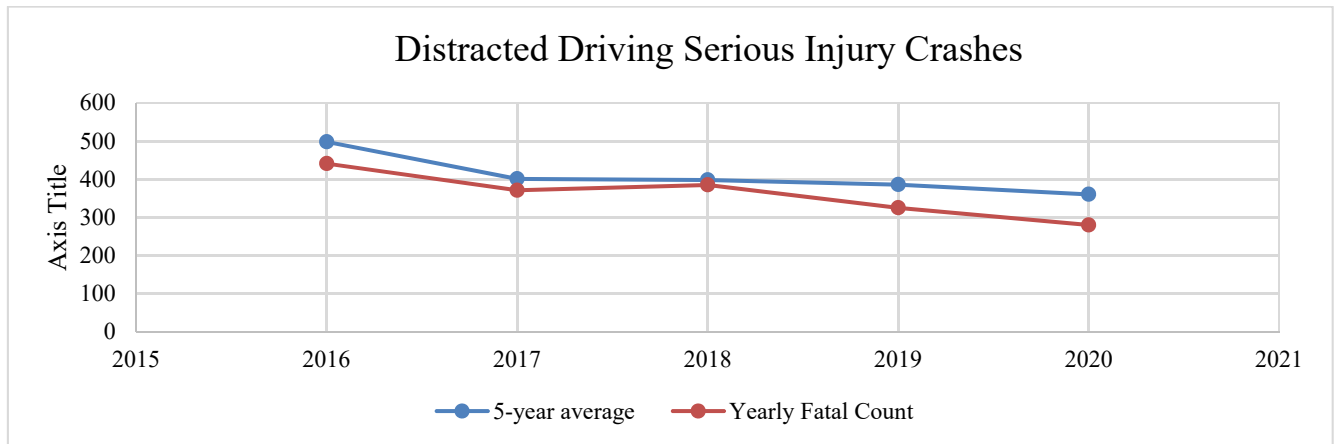
Crashes

The number of distracted driving fatal crashes has increased 11.54 percent over the five-year period (2016 - 2020). The five-year average has increased 39.29 percent since the 2012 – 2016 average.



Distracted Driving Fatal Crashes	5-year average	Yearly Fatal Count
2016	28	26
2017	38	52
2018	40	47
2019	41	41
2020	39	29

The number of distracted driving serious injury crashes has decreased 36.51 percent over the five-year period (2016 - 2020). The five-year average has decreased 27.63 percent since the 2012 – 2016 average.



Distracted Driving Serious Injuries	5-year average	Yearly Fatal Count
2016	498	441
2017	401	371
2018	398	385
2019	386	325
2020	360	280

The percentage of Ohio's fatal crashes that are distracted driver related has increased 2.02 percent and the percentage of serious injury crashes has decreased 19.59 percent from 2016 to 2020.

DISTRACTED DRIVING CRASHES						
Year				Serious Injury Crashes		
			Percent			Percent
2016	1,054	26	2.47%	7,509	441	5.87%
2017	1,094	52	4.75%	7,061	371	5.25%
2018	996	47	4.72%	6,246	385	6.16%
2019	1,041	41	3.94%	5,983	325	5.43%
2020	1,153	29	2.52%	5,926	280	4.72%

Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants and the statewide distracted driving grant. In FFY2022, Ohio will continue with projects to reduce distracted driving fatal and serious crashes.

Traffic Records

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

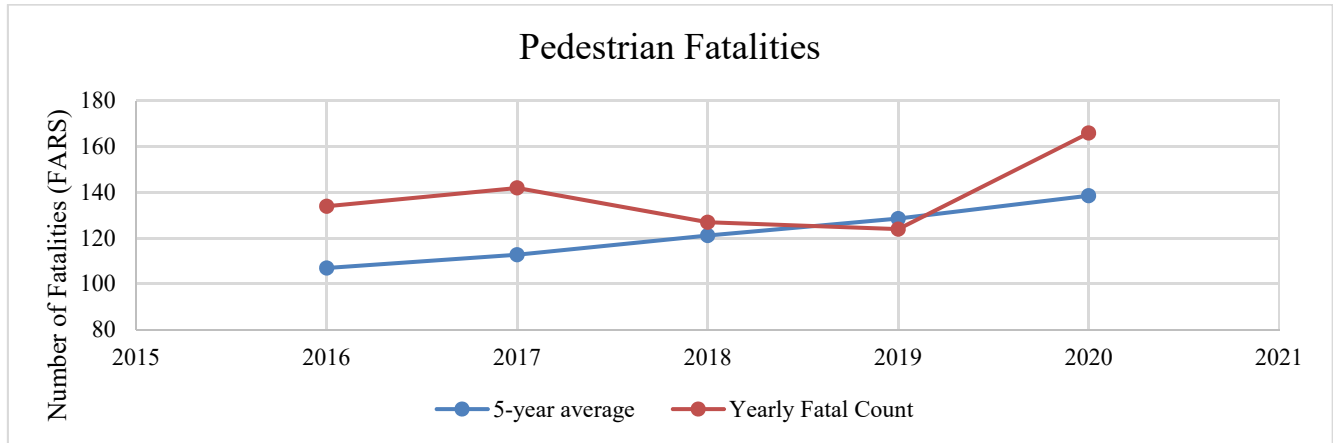
Analysis

Ohio will be working on the following projects this year: Optical Character Recognition, Court Case Management System upgrades, eCitation Interfaces, Intersection Data Collection, BMV Driver Exam Testing platform, and an Ohio Uniform Crash Manual Application. These projects will improve the accuracy, timeliness, completeness, and accessibility of Citation/Adjudication, Crash, Roadway, and Driver databases.

Pedestrian Safety

Fatalities

Using preliminary state numbers, the number of pedestrian fatalities has increased 23.88 percent over the five-year period (2016 – 2020). The five-year average has increased 29.53 percent since the 2012 – 2016 average.



Pedestrian Fatalities	5-year average	Yearly Fatal Count
2016	107	134
2017	113	142
2018	121	127
2019	129	124
2020	139	166

Crashes

The percentage of Ohio's fatal crashes that are pedestrian related has increased 10.77 percent and the percentage of serious injury crashes has increased 17.93 percent from 2016 to 2020.

PEDESTRIAN CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Pedestrian Related	Percent	Total	Pedestrian Related	Percent
2016	1,054	137	13.00%	7,509	486	6.47%
2017	1,094	142	12.98%	7,061	526	7.45%
2018	996	134	13.45%	6,246	533	8.53%
2019	1,041	129	12.39%	5,983	506	8.46%
2020	1,153	166	14.40%	5,926	452	7.63%

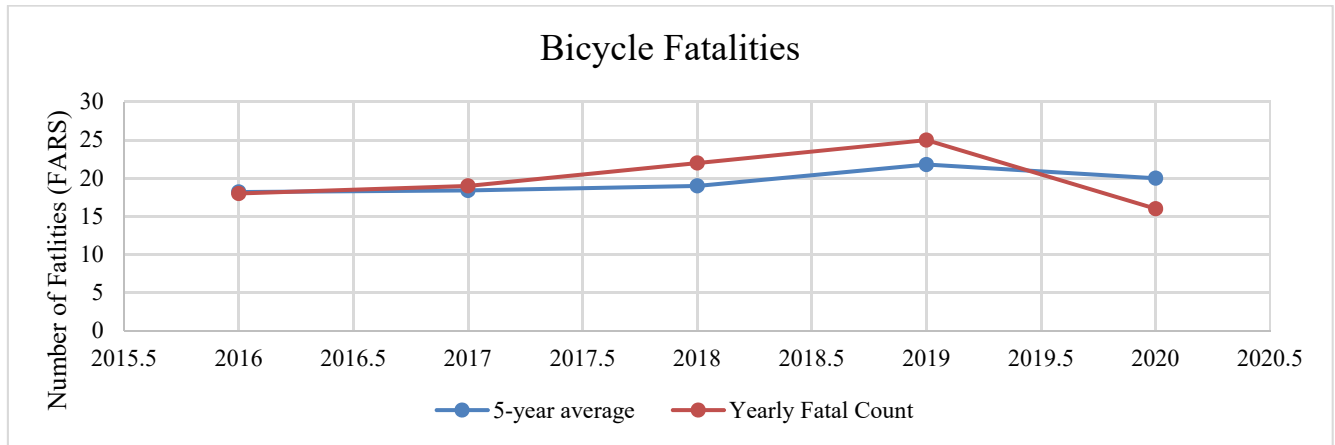
Analysis

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

Bicycle Safety

Fatalities

Using preliminary state numbers, the number of bicycle fatalities has decreased 11.11 percent over the five-year period (2016 - 2020). The five-year average has increased 9.89 percent since the 2012 - 2016 average.



Bicycle Fatalities	5-year average	Yearly Fatal Count
2016	18	18
2017	18	19
2018	19	22
2019	22	25
2020	20	16

Crashes

The percentage of Ohio's fatal crashes that are bicycle related has decreased 18.71 percent and the percentage of serious injury crashes has increased 12.61 percent from 2016 to 2020.

BICYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Bicycle Related	Percent	Total	Bicycle Related	Percent
2016	1,054	18	1.71%	7,509	167	2.22%
2017	1,094	19	1.74%	7,061	168	2.38%
2018	996	22	2.21%	6,246	122	1.95%
2019	1,041	23	2.21%	5,983	120	2.01%
2020	1,153	16	1.39%	5,926	148	2.50%

Analysis

Ohio's bicycle fatalities have fluctuated between 2016 and 2020. Looking at the statistics statewide, the bicycle problem appears to be mainly among adults, in urban areas. However, since bicycle fatalities only account for approximately two percent of all fatalities, Ohio will fund local projects if warranted based on problem identification and continue to work on bicycle issues through the SHSP.

Performance Measure and Target Setting

Historically, Ohio crash data, vehicle miles traveled (VMT), population and national / regional NHTSA priorities have been used to establish goals for priority areas including occupant protection, alcohol, speed and motorcycle. OTSO analyzes the previous five years of data from FARS, state crash data, Ohio Statewide Observational Seat Belt Surveys and ODOT data to set goals for the upcoming fiscal year. In past years, when the average percent change in the 5-year average for a performance measure was larger than zero, the performance target was set to a 1.25 percent decrease. For example, the average percent change in the 5-year average for pedestrian fatalities was 2.74 percent for the FFY 2020 HSP. Because this was larger than zero, the performance target for pedestrian fatalities was set for a 1.25 percent reduction. For FFY2022, rather than using the average percent change in the 5-year rolling average, the University of Akron used the linear projection of the 5-year rolling average to set performance targets. If there was a decreasing trend in the 5-year rolling average, this trend was reviewed to set the performance target. The annual percent decrease in the rolling average is calculated based on the value that is projected 2 years into the future. Three performance targets were high. Due to the pandemic, it was decided to not project an decrease of more than 1.25 percent for the performance measures not coordinated with ODOT. If the linear trend was increasing, then a standard 1.25 percent decrease was set as the performance target. The University of Akron will continue to analyze data throughout the year. OTSO met with the ODOT (SHSP chair, Highway Safety Improvement Program (HSIP) staff and SHSP Project Manager) to review the fatal, fatality rate and serious injury goals to ensure these performance measures were identical in the HSP and HSIP and feed into the SHSP.

Project Selection Process

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

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

The FFY2022 grant process solicited grant proposals for highway safety activities from state agencies, non-profit organizations, colleges, universities, hospitals, political subdivisions and other interested groups within Ohio counties and jurisdictions (based upon the number of fatal crashes). OTSO uses a targeted approach to ensure a statewide effort that will satisfy state highway safety goals and that a minimum of 40 percent of federal funds are allocated to

local jurisdictions. One hundred seventy-four grant proposals have been received for FFY2022. Federal funds have been tentatively allocated to 67 of Ohio's 88 counties representing 92.79 percent of Ohio's population (not including several grants that operate on a statewide basis).

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

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

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

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

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

SHSP Outcomes and Coordination

Many components of the FFY2022 HSP are reflected in Ohio's SHSP. The SHSP addresses Ohio's most problematic traffic safety issues and relies on a collaborative approach by the state's safety partners to implement effective programs that impact motor vehicle crashes on Ohio's roadways. The SHSP was developed in conjunction with various safety agencies and focuses on safety for all road users, including cars, trucks, trains, motorcycles, pedestrians and bikes. The SHSP committee includes representatives from various local, state and federal safety agencies. The committee meets quarterly to review crash trends and discuss key strategies being implemented across agencies to reduce crashes.

Ohio's SHSP identifies the state's most critical traffic safety issues and problems, countermeasures being implemented and partners contributing resources to impact those problems and issues. OTSO participates in the SHSP coordinating committee and chairs the High-Risk Behaviors/Drivers subcommittee. If warranted by fatal/serious injury crash problem identification, the OTSO considers projects identified through the SHSP for implementation in the HSP. For example, the ODOT statewide bicycle and pedestrian subcommittee is focused on advancing bicycle and pedestrian transport throughout Ohio. The goals of the program are to ensure the safety and security of non-motorized users on the transportation system within the statewide transportation planning process and advanced bicycle and pedestrian data collection and analyses with Metropolitan Planning Organizations (MPOs) and public transportation operators to support statewide transportation planning and programming priorities and decisions. ODOT lends support to local governments, governmental and non-governmental organizations and private citizens to encourage, educate, plan, and design pedestrian and bicycle facilities. A statewide Active Transportation Committee has been formed. This committee has been reviewing crashes involving bicycles and pedestrians. The committee is finalizing an action plan that will become a part of Ohio's SHSP. ODOT also continues to fund Safe Routes to assist communities in developing and implementing projects and programs that encourage and enable children in grades K-8 to walk or bike to school safely. OTSO works with Safe Community programs that have non-motorized user problems identified by problem identification to conduct education/awareness programming in the county.

Performance Report

Core Measure	FFY2021 Goal	Preliminary 2016 – 2020 Average	2021 YTD
C-1 Traffic Fatalities	Reduce traffic fatalities by 2.00 percent per year from the 2015 – 2019 average of 1,129 to a 2017 – 2021 average of 1,084 by 2021.	1,155	365
CURRENT STATUS: In Process Ohio's traffic fatality goal from the FFY 2021 HSP is 1,106 for the 2016-2020 5-year average and 1085 for the 2017-2021 5-year average. The preliminary 2016-2020 average shows a 2.34% increase from the previous 5-year average. This would indicate that Ohio is not on track to meet their goal set for the 2021 HSP. Based on the linear forecast of the last 5 years of data (using the preliminary 2020 data), the projected 5-year traffic fatality average is 1,171 for 2017-2021 and 1,192 for 2018-2022. With the current upward trend in the 5-year rolling average, Ohio will need to see a decrease in traffic fatalities rate in order to begin to see a downward trend in the average.			
C-2 Serious Injuries	Reduce serious traffic injuries by 2.00 percent per year from the 2015 – 2019 year average of 8,434 to a 2017 -2021 average of 8,101 by 2021.	8,065	2001
CURRENT STATUS: In Process Ohio's serious injury goal from the FFY 2021 HSP is 8,265 for the 2016-2020 5-year average and 8,101 for the 2017-2021 5-year average. The preliminary 2016-2020 average shows a 4.34% decrease from the previous 5-year average. This would indicate that Ohio is going to meet the goal set for the 2021 HSP. Based on the linear forecast of the last 5 years of data (using the preliminary 2020 data), the projected 5-year serious injury average is 7,414 for 2017-2021 and 7,125 for 2018-2022. With the current downward trend in the 5-year rolling average, Ohio should be able to meet future goals set for the HSP.			
C-3(a) Fatalities/VMT	Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2015 – 2019 average of 0.97 to a 2017 – 2021 average of 0.93 by 2021.	0.991	0.99
CURRENT STATUS: In Process Ohio's fatality/VMT goal from the FFY 2021 HSP is 0.951 for the 2016-2020 5-year average and 0.931 for the 2017-2021 5-year average. The preliminary 2016-2020 average shows a 2.49% increase from the previous 5-year average. This would indicate that Ohio is not on track to meet their goal set for the 2021 HSP. Based on the linear forecast of the last 5 years of data (using the preliminary 2020 data), the projected 5-year average fatality/VMT rate is 0.964 for 2017-2021 and 0.977 for 2018-2022. Ohio will need to see a continued decrease in the fatality/VMT rate in order to see a decreasing trend in the 5-year rolling average.			
C-3(b) Rural Fatalities/VMT	Reduce the rural fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 1.51 to a 2017 – 2021 average of 1.47 by 2021.	1.39	1.11
CURRENT STATUS: In Process Ohio's rural fatality/VMT goal from the FFY 2020 HSP is 1.491 for the 2016-2020 5-year average and 1.47 for the 2017-2021 5-year average. The preliminary 2016-2020 average shows a 2.67% decrease from the previous 5-year average. With the preliminary 2016-2020 5-year rolling average of 1.39, this would indicate that Ohio is on track to meet their goal set for the 2021 HSP. Based on the linear forecast of the last 5 years of data (using the preliminary 2021 data), the projected 5-year average rural fatality/VMT rate is 1.319 for 2017-2021 and 1.282 for 2018-2022. Ohio is seeing a downward trend in the 5-year rolling average. If Ohio continues to decrease the annual rural fatality/VMT rate, they will be able to meet future goals.			
C-3(c) Urban Fatalities/VMT	Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 0.72 to a 2017 – 2021 average of 0.70 by 2021.	0.769	0.93
CURRENT STATUS: In Process Ohio's urban fatality/VMT goal from the FFY 2021 HSP is 0.711 for the 2016-2020 5-year rolling average and 0.70 for the 2017-2021 5-year average. The preliminary 2016-2020 average shows a 6.77% increase from the previous 5-year average. This would indicate that Ohio is not on track to meet their goal set for the 2021 HSP. Based on the linear forecast of the last 5 years of data (using the preliminary 2021 data), the projected 5-year average urban fatality/VMT rate is 0.746 for 2017-2021 and 0.772 for 2018-2022. With this increasing trend, Ohio will need to begin to see a decrease in the fatality/VMT rate in order to see a switch from an increasing trend in the 5-year rolling average to a decreasing trend.			

Core Measure	FFY2021 Goal	Preliminary 2016 – 2020 Average	2021 YTD
C-4 Unrestrained Passenger Vehicle Occupant Fatalities	Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 1.25 percent per year from the 2015 – 2019 average of 384 to a 2017 – 2021 average of 374 by 2021.	369	134
CURRENT STATUS: In Process Ohio's unrestrained occupant fatality goal for the FFY 2021 HSP is 379 for the 2016 – 2020 5-year average and 374 for the 2017-2021 5-year average. The preliminary 2016-2020 average shows a 1.09% increase from the previous 5-year average (2015-2019). However, the 5-year average number of unrestrained fatalities for 2016-2020 is 369, which is less than the FFY2021 goal for the 2016-2020 5-year average. This would indicate that Ohio is on track to meet the goals set for the 2021 HSP. Based on the linear forecast for the last 5 years of data (using the preliminary 2020 data), the projected 5-year unrestrained fatality average is 363 for 2017-2021 and 361 for 2018-2022. If Ohio continues to reduce the number of unrestrained fatalities in 2021, they will continue to see a downward trend in the 5-year rolling average.			
C-5 Alcohol-Impaired Driving Fatalities	Reduce alcohol impaired driving fatalities by 1.25 percent per year from the 2015 – 2019 average of 325 to a 2017 – 2021 average of 317 by 2021.	309	27
CURRENT STATUS: In Process Ohio's alcohol impaired driving fatality goal for the FFY 2021 HSP is 321 for the 2016-2020 5-year average and 317 for the 2017-2021 5-year average. The preliminary 2016-2020 average shows a 3.13% decrease from the 2015-2019 5-year average of 319 to 309 for 2016-2020. Also, Ohio has seen an annual decrease in the number of alcohol impaired fatalities since 2019 from 334 to 259. This would indicate that Ohio has met their goal set for the 2021 HSP. Based on the linear forecast for the last 5 years of data (using the preliminary 2020 data), the projected 5-year unrestrained fatality average is 311 for 2017-2021 and 310 for 2018-2022. With this slight downward trend, Ohio should continue their progress to see a decrease in the number of alcohol involved fatalities to continue to meet future goals.			
C-6 Speeding-Related Fatalities	Reduce speeding-related fatalities by 1.25 percent per year from the 2015 – 2019 average of 268 to a 2017 – 2021 average of 261 by 2021.	297	113
CURRENT STATUS: In Process Ohio's speed related fatality goal for the FFY 2021 HSP is 264 for the 2015-2020 5-year average and 261 for the 2017-2021 5-year average. The preliminary 2016-2020 average shows 11.66% increase from the previous 5-year average. Also, Ohio has seen an annual increase in the number of speed related fatalities since 2017. This would indicate that Ohio is not on track to meet the 2021 HSP goal. Based on the linear forecast for the last 5 years of data (using the preliminary 2020 data), the projected 5-year speed related fatality average is 287 for 2017-2021 and 293 for 2018-2022. With this upward trend, Ohio will need to continuously see a decrease in the annual number of speeding related fatalities in order to see a decrease in the 5-year rolling average.			
C-7 Motorcyclist Fatalities	Reduce motorcyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 166 to a 2017 – 2021 average of 162 by 2021.	175	27
CURRENT STATUS: In Process Ohio's motorcyclist fatality goal for the FFY 2021 HSP is 164 for the 2016-2020 5-year average and 162 for the 2017-2021 5-year average. The preliminary 2016-2020 average shows a 5.54% increase from the previous 5-year average. Also, Ohio has seen an annual increase in the number of motorcyclist fatalities since 2018. This would indicate that Ohio is not on track to meet the 2021 HSP goal. Based on the linear forecast for the last 5 years of data (using the preliminary 2020 data), the projected 5-year motorcyclist fatality average is 176 for 2017-2021 and 180 for 2018-2022. With this upward trend, Ohio will need to continuously see a decrease in the annual number of motorcyclist fatalities in order to see a decrease in the 5-year rolling average.			
C-8 Un-helmeted Motorcyclist Fatalities	Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 115 to a 2017 – 2021 average of 112 by 2021.	121	17
CURRENT STATUS: In Process Ohio's un-helmeted motorcyclist fatality goal for the FFY 2021 HSP is 113 for the 2016-2020 5-year average and 112 for the 2017-2021 5-year average. The preliminary 2016-2020 average shows a 4.51% increase from the previous 5-year average. Ohio has also seen an annual increase in the number of un-helmeted motorcyclist fatalities from 116 in 2019 to 138 in 2020. This would indicate that Ohio is not on track to meet the 2021 HSP goal. Based on the linear forecast for the last 5 years of data (using the preliminary 2020 data), the projected 5-year un-helmeted motorcyclist fatality average is 123 for 2017-2021 and 125 for 2018-2022. With this upward trend, Ohio will need to continuously see a decrease in the annual number of un-helmeted motorcyclist fatalities in order to see a decrease in the 5-year rolling average.			

Core Measure	FFY2021 Goal	Preliminary 2016 – 2020 Average	2021 YTD
C-9 Drivers Age 20 or Younger Involved in Fatal Crashes	Reduce drivers age 20 or younger involved in fatal crashes by 0.69 percent per year from the 2015 – 2019 average of 141 to a 2017 – 2021 average of 139 by 2021.	137	42
CURRENT STATUS: In Process Ohio's goal for drivers age 20 or younger involved fatal crashes for the FFY 2021 HSP is 140 for the 2016-2020 5-year average and 139 for the 2017-2021 5-year average. The preliminary 2016-2020 average shows a 2% decrease from the 2015-2019 5-year average of 140 to a 2016-2020 average of 137. In contrast, Ohio has seen an annual increase in the number of drivers 20 or younger involved in fatal crashes since from 2019 to 2020. Despite this, with a 2016-2020 5-year average of 137, Ohio is on track to meet the 2021 HSP goal. However, Ohio will need to see a decrease in the annual number of fatal crashes involving drivers age 20 or younger to continue to meet future goals. Based on the linear forecast for the last 5 years of data (using the preliminary 2020 data), the projected 5-year average of drivers 20 or younger involved in a fatal crash is 137 for 2017-2021 and 135 for 2018-2022. If Ohio continues to reduce the number of fatal crashes involving a driver 20 years old or younger 2021, they will continue to see a downward trend in the 5-year rolling average.			
C-10 Pedestrian Fatalities	Reduce pedestrian fatalities by 1.25 percent per year from the 2015 – 2019 average of 129 to a 2017 – 2021 average of 126 by 2021.	139	54
CURRENT STATUS: In Process Ohio's pedestrian fatality goal for the FFY 2021 HSP is 127 for the 2016-2020 5-year average and 126 for the 2017-2021 5-year average. The preliminary 2016-2020 average shows a 7.77% increase from the 2015-2019 5-year average of 129 to 139 for the 2016-2020 5-year average. Ohio has also seen an annual increase in the number of pedestrian fatalities since 2019. This indicates that Ohio will not meet the 2021 HSP goal. Based on the linear forecast of the last 5 years of data (using preliminary 2020 data), the projected pedestrian fatality average is 145 for 2017-2021 and 153 for 2018-2022. With this upward trend, Ohio will need to continuously see a decrease in the annual number of pedestrian fatalities in order to see a decrease in the 5-year rolling average.			
C-11 Bicyclist Fatalities	Reduce bicyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 21 to a 2017 – 2021 average of 20 by 2021.	20	3
CURRENT STATUS: In Process Ohio's bicyclist fatality goal for the FFY 2021 HSP is 20 for the 2017-2021 5-year average. The Preliminary 2016-2020 average shows an 8.25% decrease from the previous 5-year average. In addition, Ohio has seen an annual decrease in the number of bicyclist fatalities since 2019. This indicates that Ohio is on track to meet the 2021 HSP goal. Based on the linear forecast of the last 5 years of data (using preliminary 2020 data), the projected bicyclist fatality average is 22 for 2017-2021 and 22 for 2018-2022. With this slight upward trend, Ohio will need to continue to decrease the number of bicyclist fatalities in order to meet future goals.			
B-1 Observed Seat Belt Use	Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 0.09 percent to 86.0 percent by December 31, 2021.	85.9	
CURRENT STATUS: In Process Ohio is currently at 85.9 percent. The 2021 observational survey is being conducted May – June 2021 and it is anticipated that Ohio will see an increase which will meet the goal.			
O-1) Distracted Driving Fatal Crashes	Reduce distracted driving fatal crashes by 1.25 percent per year from the 2015 – 2019 average of 40 to a 2017 – 2021 average of 39 by 2021.	39	12
CURRENT STATUS: In Process Ohio's distracted driving fatal crash goal for the FFY 2021 HSP is 39 for the 2017-2021 5-year average. The Preliminary 2016-2020 average shows a 4.87% decrease from the previous 5-year average. Ohio has seen an annual decrease in the number of distracted driving fatal crashes since 2017. Based on this, Ohio is on track to meet their goals. Based on the linear forecast of the last 5 years of data (using preliminary 2019 data), the projected distracted driving fatal crash average is 45 for 2017-2021 and 47 for 2018-2022. With this upward trend in the 5-year rolling average, Ohio will need to continue to decrease the number of distracted driving fatal crashes in order to begin to see a downward trend.			
O-2) Distracted Driving Serious Injury Crashes	Reduce distracted driving serious injury crashes by 1.25 percent per year from the 2015 – 2019 average of 398 to a 2017 – 2021 average of 388 by 2021.	360	107
CURRENT STATUS: In Process Ohio's distracted driving serious injury crash goal for the FFY 2021 HSP is 388 for the 2015-2019 5-year average. The Preliminary 2016-2020 average shows a 6.63% decrease from the previous 5-year average. Ohio has seen a general decrease in the annual number of distracted driving fatal crashes since 2015. Based on this Ohio should be able to meet their goal for the 2021 HSP. Based on the linear forecast of the last 5 years of data (using preliminary 2019 data), the projected distracted driving serious injury crash average is 250 for 2017-2021 and 213 for 2018-2022. If Ohio continues to decrease the number of distracted driving serious injury crashes, they will continue to see a downward trend in the 5-year rolling average.			

Core Measure	FFY2021 Goal	Preliminary 2016 – 2020 Average	2021 YTD
O-3) Drugged Driving Fatal Crashes	Reduce drugged driving fatal crashes by 1.25 percent per year from the 2015 – 2019 average of 368 to a 2017 – 2021 average of 359 by 2021.	277	60
<p>CURRENT STATUS: In Process Ohio's drugged driving fatal crash goal for the FFY 2021 HSP is 363 for the 2016-2020 5-year average and 359 for the 2017-2022 5-year average. The Preliminary 2016-2020 average shows a 28.74% increase from the previous 5-year average. Ohio has also seen an annual increase in the number of drugged driving fatal crashes since 2017. Although there have been an increase in the 5-year average and the annual number of drugged driving fatal crashes, with a preliminary 2016-2020 5-year average of 277, Ohio is on track to meet the 2021 goals. Based on the linear forecast of the last 5 years of data (using preliminary 2020 data), the projected drugged driving fatal crash average is 271.35 for 2017-2021 and 288 for 2018-2022. With this increasing trend, Ohio will need to begin to see a decrease in the number of drugged driving fatal crashes in order to meet future goals.</p>			
O-4) Drugged Driving Serious Injury Crashes	Reduce drugged driving serious injury crashes by 1.25 percent per year from the 2015 – 2019 average of 1,214 to a 2017 – 2021 average of 1,184 by 2021.	428	103
<p>CURRENT STATUS: In Process Ohio's drugged driving serious injury crash goal for the FFY 2021 HSP is 1,199 for the 2016-2020 and 1,184 for the 2017-2021 5-year average. The Preliminary 2016-2020 average shows a 5.02% decrease from the previous 5-year average. Ohio has seen an annual decrease in the number of drugged driving serious injury crashes since 2017. Based on this, Ohio will be able to meet their goal for the 2021 HSP. Based on the linear forecast of the last 5 years of data (using preliminary 2020 data), the projected drugged driving serious injury crash average is 284 for 2017-2021 and 165 for 2018-2022. Ohio will need to continue to decrease the number of drugged driving serious injury crashes in order to continue to meet future goals.</p>			

Performance Plan

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2016 – 2020 average of 1,152 to a 2018 – 2022 average of 1,106 by 2022. *
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2016 – 2020 year average of 8,063 to a 2018 -2022 average of 7,744 by 2022. *
- C-3a) Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2016 – 2020 average of 1.02 to a 2018 – 2022 average of 0.97 by 2022.*
- Reduce the rural fatalities/100 VMT rate by 1.10 percent per year from the 2016 – 2020 average of 1.46 to a 2018 – 2022 average of 1.43 by 2022.
- Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2016 – 2020 average of 0.81 to a 2018 – 2022 average of 0.79 by 2022.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 0.99 percent per year from the 2016 – 2020 average of 369 to a 2018 – 2022 average of 362 by 2022.
- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from the 2016 – 2020 average of 309 to a 2018 – 2022 average of 301 by 2022.
- C-6) Reduce speeding-related fatalities by 1.25 percent per year from the 2016 – 2020 average of 297 to a 2018 – 2022 average of 289 by 2022.
- C-7) Reduce motorcyclist fatalities by 1.25 percent per year from the 2016 – 2020 average of 175 to a 2018 – 2022 average of 171 by 2022.
- C-8) Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from the 2016 – 2020 average of 121 to a 2018 – 2022 average of 118 by 2022.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 0.82 percent per year from the 2016 – 2020 average of 137 to a 2018 – 2020 average of 135 by 2022.
- C-10) Reduce pedestrian fatalities by 1.25 percent per year from the 2016 – 2020 average of 139 to a 2018 – 2022 average of 135 by 2022.
- C-11) Reduce bicyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 20 to a 2017 – 2022 average of 19 by 2022.
- O-1) Reduce distracted driving fatal crashes by 1.25 percent per year from the 2016 – 2020 average of 39 to a 2012 – 2022 average of 38 by 2022.
- O-2) Reduce distracted driving serious injury crashes by 1.25 percent per year from the 2016 – 2020 average of 360 to a 2018 – 2022 average of 351 by 2022.
- O-3) Reduce drugged driving fatal crashes by 1.25 percent per year from the 2016 – 2020 average of 277 to a 2018 – 2022 average of 270 by 2022.
- O-4) Reduce drugged driving serious injury crashes by 1.25 percent per year from the 2016 – 2020 average of 428 to a 2018 – 2022 average of 417 by 2022.
- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 0.09 percent to 86.0 percent by December 31, 2022.

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

Ohio Core Outcome Measures

CORE OUTCOME MEASURES			2016	2017	2018	2019	2020
C-1	Traffic Fatalities (FARS)	Annual	1,132	1,179	1,068	1,153	1,242
		5-Year Moving Average	1,072	1,083	1,099	1,128	1,155
Reduce traffic fatalities by 2.00 percent per year from the 2016 – 2020 average of 1,152 to a 2018 – 2022 average of 1,106 by 2022.							
C-2	Serious Injuries in Traffic Crashes (State Crash Data)	Annual	9,207	8,763	7,627	7,480	7,249
		5-Year Moving Average	9,217	9,013	8,692	8,431	8,065
Reduce serious traffic injuries by 2.00 percent per year from the 2016 – 2020 year average of 8,063 to a 2018 -2022 average of 7,744 by 2022.							
C-3a	Fatalities/VMT (FARS/FHWA)	Annual	0.95	0.99	0.93	1.01	1.20
		5-Year Moving Average	0.94	0.94	0.95	0.97	1.02
Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2016 – 2020 average of 1.02 to a 2018 – 2022 average of 0.97 by 2022.							
C-3b	Rural Fatalities/VMT (FARS/FHWA)	Annual	1.46	1.56	1.36	1.51	1.43
		5-Year Moving Average	1.54	1.50	1.47	1.47	1.46
Reduce the rural fatalities/100 VMT rate by 1.10 percent per year from the 2016 – 2020 average of 1.46 to a 2018 – 2022 average of 1.43 by 2022.							
C-3c	Urban Fatalities/VMT (FARS/FHWA)	Annual	0.73	0.74	0.73	0.77	1.10
		5-Year Moving Average	0.67	0.69	0.72	0.74	0.81
Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2016 – 2020 average of 0.81 to a 2018 – 2022 average of 0.79 by 2022.							
C-4	Unrestrained Passenger Vehicle Occupant Fatalities (FARS)	Annual	352	376	333	379	405
		5-Year Moving Average	376	368	364	365	369
Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 0.99 percent per year from the 2016 – 2020 average of 369 to a 2018 – 2022 average of 362 by 2022.							
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	331	328	297	351	259
		5-Year Moving Average	319	307	313	323	313
Reduce alcohol impaired driving fatalities by 1.25 percent per year from the 2016 – 2020 average of 309 to a 2018 – 2022 average of 301 by 2022.							
C-6	Speeding-Related Fatalities (FARS)	Annual	257	252	291	322	362
		5-Year Moving Average	273	253	256	266	297
Reduce speeding-related fatalities by 1.25 percent per year from the 2016 – 2020 average of 297 to a 2018 – 2022 average of 289 by 2022.							
C-7	Motorcyclist Fatalities (FARS)	Annual	199	157	145	162	214
		5-Year Moving Average	159	158	161	166	175
Reduce motorcyclist fatalities by 1.25 percent per year from the 2016 – 2020 average of 175 to a 2018 – 2022 average of 171 by 2022.							

CORE OUTCOME MEASURES			2016	2017	2018	2019	2020
C-8	Un-helmeted Motorcyclist Fatalities (FARS)	Annual	145	109	95	116	138
		5-Year Moving Average	112	109	110	115	121
Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from the 2016 – 2020 average of 121 to a 2018 – 2022 average of 118 by 2022.							
C-9	Drivers Age 20 or Younger involved in Fatal Crashes (FARS)	Annual	156	151	127	113	139
		5-Year Moving Average	144	144	145	140	137
Reduce drivers age 20 or younger involved in fatal crashes by 0.82 percent per year from the 2016 – 2020 average of 137 to a 2018 – 2020 average of 135 by 2022.							
C-10	Pedestrian Fatalities (FARS)	Annual	134	142	127	124	166
		5-Year Moving Average	107	113	121	129	139
Reduce pedestrian fatalities by 1.25 percent per year from the 2016 – 2020 average of 139 to a 2018 – 2022 average of 135 by 2022.							
C-11	Bicyclist Fatalities (FARS)	Annual	18	19	22	25	16
		5-Year Moving Average	18	18	19	22	20
Reduce bicyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 20 to a 2017 – 2022 average of 19 by 2022.							

MINIMUM BEHAVIOR MEASURES			2016	2017	2018	2019	2020
B-1	Seat Belt Use Rate (Observed Seat Belt Use Survey)		83.8	82.8	84.9	85.9	85.9
	Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 0.09 percent to 86.0 percent by December 31, 2022.						

ACTIVITY PERFORMANCE MEASURES		2016	2017	2018	2019	2020
A-1	Number of seat belt citations (Ohio GRANTS)	54,430	56,950	53,383	38,559	10,263
A-2	Number of impaired driving arrests (Ohio GRANTS)	9,342	7,908	8,596	7,081	1,504
A-3	Number of speeding citations issued (Ohio GRANTS)	153,633	142,486	141,842	128,343	34,114

OHIO VEHICLE MILES OF TRAVEL	
2016	118,505,816,550 (Ohio Department of Transportation)
2017	119,266,845,200 (Ohio Department of Transportation)
2018	112,860,387,100 (Ohio Department of Transportation)
2019	114,694,000,000 (Ohio Department of Transportation)
2020	102,833,000,000 (Ohio Department of Transportation)

Communications (Media)

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary state numbers, the number of traffic fatalities has increased 8.57 percent over the five-year period (2016 - 2020). The five-year average has increased 7.52 percent since the 2012 – 2016 average. The number of serious injuries has decreased 21.27 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 12.49 percent since the 2012 - 2016 average.

Analysis

Fatalities increased 8.57 percent from 1,153 in 2019 to 1,229 in 2020. The COVID-19 pandemic brought most traffic safety programming to a stop in FFY2020. As Ohio's pandemic restrictions are lifted and planned activities resume, Ohio will continue to analyze the data to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 21.40 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach these segments of Ohio's roadways.

Impaired Driving

Problem

Using preliminary state numbers, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has decreased 21.75 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 3.07 percent since the 2012 - 2016 average. The number of drugged driving fatal crashes has increased 138.71 percent over the five-year period (2016 - 2020). The five-year moving average has increased 38.57 percent since the 2012 - 2016 average. The number of drugged driving serious injury crashes has decreased 18.32 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 46.32 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are alcohol related has increased 12.12 percent and the percentage of serious injury crashes has increased 6.10 percent from 2016 to 2020. The percentage of Ohio's fatal crashes that are drug related has increased 118.13 percent and the percentage of serious injury crashes has increased 3.24 percent from 2016 to 2020.

Analysis

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, the percent of total fatal crashes and total serious injury crashes that are alcohol related and drug related have increased since 2016. Ohio will continue to focus efforts toward impaired (alcohol and/or drugged) driving.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach identified target audiences to reduce alcohol-impaired driving fatalities and to decrease impaired driving (alcohol and drug) fatal and serious injury crashes.

Occupant Protection

Problem

In 2019, Ohio reached an 85.9 percent observed seat belt use rate – a 1.18 percent increase from 84.9 percent in 2018. Using preliminary state numbers, the number of unrestrained fatalities has increased 15.06 percent over the five-year period (2016 - 2020). The five-year average has decreased 1.86 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are unrestrained related has increased 3.89 percent and the percentage of serious injury crashes has increased 25.48 percent from 2016 to 2020.

Analysis

Ohio's observed seat belt usage rate increased from 84.9 percent in 2018 to 85.9 percent in 2019. Ohio utilized the waiver in FFY2020 and did not complete an observational seat belt usage survey. Even though the observed seat belt usage rate has increased, the percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased since 2016.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Speed

Problem

Using preliminary state numbers, the number of speed related fatalities has increased 40.86 percent over the five-year period (2016 - 2020). The five-year average has increased 8.72 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are speed related has decreased 12.99 percent and the percentage of serious injury crashes has increased 19.24 percent from 2016 to 2020.

Analysis

Speed-related fatal crashes increased 40.86 percent from 2016 to 2020. The percent of total fatal crashes that are speed related has decreased since 2016; however the percent of total serious injury crashes that are speed related has increased.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) based on problem identification to reduce the number of speed related fatalities, fatal crashes, and serious injury crashes.

Motorcycle Safety

Problem

Using preliminary state numbers, the number of motorcycle fatalities has increased 7.54 percent over the five-year period (2016 - 2020). The five-year average has increased 10.04 percent since the 2012 - 2016 average. Using preliminary state numbers, the number of un-helmeted motorcycle fatalities has decreased 4.83 percent over the five-year period (2016 - 2020). The five-year average has increased 15.92 percent since the 2012 – 2016 average. The percentage of Ohio’s fatal crashes that are motorcycle related has decreased 3.42 percent and the percentage of serious injury crashes has increased 51.20 percent from 2016 to 2020.

Analysis

The number of motorcycle fatalities has increased 7.54 percent over the last five years. The number of un-helmeted motorcycle fatalities has decreased 4.83 percent over the last five years. The percent of total fatal crashes that are motorcycle related has decreased since 2016; however the percent of total serious injury crashes that are motorcycle related has increased.

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

Youthful Driver

Problem

Using preliminary state numbers, the number of young drivers (20 or younger) involved in fatal crashes has decreased 10.9 percent over the five-year period (2016 - 2020). The five-year average has decreased 4.72 percent since the 2012 - 2016 average. The percentage of Ohio’s fatal crashes that are youthful driver related has decreased 6.54 percent and the percentage of serious injury crashes has decreased 13.32 percent from 2016 to 2020.

Analysis

Ohio has reduced the number of drivers aged 20 or younger involved in fatal crashes over the last five years and the five-year average remains fairly consistent (between 110 and 160). In addition to reducing the number of drivers aged 20 or younger involved in fatal crashes, Ohio has also reduced the percent of total fatal crashes and the percent of total serious injury crashes that are youthful driver related (ages 15 ½ - 24).

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

Distracted Driving

Problem

The number of distracted driving fatal crashes has increased 11.54 percent over the five-year period (2016 - 2020). The five-year average has increased 39.29 percent since the 2012 – 2016 average. The number of distracted driving serious injury crashes has decreased 36.51 percent over the five-year period (2016 - 2020). The five-year average has decreased 27.63

percent since the 2012 – 2016 average. The percentage of Ohio’s fatal crashes that are distracted driver related has increased 2.02 percent and the percentage of serious injury crashes has decreased 19.59 percent from 2016 to 2020.

Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants and the statewide distracted driving grant. In FFY2022, Ohio will continue with projects to reduce distracted driving fatal and serious crashes.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2016 – 2020 average of 1,152 to a 2018 – 2022 average of 1,106 by 2022. *
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2016 – 2020 year average of 8,063 to a 2018 -2022 average of 7,744 by 2022. *
- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 0.99 percent per year from the 2016 – 2020 average of 369 to a 2018 – 2022 average of 362 by 2022.
- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from the 2016 – 2020 average of 309 to a 2018 – 2022 average of 301 by 2022.
- C-6) Reduce speeding-related fatalities by 1.25 percent per year from the 2016 – 2020 average of 297 to a 2018 – 2022 average of 289 by 2022.
- C-7) Reduce motorcyclist fatalities by 1.25 percent per year from the 2016 – 2020 average of 175 to a 2018 – 2022 average of 171 by 2022.
- C-8) Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from the 2016 – 2020 average of 121 to a 2018 – 2022 average of 118 by 2022.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 0.82 percent per year from the 2016 – 2020 average of 137 to a 2018 – 2020 average of 135 by 2022.
- O-1) Reduce distracted driving fatal crashes by 1.25 percent per year from the 2016 – 2020 average of 39 to a 2012 – 2022 average of 38 by 2022.
- O-2) Reduce distracted driving serious injury crashes by 1.25 percent per year from the 2016 – 2020 average of 360 to a 2018 – 2022 average of 351 by 2022.
- O-3) Reduce drugged driving fatal crashes by 1.25 percent per year from the 2016 – 2020 average of 277 to a 2018 – 2022 average of 270 by 2022.
- O-4) Reduce drugged driving serious injury crashes by 1.25 percent per year from the 2016 – 2020 average of 428 to a 2018 – 2022 average of 417 by 2022.
- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 0.09 percent to 86.0 percent by December 31, 2022.

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

Countermeasure Strategy

Mass Media Campaign

Project Safety Impacts / Linkage Between Program Area

Paid media is an important component of Ohio’s communication and outreach strategies to inform the public about the dangers of: impaired driving (alcohol and/or drugged), speed, and distracted driving and the importance of: wearing a seat belt, being aware of motorcyclists and riding a motorcycle safely. The goal of the paid media plan is to decrease the number of:

impaired driving (alcohol and/or drugged) fatalities, speed-related fatalities, distracted driving fatalities, un-restrained fatalities, motorcyclist fatalities, and youthful driver related fatalities. The media objective is to increase awareness of highly visible law enforcement with both local and national media exposure.

In 2021, media will be heavily directed toward the appropriate target audience for each message. Media tactics will include a combination of television, radio, social and print media that will be used to maximize the amount of resources for each media campaign. Bonus inventory will be required by each station. Regional radio will be negotiated in counties receiving less significant impact from the larger cities. Additional cost efficiency and greater message reach are available in many of the smaller regions by employing spot radio as part of this plan. Funds are allocated to each media campaign (listed below under Planned Activities) based on problem identification, with the majority of the funding allocated to impaired driving and seat belt campaigns. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding.

Rationale

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

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

Planned Activities

Earned Media Plan

Ohio's earned media plan will span the entire federal fiscal year with the heaviest emphasis during national mobilizations / crackdowns. Ohio uses many different networks to ensure earned media is achieved statewide (e.g., law enforcement, Safe Communities, corporate partners, etc.). Messaging will be consistent with the National Highway Traffic Safety Administration (NHTSA) National Communications Plan and will consist of the following components:

- Campaign toolkit developed for distribution to Ohio's law enforcement partners, Safe Communities programs, corporate partners and others that have a vested interest in traffic safety.
- The toolkit will include updated sample news releases, a letter to the editor, fact sheets, newsletter articles and artwork. Toolkit contents will be consistent with NHTSA Messaging (trafficsafetymarketing.gov).
- Broadcast e-mails to all safety partners directing them to the NHTSA web site as the mini-planners are released.
- Coordinated media kick off events by both the Ohio Department of Public Safety (ODPS) and Ohio's Safe Communities programs.
- Weekly traffic safety e-mail broadcast.
- ODPS will continue to partner with other state agencies to issue joint press releases and assist with media exposure.

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

Project Number: M6OT-2022-00-00-01

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

Description:

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

The target audience is defined as anyone who drives impaired or is likely to drive impaired on Ohio's roadways. In 2022, media will be heavily directed toward a younger male audience. Once again, the primary media target will be 18 – 34 year old males; however, other demographic audiences might be targeted based on Ohio's current crash data.

Media tactics will include a combination of television, radio, social and print media that will be used to maximize the amount of resources for the Holiday Drive Sober or Get Pulled Over

paid media plan. Bonus inventory will be required by each station. Regional radio will be negotiated in counties receiving less significant impact from the larger cities. Additional cost efficiency and greater message reach are available in many of the smaller regions by employing spot radio as part of this plan.

Intended Sub-recipients:

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

Funding Sources (Budget):

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

Project Number: M6OT-2022-00-00-02

Project Title: Drive Sober or Get Pulled Over Paid Media

Description:

Paid media is an important component of Ohio’s communication and outreach strategies to inform the public of the dangers of impaired driving (alcohol and/or drugged). The national Drive Sober or Get Pulled Over alcohol crackdown around the Labor Day holiday combines highly visible law enforcement with both local and national media exposure. Advertising during the crackdown highlights that law enforcement will be strictly enforcing impaired driving (alcohol and/or drugged) laws during the crackdown period. Law enforcement agencies across the state will be encouraged to participate in the 2022 crackdown.

The goal of the paid media plan for the 2022 alcohol crackdown is to decrease the number of impaired drivers and alcohol related fatalities. The media objective is to increase awareness of highly visible enforcement with both local and national media exposure.

The target audience is defined as anyone who drives impaired or is likely to drive impaired on Ohio’s roadways. In 2022, media will be heavily directed toward a younger male audience. Once again, the primary media target will be 18 – 34 year old males; however, other demographic audiences might be targeted based on Ohio’s current crash data. Media will also be directed toward Ohio’s multicultural communities.

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

Intended Sub-recipients:

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

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d	405d Impaired Driving Low (FAST)	\$300,000	\$0	\$0

Project Number: M6OT-2022-00-00-03

Project Title: Sustained Impaired Driving Paid Media

Description:

Paid media is an important component of Ohio's communication and outreach strategies to inform the public of the dangers of impaired driving (alcohol and/or drugged). In FFY2022, Ohio will continue to model the NHTSA National Communications Plan to bridge the media gaps around the national alcohol crackdowns with an appropriate mix of media, enforcement and social-norming initiatives to extend highway safety messages.

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

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

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

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

Intended Sub-recipients:

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

Funding Sources (Budget):

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

Project Number: M2X-2022-00-00-01**Project Title:** Holiday Click It or Ticket Paid Media**Description:**

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

The target audience is defined as anyone who drives or rides in a motor vehicle within Ohio. According to the ODPS 2019 Observational Survey of Safety Belt Use, younger drivers/passengers (ages 15 ½ - 25) and males are less likely to use seat belts. During November 2020, a heavy emphasis of paid media will be directed toward younger males with the primary media target being 18 - 34 year olds. A secondary emphasis will continue to be male urban audiences, rural and pick-up truck drivers.

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

Intended Sub-recipients:

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

Funding Sources (Budget):

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

Project Number: M2X-2022-00-00-02**Project Title:** Click It or Ticket Paid Media**Description:**

Ohio will continue to implement and expand the national seat belt mobilization model around the Memorial Day holiday in FFY2022. Campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation.

A higher frequency of messaging directed at low usage populations helps increase awareness and equates to a higher overall compliance rate for belt use. New media

partnerships and earned media will help expand the campaign’s message into the low usage populations. In FFY2022, TV and radio spots will continue to be concentrated and aired on stations most likely to reach Ohio’s targeted demographic. Media will also be directed toward Ohio’s multicultural communities. Additionally, social media and a limited amount of targeted outdoor and print media will be used during this effort.

The target audience is defined as anyone who drives or rides in a motor vehicle within the State of Ohio. According to the ODPS 2019 Observational Survey of Safety Belt Use, younger drivers/passengers (ages 15 ½ - 25) and males are less likely to use seat belts. Throughout FFY2022, a heavy emphasis of paid media will be directed toward younger males with the primary media target being 18 - 34 year olds. A secondary emphasis will continue to be male urban audiences, rural and pick-up truck drivers.

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

Intended Sub-recipients:

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

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b	405b OP Low (FAST)	\$300,000	\$0	\$0

Project Number: M2X-2022-00-00-03

Project Title: Sustained Belt Paid Media

Description:

In FFY2022, Ohio will continue to model the NHTSA National Communications Plan to bridge the media gaps around the national seat belt mobilization with an appropriate mix of media, enforcement and social-norming initiatives to extend highway safety messages.

The goal will be to sustain the message throughout the year and to hit the highest peak during the national mobilization. Throughout the year, using secondary messages like *Buckle Up in your Truck - What’s Holding You Back?* provides an opportunity to extend the core safety messages. Embracing social-norming messages allows the OTSO to look for marketing alliances with businesses and organizations important to our target audiences. We have learned that many partners are not comfortable spending their resources to aggressively promote a strong enforcement message. A year-round mix of enforcement and social-norming messages helps to avoid these conflicts and provides OTSO with more opportunities to keep our messages in front of the public and target audiences. A portion of the Sustained Belt Paid Media budget will be spent on Child Passenger Safety messaging.

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

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

High Risk Populations

Teens

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

Rural

Ohio is working to target rural seat belt usage. Through Huddle, high school sport tickets are printed with the *Buckle-Up in Your Truck – What's Holding You Back?* message in rural areas. Currently, 25 rural school bus shelter locations statewide are also printed with the same message. These bus shelters are located along rural routes. The message is placed on the outside of the shelter for passing traffic to see.

18 – 34 year old Male

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

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

Intended Sub-recipients:

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

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b	405b OP Low (FAST)	\$500,000	\$0	\$0

Project Number: PM-2022-00-00-01**Project Title:** Motorcycle Safety Paid Media**Description:**

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

Intended Sub-recipients:

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

Funding Sources (Budget):

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

Project Number: M11MA-2022-00-00-01**Project Title:** Motorcycle Awareness Paid Media**Description:**

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

Intended Sub-recipients:

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

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405f	405f Motorcyclist Awareness (FAST)	\$100,000	\$0	\$0

Project Number: PM-2022-00-00-02

Project Title: Sustained Distracted Driving Paid Media

Description:

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

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

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

Intended Sub-recipients:

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

Funding Sources (Budget):

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

Project Number: PM-2022-00-00-03

Project Title: Youthful Driver Paid Media

Description:

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

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

National Communications Plan and the NHTSA Marketing Calendar, which prioritizes NHTSA special events and messaging opportunities throughout the year.

Intended Sub-recipients:

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

Funding Sources (Budget):

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

Project Number: PM-2022-00-00-04

Project Title: Speed Paid Media

Description:

A limited amount of paid media will be used on speed. An emphasis is being placed on working with media partners who not only reach all the driving population, but also embrace traffic safety messages and are willing to go above and beyond the traditional media buy to provide additional bonus spots.

Paid media will compliment state enforcement efforts. Media tactics will include a combination of radio and billboard media (using NHTSA’s creative) that will be used to maximize the amount of resources for the speed paid media plan.

The speed paid media plan will complement the NHTSA National Communications Plan. The final comprehensive paid media plan will be submitted to NHTSA for review.

Intended Sub-recipients:

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

Budget:

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

Project Number: PM-2022-00-00-05

Project Title: Campaign Creative/Design

Description:

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

Intended Sub-recipients:

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

Funding Sources (Budget):

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

Communications (Media): Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 PM – Paid Advertising (FAST)						
PM-2022-00-00-01	Motorcycle Safety Paid Media	2020	\$100,000	\$0	\$0	\$0
PM-2022-00-00-02	Distracted Driving Paid Media	2020	\$500,000	\$0	\$0	\$0
PM-2022-00-00-03	Youthful Driver Paid Media	2020	\$500,000	\$0	\$0	\$0
PM-2022-00-00-04	Speed Paid Media	2020	\$200,000	\$0	\$0	\$0
PM-2022-00-00-05	Campaign Creative/Design	2020	\$300,000	\$0	\$0	\$0
FAST Act 402 PM Total			\$1,600,000	\$0	\$0	\$0
FAST Act 405b OP Low						
M2X-2022-00-00-01	Holiday Click It or Ticket Paid Media	2021	\$200,000	\$0	\$0	\$0
M2X-2022-00-00-02	Click It or Ticket Paid Media	2022	\$300,000	\$0	\$0	\$0
M2X-2022-00-00-03	Sustained Belt Paid Media	2022	\$500,000	\$0	\$0	\$0
Fast Act 405b OP Low Total			\$1,000,000	\$0	\$0	\$0
FAST Act 405d Impaired Driving Low						
M6OT-2022-00-00-01	Holiday Drive Sober or Get Pulled Over Paid	2021	\$200,000	\$0	\$0	\$0
M6OT-2022-00-00-02	Drive Sober or Get Pulled Over Paid Media	2022	\$300,000	\$0	\$0	\$0
M6OT-2022-00-00-03	Sustained Impaired Driving Paid Media	2021	\$500,000	\$0	\$0	\$0
Fast Act 405d Impaired Driving Low			\$1,000,000	\$0	\$0	\$0
FAST Act 405f Motorcycle Programs						
M11MA-2022-00-00-01	Motorcycle Awareness Paid Media	2022	\$100,000	\$0	\$0	\$0
FAST Act 405f Motorcycle Programs			\$100,000	\$0	\$0	\$0
Total Funding Communications (Media) Program Area			\$3,700,000	\$0	\$0	\$0

Community Traffic Safety Program

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary state numbers, the number of traffic fatalities has increased 8.57 percent over the five-year period (2016 - 2020). The five-year average has increased 7.52 percent since the 2012 – 2016 average. The number of serious injuries has decreased 21.27 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 12.49 percent since the 2012 - 2016 average.

Analysis

Fatalities increased 8.57 percent from 1,153 in 2019 to 1,229 in 2020. The COVID-19 pandemic brought most traffic safety programming to a stop in FFY2020. As Ohio's pandemic restrictions are lifted and planned activities resume, Ohio will continue to analyze the data to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 21.40 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach these segments of Ohio's roadways.

Impaired Driving

Problem

Using preliminary state numbers, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has decreased 21.75 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 3.07 percent since the 2012 - 2016 average. The number of drugged driving fatal crashes has increased 138.71 percent over the five-year period (2016 - 2020). The five-year moving average has increased 38.57 percent since the 2012 - 2016 average. The number of drugged driving serious injury crashes has decreased 18.32 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 46.32 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are alcohol related has increased 12.12 percent and the percentage of serious injury crashes has increased 6.10 percent from 2016 to 2020. The percentage of Ohio's fatal crashes that are drug related has increased 118.13 percent and the percentage of serious injury crashes has increased 3.24 percent from 2016 to 2020.

Analysis

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, the percent of total fatal crashes and total serious injury crashes that are alcohol related and drug related have increased since 2016. Ohio will continue to focus efforts toward impaired (alcohol and/or drugged) driving.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach identified target audiences to reduce alcohol-impaired driving fatalities and to decrease impaired driving (alcohol and drug) fatal and serious injury crashes.

Occupant Protection

Problem

In 2019, Ohio reached an 85.9 percent observed seat belt use rate – a 1.18 percent increase from 84.9 percent in 2018. Using preliminary state numbers, the number of unrestrained fatalities has increased 15.06 percent over the five-year period (2016 - 2020). The five-year average has decreased 1.86 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are unrestrained related has increased 3.89 percent and the percentage of serious injury crashes has increased 25.48 percent from 2016 to 2020.

Analysis

Ohio's observed seat belt usage rate increased from 84.9 percent in 2018 to 85.9 percent in 2019. Ohio utilized the waiver in FFY2020 and did not complete an observational seat belt usage survey. Even though the observed seat belt usage rate has increased, the percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased since 2016.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Speed

Problem

Using preliminary state numbers, the number of speed related fatalities has increased 40.86 percent over the five-year period (2016 - 2020). The five-year average has increased 8.72 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are speed related has decreased 12.99 percent and the percentage of serious injury crashes has increased 19.24 percent from 2016 to 2020.

Analysis

Speed-related fatal crashes increased 40.86 percent from 2016 to 2020. The percent of total fatal crashes that are speed related has decreased since 2016; however the percent of total serious injury crashes that are speed related has increased.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) based on problem identification to reduce the number of speed related fatalities, fatal crashes, and serious injury crashes.

Motorcycle Safety

Problem

Using preliminary state numbers, the number of motorcycle fatalities has increased 7.54 percent over the five-year period (2016 - 2020). The five-year average has increased 10.04 percent since the 2012 - 2016 average. Using preliminary state numbers, the number of un-helmeted motorcycle fatalities has decreased 4.83 percent over the five-year period (2016 - 2020). The five-year average has increased 15.92 percent since the 2012 – 2016 average.

The percentage of Ohio's fatal crashes that are motorcycle related has decreased 3.42 percent and the percentage of serious injury crashes has increased 51.20 percent from 2016 to 2020.

Analysis

The number of motorcycle fatalities has increased 7.54 percent over the last five years. The number of un-helmeted motorcycle fatalities has decreased 4.83 percent over the last five years. The percent of total fatal crashes that are motorcycle related has decreased since 2016; however the percent of total serious injury crashes that are motorcycle related has increased.

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

Youthful Driver

Problem

Using preliminary state numbers, the number of young drivers (20 or younger) involved in fatal crashes has decreased 10.9 percent over the five-year period (2016 - 2020). The five-year average has decreased 4.72 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are youthful driver related has decreased 6.54 percent and the percentage of serious injury crashes has decreased 13.32 percent from 2016 to 2020.

Analysis

Ohio has reduced the number of drivers aged 20 or younger involved in fatal crashes over the last five years and the five-year average remains fairly consistent (between 110 and 160). In addition to reducing the number of drivers aged 20 or younger involved in fatal crashes, Ohio has also reduced the percent of total fatal crashes and the percent of total serious injury crashes that are youthful driver related (ages 15 ½ - 24).

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

Distracted Driving

Problem

The number of distracted driving fatal crashes has increased 11.54 percent over the five-year period (2016 - 2020). The five-year average has increased 39.29 percent since the 2012 – 2016 average. The number of distracted driving serious injury crashes has decreased 36.51 percent over the five-year period (2016 - 2020). The five-year average has decreased 27.63 percent since the 2012 – 2016 average. The percentage of Ohio's fatal crashes that are distracted driver related has increased 2.02 percent and the percentage of serious injury crashes has decreased 19.59 percent from 2016 to 2020.

Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP

grants and the statewide distracted driving grant. In FFY2022, Ohio will continue with projects to reduce distracted driving fatal and serious crashes.

Pedestrian Safety

Problem

Using preliminary state numbers, the number of pedestrian fatalities has increased 23.88 percent over the five-year period (2016 – 2020). The five-year average has increased 29.53 percent since the 2012 – 2016 average. The percentage of Ohio's fatal crashes that are pedestrian related has increased 10.77 percent and the percentage of serious injury crashes has increased 17.93 percent from 2016 to 2020.

Analysis

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

Bicycle Safety

Problem

Using preliminary state numbers, the number of bicycle fatalities has decreased 11.11 percent over the five-year period (2016 - 2020). The five-year average has increased 9.89 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are bicycle related has decreased 18.71 percent and the percentage of serious injury crashes has increased 12.61 percent from 2016 to 2020.

Analysis

Ohio's bicycle fatalities have fluctuated between 2016 and 2020. Looking at the statistics statewide, the bicycle problem appears to be mainly among adults, in urban areas. However, since bicycle fatalities only account for approximately two percent of all fatalities, Ohio will fund local projects if warranted based on problem identification and continue to work on bicycle issues through the SHSP.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2016 – 2020 average of 1,152 to a 2018 – 2022 average of 1,106 by 2022. *
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2016 – 2020 year average of 8,063 to a 2018 -2022 average of 7,744 by 2022. *
- C-3a) Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2016 – 2020 average of 1.02 to a 2018 – 2022 average of 0.97 by 2022.*
- C-3b) Reduce the rural fatalities/100 VMT rate by 1.10 percent per year from the 2016 – 2020 average of 1.46 to a 2018 – 2022 average of 1.43 by 2022.
- C-3c) Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2016 – 2020 average of 0.81 to a 2018 – 2022 average of 0.79 by 2022.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 0.99 percent per year from the 2016 – 2020 average of 369 to a 2018 – 2022 average of 362 by 2022.
- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from the 2016 – 2020 average of 309 to a 2018 – 2022 average of 301 by 2022.

- C-6) Reduce speeding-related fatalities by 1.25 percent per year from the 2016 – 2020 average of 297 to a 2018 – 2022 average of 289 by 2022.
- C-7) Reduce motorcyclist fatalities by 1.25 percent per year from the 2016 – 2020 average of 175 to a 2018 – 2022 average of 171 by 2022.
- C-8) Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from the 2016 – 2020 average of 121 to a 2018 – 2022 average of 118 by 2022.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 0.82 percent per year from the 2016 – 2020 average of 137 to a 2018 – 2020 average of 135 by 2022.
- C-10) Reduce pedestrian fatalities by 1.25 percent per year from the 2016 – 2020 average of 139 to a 2018 – 2022 average of 135 by 2022.
- C-11) Reduce bicyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 20 to a 2017 – 2022 average of 19 by 2022.
- O-1) Reduce distracted driving fatal crashes by 1.25 percent per year from the 2016 – 2020 average of 39 to a 2012 – 2022 average of 38 by 2022.
- O-2) Reduce distracted driving serious injury crashes by 1.25 percent per year from the 2016 – 2020 average of 360 to a 2018 – 2022 average of 351 by 2022.
- O-3) Reduce drugged driving fatal crashes by 1.25 percent per year from the 2016 – 2020 average of 277 to a 2018 – 2022 average of 270 by 2022.
- O-4) Reduce drugged driving serious injury crashes by 1.25 percent per year from the 2016 – 2020 average of 428 to a 2018 – 2022 average of 417 by 2022.
- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 0.09 percent to 86.0 percent by December 31, 2022.

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

Countermeasure Strategy

Communications and Outreach

Project Safety Impacts / Linkage Between Program Area

For FFY2022, the OTSO conducted an in-depth analysis of traffic crash data to identify and prioritize traffic safety problems and to target fatal crash locations for traffic safety programming. Maximum amounts for each county were set based on the average number of fatal crashes for 2018, 2019 and 2020. New programs had to have a minimum of a three-year average of 6.29 fatal crashes to be eligible for funding. Ohio will fund up to 46 countywide Safe Communities programs which will involve over 1,300 communities. These counties reach 83.44 percent of Ohio's population. Over 77 percent of the fatal crashes between 2016 and 2020 occurred in these counties. These coordinated communities will play an active role in addressing traffic safety issues. Each program must include strategies focusing on seat belt use, impaired driving (alcohol and/or drugged), distracted driving, and motorcycle safety. Additional strategies are included based on county problem identification. Ohio's Safe Communities network uses local coalitions to deliver traffic safety messages and programs throughout the year at the local level. Safe Communities provides the education/earned media portion of our enforcement campaigns while our law enforcement agencies, including the Ohio State Highway Patrol, conduct the enforcement portion. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding.

Rationale

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

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

Planned Activities

Project Number: SA-2022-00-00-01

Project Title: Safe Communities

Description:

For FFY2022, the OTSO conducted an in-depth analysis of traffic crash data to identify and prioritize traffic safety problems and to target fatal crash locations for traffic safety programming. Maximum amounts for each county were set based on the average number of fatal crashes for 2018, 2019 and 2020. New programs had to have a minimum of a three-

year average of 6.29 fatal crashes to be eligible for funding. Ohio will fund up to 46 countywide Safe Communities programs which will involve over 1,300 communities. These counties reach 83.44 percent of Ohio's population. Over 77 percent of the fatal crashes between 2016 and 2020 occurred in these counties.

These coordinated communities will play an active role in addressing traffic safety issues. Each program must include strategies focusing on seat belt use, impaired driving (alcohol and impaired), distracted driving, and motorcycle safety. Ohio's Safe Communities network uses local coalitions to deliver traffic safety messages and programs throughout the year at the local level. Safe Community programs are required to conduct events where they interact with the community. Some examples of events are county fairs, community festivals, and high school programs including Think Fast. Safe Communities provides the education/earned media portion of our enforcement campaigns while our law enforcement agencies, including the Ohio State Highway Patrol, conduct enforcement.

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

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

Each Safe Communities program can direct programming based on local problem identification. Butler County, Franklin County, Hamilton County, and Mahoning County have proposed activities to specifically reach pedestrians. These counties had 221 pedestrian fatal crashes and 921 pedestrian serious injury crashes between 2016 and 2020. This represents 31.21 percent of the statewide pedestrian fatal crashes and 36.02 percent of statewide pedestrian serious injury crashes in those years.

The University of Cincinnati has an approved Indirect Cost Rate of 31.00 percent. The Indirect Cost Rate amount is \$11,833.

Intended Sub-recipients:

Agency	County	Population	Agency	County	Population
Lima-Allen Co. Reg. Planning Comm.	Allen	106,331	Educational Svc. Ctr. of Lake Erie West	Lucas	441,815
Ashland Area Economic Dev. Fund	Ashland	53,139	Madison County Public Health	Madison	43,435
UH Geneva Medical Center	Ashtabula	101,497	National Safety Council Ohio Chapter	Mahoning	238,823
Safety Council of Southwestern Ohio	Butler	368,130	Medina Co. Health Dept.	Medina	172,332
Clark Co. Combined Health	Clark	138,333	Miami Co. Health District	Miami	102,506
University of Cincinnati	Clermont	197,363	Miami Valley Hos. – Injury Prev. Ctr.	Montgomery	535,153
Univ. Hospitals Cleveland Med. Ctr.	Cuyahoga	1,280,122	Perry County EMA	Perry	36,058
Defiance Co. General Health District	Defiance	39,037	Pike Co. General Health District	Pike	28,709
Delaware General Health District	Delaware	174,214	Portage Co. Health Dept.	Portage	161,419
Erie Co. Health Dept.	Erie	77,079	Miami Valley Hos. – Injury Prev. Ctr.	Preble	42,270
Fairfield Co. Family, Adult & Children First Council	Fairfield	146,156	Adena Health System	Ross	78,064
Columbus Health Dept.	Franklin	1,163,414	Sandusky County Public Health	Sandusky	60,944
Fulton Co. Health Dept.	Fulton	42,698	Sidney-Shelby County Health Dept.	Shelby	49,423
Geauga Public Health	Geauga	93,389	Stark Co. Sheriff's Office	Stark	375,586
Greene Co. Combined Health District	Greene	161,573	Summit Co. Sheriff's Office	Summit	541,781
Bethesda North Hospital	Hamilton	802,374	Fowler Twp. Police Dept.	Trumbull	210,312
Hancock Public Health	Hancock	74,782	Tuscarawas Co. Health Dept.	Tuscarawas	92,582
Henry County Health Dept.	Henry	28,215	Union Co. Health District	Union	52,300
Anazao Community Partners	Holmes	42,366	Atrium Medical Center	Warren	212,693
Knox Co. Health Dept.	Knox	60,921	Anazao Community Partners	Wayne	114,520
Lake Co. General Health	Lake	230,041	Williams Co. Combined Health Dept.	Williams	37,642
Licking Co. Health Dept.	Licking	166,492	Bowling Green State University	Wood	125,488
Lorain Co. General Health District	Lorain	301,356	Wyandot Co. Health Dept.	Wyandot	22,615

CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	1,054	831	78.84%	7,509	6,015	80.10%
2017	1,094	847	77.42%	7,061	5,587	79.12%
2018	996	755	75.80%	6,246	4,998	80.02%
2019	1,041	788	75.70%	5,983	4,826	80.66%
2020	1,153	915	79.36%	5,926	4,830	81.51%

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	313	258	82.43%	991	773	78.00%
2017	297	222	74.75%	1,001	764	76.32%
2018	266	213	80.08%	863	683	79.14%
2019	331	259	78.25%	875	669	76.46%
2020	384	313	81.51%	829	641	77.32%

DRUG RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	186	153	82.26%	464	368	79.31%
2017	179	140	78.21%	521	378	72.55%
2018	206	152	73.79%	394	297	75.38%
2019	369	284	76.96%	381	293	76.90%
2020	442	361	81.67%	378	281	74.34%

YOUTHFUL DRIVER CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	269	218	81.04%	2,498	1,994	79.82%
2017	290	220	75.86%	2,176	1,732	79.60%
2018	246	186	75.61%	1,877	1,480	78.85%
2019	234	179	76.50%	1,656	1,347	81.34%
2020	275	224	81.45%	1,709	1,412	82.62%

UNRESTRAINED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	520	418	80.38%	2,269	1,811	79.81%
2017	541	413	76.34%	2,202	1,744	79.20%
2018	491	371	75.56%	1,892	1,520	80.34%
2019	550	416	75.64%	2,126	1,742	81.94%
2020	591	466	78.85%	2,247	1,884	83.85%

DISTRACTED DRIVING CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	26	19	73.08%	441	336	76.19%
2017	52	43	82.69%	371	288	77.63%
2018	47	31	65.96%	385	292	75.84%
2019	41	29	70.73%	325	245	75.38%
2020	29	22	75.86%	280	219	78.21%

SPEED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	353	279	79.04%	1,627	1,258	77.32%
2017	351	277	78.92%	1,530	1,134	74.12%
2018	305	231	75.74%	1,399	1,047	74.84%
2019	294	208	70.75%	1,367	1,040	76.08%
2020	336	269	80.06%	1,531	1,206	78.77%

MATURE DRIVER CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	428	319	74.53%	2,696	2,170	80.49%
2017	426	327	76.76%	2,548	2,008	78.81%
2018	410	310	75.61%	2,268	1,823	80.38%
2019	429	326	75.99%	2,131	1,719	80.67%
2020	426	332	77.93%	1,934	1,576	81.49%

MOTORCYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	194	152	78.35%	909	720	79.21%
2017	155	120	77.42%	843	642	76.16%
2018	142	110	77.46%	714	561	78.57%
2019	156	120	76.92%	872	678	77.75%
2020	205	163	79.51%	1,085	872	80.37%

PEDESTRIAN CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	137	125	91.24%	540	486	90.00%
2017	142	121	85.21%	526	482	91.63%
2018	134	115	85.82%	533	489	91.74%
2019	129	115	89.15%	506	452	89.33%
2020	166	149	89.76%	452	396	87.61%

BICYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	18	15	83.33%	167	143	85.63%
2017	19	15	78.95%	168	150	89.29%
2018	22	20	90.91%	122	115	94.26%
2019	23	21	91.30%	120	110	91.67%
2020	16	14	87.50%	148	127	85.81%

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 SA	Safe Communities (FAST)	\$2,400,000	\$0	\$2,400,000

Community Traffic Safety Program: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 SA	Safe Communities (FAST)					
SA-2022-00-00-01						\$11,833
	FAST Act 402 SA Total		\$2,400,000	\$2,400,000	\$0	\$11,833
Total Funding Community Traffic Safety Program Area						
			\$2,400,000	\$2,400,000	\$0	\$11,833

Distracted Driving

Description of Problem

Distracted Driving

Problem

The number of distracted driving fatal crashes has increased 11.54 percent over the five-year period (2016 - 2020). The five-year average has increased 39.29 percent since the 2012 – 2016 average. The number of distracted driving serious injury crashes has decreased 36.51 percent over the five-year period (2016 - 2020). The five-year average has decreased 27.63 percent since the 2012 – 2016 average. The percentage of Ohio's fatal crashes that are distracted driver related has increased 2.02 percent and the percentage of serious injury crashes has decreased 19.59 percent from 2016 to 2020.

Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants and the statewide distracted driving grant. In FFY2022, Ohio will continue with projects to reduce distracted driving fatal and serious crashes.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2016 – 2020 average of 1,152 to a 2018 – 2022 average of 1,106 by 2022. *
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2016 – 2020 year average of 8,063 to a 2018 -2022 average of 7,744 by 2022. *
- C-3a) Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2016 – 2020 average of 1.02 to a 2018 – 2022 average of 0.97 by 2022.*
- C-3b) Reduce the rural fatalities/100 VMT rate by 1.10 percent per year from the 2016 – 2020 average of 1.46 to a 2018 – 2022 average of 1.43 by 2022.
- C-3c) Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2016 – 2020 average of 0.81 to a 2018 – 2022 average of 0.79 by 2022.
- O-1) Reduce distracted driving fatal crashes by 1.25 percent per year from the 2016 – 2020 average of 39 to a 2012 – 2022 average of 38 by 2022.
- O-2) Reduce distracted driving serious injury crashes by 1.25 percent per year from the 2016 – 2020 average of 360 to a 2018 – 2022 average of 351 by 2022.

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

Countermeasure Strategy

High Visibility Cellphone/Text Messaging Enforcement

Project Safety Impacts / Linkage Between Program Area

In FFY2022, the Ohio State Highway Patrol (OSHP) will work overtime with a focus on distracted driving with the majority of the hours being worked during National Distracted Driving Month. In addition, STEP sub-recipients will conduct overtime enforcement during National Distracted Driving Month. There were 195 distracted driving related fatal crashes

and 1,802 distracted driving related serious injury crashes in Ohio between 2016 and 2020. Enforcement efforts will be coupled with paid and earned media to reduce distracted driving crashes. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding.

Rationale

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

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

Planned Activities

Project Number: DD-2022-00-00-01

Project Title: Statewide Distracted Driving Enforcement

Description:

There were 195 distracted driving related fatal crashes and 1,802 distracted driving related serious injury crashes in Ohio between 2016 and 2020. In FFY2022, the Ohio State Highway Patrol (OSHP) will work overtime with a focus on distracted driving with the majority of the hours being worked during National Distracted Driving Month (April 2022).

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 PT	Distracted Driving (FAST)	\$425,000	\$0	\$0

Distracted Driving Program: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 DD – Distracted Driving (FAST)						
DD-2022-00-00-01	Statewide Distracted Driving Enforcement	2021	\$425,000	\$0	\$0	\$0
FAST Act 402 DD Total			\$425,000	\$0	\$0	\$0
<i>Total Funding Distracted Driving Program Area</i>			<i>\$425,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>

Driver Education and Behavior

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary state numbers, the number of traffic fatalities has increased 8.57 percent over the five-year period (2016 - 2020). The five-year average has increased 7.52 percent since the 2012 – 2016 average. The number of serious injuries has decreased 21.27 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 12.49 percent since the 2012 - 2016 average.

Analysis

Fatalities increased 8.57 percent from 1,153 in 2019 to 1,229 in 2020. The COVID-19 pandemic brought most traffic safety programming to a stop in FFY2020. As Ohio's pandemic restrictions are lifted and planned activities resume, Ohio will continue to analyze the data to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 21.40 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach these segments of Ohio's roadways.

Impaired Driving

Problem

Using preliminary state numbers, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has decreased 21.75 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 3.07 percent since the 2012 - 2016 average. The number of drugged driving fatal crashes has increased 138.71 percent over the five-year period (2016 - 2020). The five-year moving average has increased 38.57 percent since the 2012 - 2016 average. The number of drugged driving serious injury crashes has decreased 18.32 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 46.32 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are alcohol related has increased 12.12 percent and the percentage of serious injury crashes has increased 6.10 percent from 2016 to 2020. The percentage of Ohio's fatal crashes that are drug related has increased 118.13 percent and the percentage of serious injury crashes has increased 3.24 percent from 2016 to 2020.

Analysis

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, the percent of total fatal crashes and total serious injury crashes that are alcohol related and drug related have increased since 2016. Ohio will continue to focus efforts toward impaired (alcohol and/or drugged) driving.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach identified target audiences to reduce alcohol-impaired driving fatalities and to decrease impaired driving (alcohol and drug) fatal and serious injury crashes.

Occupant Protection

Problem

In 2019, Ohio reached an 85.9 percent observed seat belt use rate – a 1.18 percent increase from 84.9 percent in 2018. Using preliminary state numbers, the number of unrestrained fatalities has increased 15.06 percent over the five-year period (2016 - 2020). The five-year average has decreased 1.86 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are unrestrained related has increased 3.89 percent and the percentage of serious injury crashes has increased 25.48 percent from 2016 to 2020.

Analysis

Ohio's observed seat belt usage rate increased from 84.9 percent in 2018 to 85.9 percent in 2019. Ohio utilized the waiver in FFY2020 and did not complete an observational seat belt usage survey. Even though the observed seat belt usage rate has increased, the percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased since 2016.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Speed

Problem

Using preliminary state numbers, the number of speed related fatalities has increased 40.86 percent over the five-year period (2016 - 2020). The five-year average has increased 8.72 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are speed related has decreased 12.99 percent and the percentage of serious injury crashes has increased 19.24 percent from 2016 to 2020.

Analysis

Speed-related fatal crashes increased 40.86 percent from 2016 to 2020. The percent of total fatal crashes that are speed related has decreased since 2016; however the percent of total serious injury crashes that are speed related has increased.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) based on problem identification to reduce the number of speed related fatalities, fatal crashes, and serious injury crashes.

Motorcycle Safety

Problem

Using preliminary state numbers, the number of motorcycle fatalities has increased 7.54 percent over the five-year period (2016 - 2020). The five-year average has increased 10.04 percent since the 2012 - 2016 average. Using preliminary state numbers, the number of un-helmeted motorcycle fatalities has decreased 4.83 percent over the five-year period (2016 - 2020). The five-year average has increased 15.92 percent since the 2012 – 2016 average.

The percentage of Ohio's fatal crashes that are motorcycle related has decreased 3.42 percent and the percentage of serious injury crashes has increased 51.20 percent from 2016 to 2020.

Analysis

The number of motorcycle fatalities has increased 7.54 percent over the last five years. The number of un-helmeted motorcycle fatalities has decreased 4.83 percent over the last five years. The percent of total fatal crashes that are motorcycle related has decreased since 2016; however the percent of total serious injury crashes that are motorcycle related has increased.

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

Youthful Driver

Problem

Using preliminary state numbers, the number of young drivers (20 or younger) involved in fatal crashes has decreased 10.9 percent over the five-year period (2016 - 2020). The five-year average has decreased 4.72 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are youthful driver related has decreased 6.54 percent and the percentage of serious injury crashes has decreased 13.32 percent from 2016 to 2020.

Analysis

Ohio has reduced the number of drivers aged 20 or younger involved in fatal crashes over the last five years and the five-year average remains fairly consistent (between 110 and 160). In addition to reducing the number of drivers aged 20 or younger involved in fatal crashes, Ohio has also reduced the percent of total fatal crashes and the percent of total serious injury crashes that are youthful driver related (ages 15 ½ - 24).

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

Distracted Driving

Problem

The number of distracted driving fatal crashes has increased 11.54 percent over the five-year period (2016 - 2020). The five-year average has increased 39.29 percent since the 2012 – 2016 average. The number of distracted driving serious injury crashes has decreased 36.51 percent over the five-year period (2016 - 2020). The five-year average has decreased 27.63 percent since the 2012 – 2016 average. The percentage of Ohio's fatal crashes that are distracted driver related has increased 2.02 percent and the percentage of serious injury crashes has decreased 19.59 percent from 2016 to 2020.

Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP

grants and the statewide distracted driving grant. In FFY2022, Ohio will continue with projects to reduce distracted driving fatal and serious crashes.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2016 – 2020 average of 1,152 to a 2018 – 2022 average of 1,106 by 2022. *
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2016 – 2020 year average of 8,063 to a 2018 -2022 average of 7,744 by 2022. *
- C-3a) Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2016 – 2020 average of 1.02 to a 2018 – 2022 average of 0.97 by 2022.*
- C-3b) Reduce the rural fatalities/100 VMT rate by 1.10 percent per year from the 2016 – 2020 average of 1.46 to a 2018 – 2022 average of 1.43 by 2022.
- C-3c) Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2016 – 2020 average of 0.81 to a 2018 – 2022 average of 0.79 by 2022.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 0.99 percent per year from the 2016 – 2020 average of 369 to a 2018 – 2022 average of 362 by 2022.
- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from the 2016 – 2020 average of 309 to a 2018 – 2022 average of 301 by 2022.
- C-6) Reduce speeding-related fatalities by 1.25 percent per year from the 2016 – 2020 average of 297 to a 2018 – 2022 average of 289 by 2022.
- C-7) Reduce motorcyclist fatalities by 1.25 percent per year from the 2016 – 2020 average of 175 to a 2018 – 2022 average of 171 by 2022.
- C-8) Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from the 2016 – 2020 average of 121 to a 2018 – 2022 average of 118 by 2022.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 0.82 percent per year from the 2016 – 2020 average of 137 to a 2018 – 2020 average of 135 by 2022.
- O-1) Reduce distracted driving fatal crashes by 1.25 percent per year from the 2016 – 2020 average of 39 to a 2012 – 2022 average of 38 by 2022.
- O-2) Reduce distracted driving serious injury crashes by 1.25 percent per year from the 2016 – 2020 average of 360 to a 2018 – 2022 average of 351 by 2022.
- O-3) Reduce drugged driving fatal crashes by 1.25 percent per year from the 2016 – 2020 average of 277 to a 2018 – 2022 average of 270 by 2022.
- O-4) Reduce drugged driving serious injury crashes by 1.25 percent per year from the 2016 – 2020 average of 428 to a 2018 – 2022 average of 417 by 2022.
- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 0.09 percent to 86.0 percent by December 31, 2022.

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

Countermeasure Strategy

Communications and Outreach

Project Safety Impacts / Linkage Between Program Area

Communications and outreach strategies seek to inform the public of:

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

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

Rationale

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

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

Planned Activities

Project Number: M6OT-2022-00-00-04

Project Title: Impaired Driving Print Advertising/Educational Materials

Description:

Impaired driving (alcohol and/or drugged) print advertising/educational materials are one of Ohio's communication and outreach strategies to inform the public of the dangers of impaired driving (alcohol and/or impaired). The national Drive Sober or Get Pulled Over alcohol crackdown around the Labor Day Holiday combines highly visible enforcement with both local and national media exposure. Paid media during the crackdown will highlight that law enforcement will be strictly enforcing impaired driving laws. All law enforcement agencies across the state will be encouraged and funded agencies are required to participate in the 2022 crackdown. Funds will be used to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with approved print advertising/educational materials that will be distributed in a systematic manner to promote the message through earned media. Print advertising/educational materials are evaluated in several ways: knowledge surveys, gross impressions, and numbers distributed.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	Fast Act 405d	405d Impaired Driving Low (FAST)	\$225,000	\$0	\$0

Project Number: M2X-2022-00-00-04

Project Title: Seat Belt Print Advertising/Educational Materials

Description:

In FFY2022, Ohio will continue to use the Click It or Ticket (CIOT) message for sustained seat belt messaging throughout the year. The goal of the sustained effort is to increase statewide usage of seat belts. The objective is to elevate awareness of the seat belt message. This will be coupled with paid media and heightened enforcement throughout the State of Ohio. Funds will be used to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with approved print advertising/educational materials that will be distributed in a systematic manner to promote seat belt use through earned media. Print media/educational materials are evaluated in several ways: knowledge surveys, gross impressions, and numbers distributed.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405b	405b Low Public Education (FAST)	\$225,000	\$0	\$0

Project Numbers: M11MA-2022-00-00-02**Project Title:** Motorcycle Awareness Print Advertising/Educational Materials**Description:**

In FFY2022, Section 405f funding will be used to purchase approved print advertising/educational materials aimed to increase motorists' awareness of motorcyclists. In addition to distributing print advertising/educational materials directly to traffic safety partners, OTSO distributes materials to the Safe Community programs for distribution. Print advertising/educational materials are distributed in a systematic manner to promote the message. Print advertising/educational materials are evaluated in several ways: knowledge surveys, gross impressions, and numbers distributed.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405f	405f Motorcyclist Awareness (FAST)	\$25,000	\$0	\$0

Project Number: SC-2022-00-00-01**Project Title:** Speed Print Advertising/Educational Materials**Description:**

In FFY2022, funds will be used to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with approved print advertising/educational materials to address speed. Materials will be distributed in a systematic manner to promote seat belt use through earned media. Print media/educational materials are evaluated in several ways: knowledge surveys, gross impressions, and numbers distributed.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 SC	Speed Management (FAST)	\$100,000	\$0	\$0

Project Number: DD-2022-00-00-02

Project Title: Distracted Driving Print Advertising/Educational Materials

Description:

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

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 DD	Distracted Driving (FAST)	\$225,000	\$0	\$0

Project Number: DE-2022-00-00-01

Project Title: Youthful Driver Print Advertising/Educational Materials

Description:

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

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 DE	Drivers Education (FAST)	\$100,000	\$0	\$0

Project Number: DE-2022-00-00-02

Project Title: Mature Driver Print Advertising/Educational Materials

Description:

Funds will be used to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with approved print advertising/educational materials to address mature drivers. Print advertising/educational

materials are evaluated in several ways: knowledge surveys, gross impressions, numbers distributed and telephone surveys.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 DE	Drivers Education (FAST)	\$25,000	\$0	\$0

Driver Education and Behavior: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 DD – Distracted Driving (FAST)						
DD-2022-00-00-02						\$0
	FAST Act 402 DD Total		\$225,000	\$0	\$0	\$0
FAST Act 402 DE – Driver Education						
DE-2022-00-00-01						\$0
DE-2022-00-00-02	Mature Driver Print Advertising/Educational	2021	\$25,000	\$0	\$0	\$0
	FAST Act 402 DE Total		\$125,000	\$0	\$0	\$0
FAST Act 402 SC – Speed Management (FAST)						
SC-2022-00-00-01						\$0
	FAST Act 402 SC Total		\$100,000	\$0	\$0	\$0
FAST Act 405b OP Low						
M2X-2022-00-00-04						\$0
	Fast Act 405b OP Low Total		\$225,000	\$0	\$0	\$0
FAST Act 405d Impaired Driving Low						
M6OT-2022-00-00-04						\$0
	Fast Act 405d Impaired Driving Low		\$225,000	\$0	\$0	\$0
FAST Act 405f Motorcycle Programs						
M11MA-2022-00-00-02						\$0
	FAST Act 405f Motorcycle Programs		\$25,000	\$0	\$0	\$0
Total Funding Driver Education and Behavior Program Area			\$925,000	\$0	\$0	\$0

Impaired Driving (Drug and Alcohol)

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary state numbers, the number of traffic fatalities has increased 8.57 percent over the five-year period (2016 - 2020). The five-year average has increased 7.52 percent since the 2012 – 2016 average. The number of serious injuries has decreased 21.27 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 12.49 percent since the 2012 - 2016 average.

Analysis

Fatalities increased 8.57 percent from 1,153 in 2019 to 1,229 in 2020. The COVID-19 pandemic brought most traffic safety programming to a stop in FFY2020. As Ohio's pandemic restrictions are lifted and planned activities resume, Ohio will continue to analyze the data to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 21.40 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach these segments of Ohio's roadways.

Impaired Driving

Problem

Using preliminary state numbers, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has decreased 21.75 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 3.07 percent since the 2012 - 2016 average. The number of drugged driving fatal crashes has increased 138.71 percent over the five-year period (2016 - 2020). The five-year moving average has increased 38.57 percent since the 2012 - 2016 average. The number of drugged driving serious injury crashes has decreased 18.32 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 46.32 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are alcohol related has increased 12.12 percent and the percentage of serious injury crashes has increased 6.10 percent from 2016 to 2020. The percentage of Ohio's fatal crashes that are drug related has increased 118.13 percent and the percentage of serious injury crashes has increased 3.24 percent from 2016 to 2020.

Analysis

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, the percent of total fatal crashes and total serious injury crashes that are alcohol related and drug related have increased since 2016. Ohio will continue to focus efforts toward impaired (alcohol and/or drugged) driving.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach identified target audiences to reduce alcohol-impaired driving fatalities and to decrease impaired driving (alcohol and drug) fatal and serious injury crashes.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2016 – 2020 average of 1,152 to a 2018 – 2022 average of 1,106 by 2022. *
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2016 – 2020 year average of 8,063 to a 2018 -2022 average of 7,744 by 2022. *
- C-3a) Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2016 – 2020 average of 1.02 to a 2018 – 2022 average of 0.97 by 2022.*
- C-3b) Reduce the rural fatalities/100 VMT rate by 1.10 percent per year from the 2016 – 2020 average of 1.46 to a 2018 – 2022 average of 1.43 by 2022.
- C-3c) Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2016 – 2020 average of 0.81 to a 2018 – 2022 average of 0.79 by 2022.
- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from the 2016 – 2020 average of 309 to a 2018 – 2022 average of 301 by 2022.
- O-3) Reduce drugged driving fatal crashes by 1.25 percent per year from the 2016 – 2020 average of 277 to a 2018 – 2022 average of 270 by 2022.
- O-4) Reduce drugged driving serious injury crashes by 1.25 percent per year from the 2016 – 2020 average of 428 to a 2018 – 2022 average of 417 by 2022.

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

Countermeasure Strategies

High Visibility Enforcement
Publicized Sobriety Checkpoint
Enforcement of Drug-Impaired Driving
Liquor Law Enforcement
Law Enforcement Training
Drug Recognition Expert (DRE) Training
Ignition Interlocks
Breath Test Devices
Laboratory Drug Testing

Project Safety Impacts / Linkage Between Program Area

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, the percent of total fatal crashes and total serious injury crashes that are alcohol related and drug related have increased since 2016. Ohio will continue to focus efforts toward impaired (alcohol and/or drugged) driving.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach identified target audiences to reduce alcohol-impaired driving fatalities and to decrease impaired driving (alcohol and drug) fatal and serious injury crashes.

The OSHP and IDEP sub-recipients will be conducting alcohol overtime enforcement during strategic times throughout the year consistent with the NHTSA Communications Calendar (coupled with paid and earned media). Ohio's OVI Task Force program is a countywide initiative to conduct high visibility enforcement, public awareness and education focusing on impaired driving. In order to reach our goal of reducing fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of 0.08 g/dL or higher, Ohio is concentrating its OVI Task Force program in the counties that experience the highest number of alcohol-related fatal crashes. In addition, the OSHP will be conducting day-time drugged driving overtime enforcement. The Trace Back program allows Ohio Investigative Unit (OIU) Agents to investigate alcohol involved fatal and serious injury crashes to interview suspect/witnesses to "trace back" where the alcohol was consumed prior to crash. Ohio's training program includes Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and DRE training for law enforcement. Additional programs selected to reduce Ohio's impaired driving (alcohol and/or drugged) fatalities include a breath instrument training program, oral fluid project and Ohio's ignition interlock program. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding.

Rationale

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

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

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

Planned Activities

Project Number: 164AL-2022-00-00-01

Project Title: Impaired Driving Enforcement Program

Description:

High Visibility Enforcement is designed to convince the public that there are consequences to traffic violations. Grants are awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2018, 2019 and 2020. Each agency must conduct alcohol impaired driving enforcement activity to impact their alcohol impaired fatal crashes. Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar. In addition to the required Blitzes and National Campaign, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding. All IDEP sub-recipients are also required to submit for the STEP hours to conduct all other traffic related overtime activities (i.e., speed, seat belts, aggressive, etc.). Included in the STEP grant are funds to be used for education. These funds can be used for training officers or for educating the public on all areas of traffic safety including impaired driving. All IDEP sub-recipients are required to attend scheduled OTSO/Sub-recipient meetings. Items discussed at the meetings include re-caps of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meetings to ensure all activities are highly visible and are based on problem identification.

FFY2022 IDEP Required Blitz/National Campaigns

Dates	Blitz/National Campaign
October 22 – 31, 2021	Halloween
November 24 – 28, 2021	Thanksgiving
December 17 – 31, 2021	Winter Holiday Drive Sober or Get Pulled Over
January 1, 2022	Winter Holiday Drive Sober or Get Pulled Over
February 6 – 7, 2022	Super Bowl
March 11 – 18, 2022	St. Patrick's Day
April – May 2022	Prom
July 1 – 5, 2022	4 th of July
August 19 – September 5, 2022	Drive Sober or Get Pulled Over
October 2021 and/or September 2022	Homecoming

IDEP/STEP Grants have been received in 57 of Ohio's 88 counties and represent 80.48 percent of the fatal crashes between 2016 and 2020 and 84.71 percent of Ohio's population.

Intended Sub-recipients:

Agency	County	Population	Agency	County	Population
Allen County Sheriff's Office	Allen	106,331	Lucas Co. Sheriff's Office	Lucas	441,815
Ashland County Sheriff's Office	Ashland	53,139	Oregon Police Division	Lucas	
Ashtabula County Sheriff's Office	Ashtabula	101,497	Sylvania Twp. Police Dept.	Lucas	
Athens Co. Sheriff's Office	Athens	64,757	Toledo Co. Sheriff's Office	Lucas	
Brown Co. Sheriff's Office	Brown	44,846	Mahoning Co. Sheriff's Office	Mahoning	238,823
Butler Co. Sheriff's Office	Butler	368,130	Boardman Police Dept.	Mahoning	
Fairfield Twp. Police Dept.	Butler		Youngstown Police Dept.	Mahoning	
Hamilton Police Dept.	Butler		Marion Co. Sheriff's Office	Marion	66,501
Middletown Police Dept.	Butler		Medina Co. Sheriff's Office	Medina	172,332
Clark Co. Sheriff's Office	Clark	138,333	Mercer Co. Sheriff's Office	Mercer	40,814
Springfield Police Dept.	Clark		Miami Co. Sheriff's Office	Miami	102,506
Clermont Co. Sheriff's Office	Clermont	197,363	Montgomery Co. Sheriff's Office	Montgomery	535,153
Miami Twp. Police Dept.	Clermont		Dayton Police Dept.	Montgomery	
Columbiana Co. Sheriff's Office	Columbiana	107,841	Miami Twp. Police Dept.	Montgomery	
Crawford Co. Sheriff's Office	Crawford	43,784	Riverside Police Dept.	Montgomery	
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,280,122	Paulding Co. Sheriff's Office	Paulding	19,614
Cleveland Police Dept.	Cuyahoga		Pickaway Co. Sheriff's Office	Pickaway	55,698
Euclid Police Dept.	Cuyahoga		Portage Co. Sheriff's Office	Portage	161,419
Defiance County Sheriff's Office	Defiance	39,037	Putnam Co. Sheriff's Office	Putnam	34,499
Delaware Co. Sheriff's Office	Delaware	174,214	Richland Co. Sheriff's Office	Richland	124,475
Erie Co. Sheriff's Office	Erie	77,079	Mansfield Police Dept.	Richland	
Franklin Co. Sheriff's Office	Franklin	1,163,414	Sandusky Co. Sheriff's Office	Sandusky	60,944
Columbus Police Dept.	Franklin		Scioto Co. Sheriff's Office	Scioto	79,499
Mifflin Twp. Police Dept.	Franklin		Seneca Co. Sheriff's Office	Seneca	56,745
Fulton Co. Sheriff's Office	Fulton	42,698	Stark Co. Sheriff's Office	Stark	375,586
Geauga Co. Sheriff's Office	Geauga	93,389	Canton Police Dept.	Stark	
Greene Co. Sheriff's Office	Greene	161,573	Jackson Twp. Police Dept.	Stark	
Beavercreek Police Dept.	Greene		Massillon Police Dept.	Stark	
Hamilton Co. Sheriff's Office	Hamilton	802,374	Summit Co. Sheriff's Office	Summit	541,781
Cincinnati Police Dept.	Hamilton		Akron Police Dept.	Summit	
Colerain Twp. Police Dept.	Hamilton		Cuyahoga Falls Police Dept.	Summit	
Springfield Twp. Police Dept.	Hamilton		Trumbull Co. Sheriff's Office	Trumbull	210,312
Hancock Co. Sheriff's Office	Hancock	74,782	Howland Twp. Police Dept.	Trumbull	
Hardin Co. Sheriff's Office	Hardin	32,058	Warren Police Department	Trumbull	
Harrison Co. Sheriff's Office	Harrison	15,864	Tuscarawas Co. Sheriff's Office	Tuscarawas	92,582
Henry Co. Sheriff's Office	Henry	28,215	Van Wert Co. Sheriff's Office	Van Wert	28,744
Highland Co. Sheriff's Office	Highland	43,589	Vinton Co. Sheriff's Office	Vinton	13,435
Hocking Co. Sheriff's Office	Hocking	29,380	Washington Co. Sheriff's Office	Washington	61,778
Holmes Co. Sheriff's Office	Holmes	42,366	Wayne Co. Sheriff's Office	Wayne	114,520
Jefferson Co. Sheriff's Office	Jefferson	69,709	Williams Co. Sheriff's Office	Williams	37,642
Mentor Police Department	Lake	47,159	Wood Co. Sheriff's Office	Wood	125,488
Licking Co. Sheriff's Office	Licking	166,492	Lake Twp. Police Dept.	Wood	
Newark Police Dept.	Licking		Wyandot Co. Sheriff's Office	Wyandot	22,615
Logan Co. Sheriff's Office	Logan	48,858			
Lorain Co. Sheriff's Office	Lorain	301,356			
Lorain Police Dept.	Lorain				

Note: Police Departments are indented under the county sheriff's office; population is left blank because it is included in the county population.

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	313	261	83.39%	991	826	83.35%
2017	297	243	81.82%	1,001	812	81.12%
2018	266	225	84.59%	863	707	81.92%
2019	331	265	80.06%	875	722	82.51%
2020	384	321	83.59%	829	689	83.11%

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
			\$1,000,000	\$0	\$1,000,000
			\$1,300,000	\$0	\$1,300,000

*Funding levels and amount are for IDEP activities only.

Project Number: M6OT-2022-00-00-05

Project Title: Statewide Impaired Driving Enforcement Program

Description:

There were 1,591 alcohol related fatal crashes and 4,559 alcohol related serious injury crashes in Ohio between 2016 and 2020. Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar. In addition to the required Blitzes and National Campaign, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding. In FFY2022, the OSHP will continue with their Impaired Driving Enforcement grant. They will conduct at least 100 checkpoints in addition to saturation patrols. All sub-recipients are required to attend scheduled OTSO/Sub-recipient meetings. Items discussed at the meetings include re-caps of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meetings to ensure all activities are highly visible and are based on problem identification.

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

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	405d Impaired Driving Low (FAST)	\$2,100,000	\$1,987,500	\$0

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

Project Title: OVI Task Force Program

Description:

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

The 10 counties that submitted proposals represent 46.64 percent of the alcohol related fatal crashes between 2016 and 20120 and 52.43 percent of Ohio's population. Each OVI Task Force is required to conduct a minimum of 16 checkpoints* (two during the Drive Sober or Get Pulled Over Crackdown) and three press events (one during Drive Sober or Get Pulled Over). Saturation patrols are conducted in conjunction with the checkpoints. OVI Task Forces conduct meetings with participating agencies to coordinate activities within the task force. All OVI Task Force sub-recipients are required to attend scheduled OTSO/Sub-recipient meetings. Items discussed at the meetings include re-caps of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meetings to ensure all activities are highly visible and are based on problem identification.

*Mahoning County did not meet the eligibility requirements for a task force and is being funded through an exit strategy. Mahoning County is funded at 100 percent of the FFY2021 level (16 checkpoints).

Intended Sub-recipients:

Agency	County	Population
Oxford Division of Police	Butler	368,130
University Hospitals of Cleveland	Cuyahoga	1,280,122
Franklin County Sheriff's Office	Franklin	1,163,414
Blue Ash Police Department	Hamilton	802,374
North Ridgeville Police Department	Lorain	301,356
Lucas County Sheriff's Office	Lucas	441,815
Canfield Police Department	Mahoning	238,823
Dayton Police Department	Montgomery	535,153
Stark County Sheriff's Office	Stark	375,586
Summit County Sheriff's Office	Summit	541,781

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	313	146	46.65%	991	461	46.52%
2017	297	129	43.43%	1,001	450	44.96%
2018	266	118	44.36%	863	400	46.35%
2019	331	156	47.13%	875	405	46.29%
2020	384	193	50.26%	829	345	41.62%

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d	405d Impaired Driving Low (FAST)	\$2,500,000	\$0	\$2,500,000

Project Number: M6OT-2022-00-00-07

Project Title: Statewide Drugged Driving Enforcement Program

Description:

There were 1,382 drugged driving fatal crashes and 2,138 drugged driving serious injury crashes in Ohio between 2016 and 2020. In FFY2022, the OSHP will continue to focus enforcement efforts on drugged drivers.

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	405d Impaired Driving Low (FAST)	\$575,000	\$0	\$0

Project Number: M6OT-2022-00-00-08

Project Title: Trace Back Program

Description:

The Ohio Investigative Unit (OIU) will continue to implement a statewide Trace Back Program that was initiated in FFY2013 where OIU Agents will be called out to alcohol involved fatal and serious injury crashes to interview suspect/witnesses to “trace back” where the alcohol was consumed prior to crash. Agents will open a case to determine if alcohol was served or consumed in violation of the law in an effort to hold establishments accountable for over serving and/or selling to minors. Grant funding will pay for trace back investigations that are completed in an overtime status.

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

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

Project Number: M6OT-2022-00-00-09**Project Title:** Officer Training (Impaired)**Description:**

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

Intended Sub-recipients:

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

Funding Sources (Budget):

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

Project Number: M6OT-2022-00-00-10**Project Title:** Drug Recognition Expert Program**Description:**

Ohio currently has 213 certified DREs. Two DRE classes and one DRE Instructor class are planned in FFY2023. Ohio currently has 21 DRE instructors. The OSHP is the statewide DRE Coordinator.

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

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

Project Number: M6OT-2022-00-00-11**Project Title:** Ignition Interlock Device Program**Description:**

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

Intended Sub-recipient:

Ohio Traffic Safety Office (Contracted employee)

Funding Sources (Budget):

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

Project Number: M6OT-2022-00-00-12

Project Title: Breath Testing Instrument Training

Description:

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

Intended Sub-recipients:

Ohio Department of Health

Funding Sources (Budget):

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

Project Number: M6OT-2022-00-00-13

Project Title: Oral Fluid Testing

Description:

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

BGSU has an approved Indirect Cost Rate of 42.00 percent. The Indirect Cost Rate amount is \$51,381.

Intended Sub-recipients:

Bowling Green State University

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	405d Impaired Driving Low (FAST)	\$175,000	\$0	\$0

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

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
164 Transfer Funds – 164 Alcohol						
164 AL-2022-00-00-01	Impaired Driving Enforcement Program	2021	\$1,000,000	\$1,000,000	\$0	\$0
164 AL-2022-00-00-01	Impaired Driving Enforcement Program	2022	\$1,300,000	\$1,300,000	\$0	\$0
164 Transfer Funds Total			\$2,300,000	\$2,300,000	\$0	\$0
FAST Act 405d Impaired Driving Low						
M6OT-2022-00-00-05	Statewide Impaired Driving Enforcement	2021	\$2,100,000	\$0	\$1,987,500	\$0
M6OT-2022-00-00-06	OVI Task Force Program	2022	\$2,500,000	\$2,500,000	\$0	\$0
M6OT-2022-00-00-07	Statewide Drugged Driving Enforcement	2021	\$575,000	\$0	\$0	\$0
M6OT-2022-00-00-08	Trace Back Program	2021	\$50,000	\$0	\$0	\$0
M6OT-2022-00-00-09	Officer Training (Impaired)	2021	\$200,000	\$200,000	\$0	\$0
M6OT-2022-00-00-10	Drug Recognition Expert Program	2021	\$550,000	\$0	\$0	\$0
M6OT-2022-00-00-11	Ignition Interlock Program	2021	\$50,000	\$0	\$0	\$0
M6OT-2022-00-00-12	Breath Instrument Training	2021	\$150,000	\$0	\$0	\$0
M6OT-2022-00-00-13	Oral Fluid Testing	2021	\$175,000	\$0	\$0	\$51,381
Fast Act 405d Impaired Driving Low			\$6,350,000	\$2,700,000	\$1,987,500	\$51,381
Total Funding Impaired Driving (Alcohol and Drug) Program Area			\$8,650,000	\$5,000,000	\$1,987,500	\$51,381

Motorcycle Safety

Description of Problem

Motorcycle Safety

Problem

Using preliminary state numbers, the number of motorcycle fatalities has increased 7.54 percent over the five-year period (2016 - 2020). The five-year average has increased 10.04 percent since the 2012 - 2016 average. Using preliminary state numbers, the number of un-helmeted motorcycle fatalities has decreased 4.83 percent over the five-year period (2016 - 2020). The five-year average has increased 15.92 percent since the 2012 – 2016 average. The percentage of Ohio’s fatal crashes that are motorcycle related has decreased 3.42 percent and the percentage of serious injury crashes has increased 51.20 percent from 2016 to 2020.

Analysis

The number of motorcycle fatalities has increased 7.54 percent over the last five years. The number of un-helmeted motorcycle fatalities has decreased 4.83 percent over the last five years. The percent of total fatal crashes that are motorcycle related has decreased since 2016; however the percent of total serious injury crashes that are motorcycle related has increased.

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

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2016 – 2020 average of 1,152 to a 2018 – 2022 average of 1,106 by 2022. *
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2016 – 2020 year average of 8,063 to a 2018 -2022 average of 7,744 by 2022. *
- C-7) Reduce motorcyclist fatalities by 1.25 percent per year from the 2016 – 2020 average of 175 to a 2018 – 2022 average of 171 by 2022.
- C-8) Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from the 2016 – 2020 average of 121 to a 2018 – 2022 average of 118 by 2022.

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

Countermeasure Strategy

Motorcycle Rider Training

Project Safety Impacts / Linkage Between Program Area

In FFY2022, ODPS / BMV / Motorcycle Ohio program will continue its new motorcycle training curriculum for the Basic Rider Skills (BRS), Basic Rider Skills for Returning Riders (BRS-RR), Basic Rider Skills for Experienced Riders (BRS-2) and Advanced Rider Skills

(ARS) courses. A new three wheel curriculum will be offered. The updated curriculum will improve the training for motorcycle riders in the State of Ohio.

Rationale

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

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

Planned Activities

Project Number: M11MT-2022-00-00-01

Project Title: Motorcycle Training

Description:

In FFY2022, funds will be utilized to print the new student workbooks, range cards, activity cards, range support materials, range set-up supplies, paint and labor to paint the road surface marking on the motorcycle training ranges, and instructor training for the new Advanced Rider and 3 Wheel curriculums.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405f	405f Motorcycle Training (FAST)	\$50,000	\$0	\$0

Motorcycle Safety Program: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 405f – Motorcycle Training (FAST)						
M11MT-2021-00-00-01	Motorcycle Training	2022	\$50,000	\$0	\$0	\$0
FAST Act 405f Total			\$50,000	\$0	\$0	\$0
<i>Total Funding Motorcycle Safety Program Area</i>			<i>\$50,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>

Non-Motorized (Pedestrians)

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

Occupant Protection (Adult and Child Passenger Safety)

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary state numbers, the number of traffic fatalities has increased 8.57 percent over the five-year period (2016 - 2020). The five-year average has increased 7.52 percent since the 2012 – 2016 average. The number of serious injuries has decreased 21.27 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 12.49 percent since the 2012 - 2016 average.

Analysis

Fatalities increased 8.57 percent from 1,153 in 2019 to 1,229 in 2020. The COVID-19 pandemic brought most traffic safety programming to a stop in FFY2020. As Ohio's pandemic restrictions are lifted and planned activities resume, Ohio will continue to analyze the data to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 21.40 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach these segments of Ohio's roadways.

Occupant Protection

Problem

In 2019, Ohio reached an 85.9 percent observed seat belt use rate – a 1.18 percent increase from 84.9 percent in 2018. Using preliminary state numbers, the number of unrestrained fatalities has increased 15.06 percent over the five-year period (2016 - 2020). The five-year average has decreased 1.86 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are unrestrained related has increased 3.89 percent and the percentage of serious injury crashes has increased 25.48 percent from 2016 to 2020.

Analysis

Ohio's observed seat belt usage rate increased from 84.9 percent in 2018 to 85.9 percent in 2019. Ohio utilized the waiver in FFY2020 and did not complete an observational seat belt usage survey. Even though the observed seat belt usage rate has increased, the percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased since 2016.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2016 – 2020 average of 1,152 to a 2018 – 2022 average of 1,106 by 2022. *

- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2016 – 2020 year average of 8,063 to a 2018 -2022 average of 7,744 by 2022. *
- C-3a) Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2016 – 2020 average of 1.02 to a 2018 – 2022 average of 0.97 by 2022.*
- C-3b) Reduce the rural fatalities/100 VMT rate by 1.10 percent per year from the 2016 – 2020 average of 1.46 to a 2018 – 2022 average of 1.43 by 2022.
- C-3c) Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2016 – 2020 average of 0.81 to a 2018 – 2022 average of 0.79 by 2022.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 0.99 percent per year from the 2016 – 2020 average of 369 to a 2018 – 2022 average of 362 by 2022.
- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 0.09 percent to 86.0 percent by December 31, 2022.

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

Countermeasure Strategy

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

Project Safety Impacts / Linkage Between Program Area

Ohio's observed seat belt usage rate increased from 84.9 percent in 2018 to 85.9 percent in 2019. Ohio utilized the waiver in FFY2020 and did not complete an observational seat belt usage survey. Even though the observed seat belt usage rate has increased, the percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased since 2016.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Rationale

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

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

Planned Activities

Project Number: M2X-2022-00-00-05

Project Title: Statewide Seat Belt Tac Squads

Description:

The OSHP will distribute hours to districts statewide for seat belt tac squads. These tac squads will be conducted between 6 a.m. and 6 p.m. in areas with high numbers of unbelted fatalities in November and during the National May CIOT mobilization.

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

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b	405b Low Public Education (FAST)	\$975,000	\$550,000	\$0

Project Number: OP-2022-00-00-01

Project Title: Occupant Protection Coordinator Program

Description:

Ohio Department of Health (ODH) will continue to be the lead agency for the Occupant Protection Coordinator (OPC) program. ODH plans to sub-grant with up to eight OP Coordinators to provide occupant restraint programming to all 88 Ohio counties. OPC responsibilities include coordinating a child safety seat distribution program for low-income families, conducting car seat check-up events, coordinating the NHTSA 32-hour Standardized Child Passenger Safety (CPS) Technician Training course and associated refresher course, disseminating occupant protection education and training for youth and the National Campaigns for CPS and booster seats.

Each OPC Coordinator is responsible for conducting car seat check events and overseeing each partnering established fitting station within the region. Ohio currently has 157 established fitting stations. Ohio currently has 933 certified technicians. Ohio's training program includes 45 instructors, a minimum of eleven certification courses, and nine refresher courses. Following this program, Ohio is able to maintain sufficient coverage at fitting stations and events. Ohio's technician retention rate is 62.2 percent, which is above the national average of 51.7 percent. Ohio has 105 fitting stations in rural areas (an at-risk population), 52 in urban areas (some of these are also at-risk populations that include predominantly minority populations and low-income areas), 117 in low-income areas, 51 in predominantly minority populated areas.

The ODH has an approved Indirect Cost Rate of 29.0 percent on direct labor and fringe. The Indirect Cost Rate amount is \$15,254.

Intended Sub-recipients:

Ohio Department of Health

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 OP	Occupant Protection (FAST)	\$600,000	\$0	\$472,000

Project Number: OP-2022-00-00-02

Project Title: Occupant Protection Assessment

Description:

OTSO has requested an Occupant Protection (OP) Assessment in FFY2022 to meet the funding requirements of FAST Act 405b. Ohio’s last OP Assessment was conducted in 2019. Ohio plans to use this assessment to improve OP Programming.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 OP	Occupant Protection (FAST)	\$50,000	\$0	\$0

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

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 OP – Occupant Protection (FAST)						
OP-2022-00-00-01	Occupant Protection Coordinator Program	2021	\$600,000	\$472,000	\$0	\$15,254
OP-2022-00-00-02	Occupant Protection Assessment	2021	\$50,000	\$0	\$0	\$0
Fast Act 402 OP Total			\$650,000	\$472,000	\$0	\$15,254
FAST Act 405b OP Low						
M2X-2022-00-00-05	Statewide Seat Belt Tac Squads	2022	\$975,000	\$0	\$550,000	\$0
Fast Act 405b OP Low Total			\$975,000	\$0	\$550,000	\$0
Total Funding Occupant Protection (Adult and Child) Program			\$1,625,000	\$472,000	\$550,000	\$15,254

Planning & Administration

Description of Problem

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

Planned Activities

Project Numbers: PA-2022-00-00-01
CP-2022-00-00-01

Project Title: Traffic Safety Grant Program Management

Description:

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

402 PA	402 CP
OTSO Director	Planner
OTSO Federal Administrator	Planner
Regional Programs Manager	Planner
Office Manager	
Program Administrator	
Grants Coordinator 2	
Fiscal Professional	
Administrative Professional 3	
Public Information Officer	

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

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 PA	Planning and Administration (FAST)	\$950,000	\$950,000	\$0
2020	Fast Act 402 CP	Community Traffic Safety Project (FAST)	\$375,000	\$0	\$0

Project Number: PA-2022-00-00-02**Project Title:** Web-Based Grants Management System**Description:**

The Web-based grants management system called GRANTS (Grant Records and Application Network for Traffic Safety) was launched in 2005 to receive grant proposals for FFY2006 and upgraded in 2017 for FFY2018. The online system makes the entire grant management process more efficient and accessible. This system eliminated paper submission while enhancing grant tracking because all agencies are required to submit their proposal, expenditure reports (programmatic reports and reimbursement claims), and grant revisions through the online system. A grant file can be accessed by multiple viewers from different agencies at the same time provided they have the security level to view the grant. The funding allocated to this project is for hosting, maintenance service, training, and system enhancements.

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

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

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

Project Number: CP-2022-00-00-02**Project Title:** Traffic Safety Resource Prosecutor Program**Description:**

The Traffic Safety Resource Prosecutor (TSRP) role is designed to increase the ability of prosecutors and law enforcement to effectively present and prosecute traffic safety violations, particularly focusing on impaired driving (alcohol and/or drugged). The two TSRPs work closely with the Law Enforcement Liaisons (LELs) and the Judicial Outreach Liaison (JOL).

The TSRPs are a vital resource for our office and local communities in. The TSRPs will be conducting classes for law enforcement and prosecutors on various traffic safety related issues.

Intended Sub-recipients:

Cincinnati Police Department
 Stark County Sheriff’s Office

Funding Sources (Budget):

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

Project Number: CP-2022-00-00-03

Project Title: Judicial Outreach Liaison Program

Description:

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

The American Bar Association has an approved Indirect Cost Rate of 15.53 percent. The Indirect Cost Rate amount is \$9,430.

Intended Sub-recipients:

American Bar Association

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	Fast Act 402 CP	Community Traffic Safety Project (FAST)	\$75,000	\$0	\$0

Project Number: CP-2022-00-00-04

Project Title: Training / Educational Materials

Description:

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

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	Fast Act 402 CP	Community Traffic Safety Project (FAST)	\$25,000	\$0	\$0

Project Number: PA-2022-00-00-03**Project Title:** University Evaluation**Description:**

The University of Akron will assist OTSO by overseeing the observational seat belt survey, problem identification and data analysis. In FFY2022, the University of Akron’s activities will include:

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

The University of Akron has an approved Indirect Cost Rate of 26.00 percent. The Indirect Cost Rate amount is \$39,761.

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

Intended Sub-recipients:

The University of Akron

Funding Sources (Budget):

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

Project Numbers: PA-2022-00-00-04**Project Title:** GHSA Projects**Description:**

The OTSO will continue to work with Consulting Services Initiative (CSI) through GHSA for three projects in FFY2022. Project one is to produce an impaired driving (alcohol and/or drugged) resource document detailing Ohio’s process from pre-arrest to adjudication. Project

two is facilitation and administrative support for Ohio’s newly established Ohio Traffic Safety Council, and project three is to conduct a pre-management review.

The GHSA has an approved Indirect Cost Rate of 35.5 percent. The Indirect Cost Rate amount is \$25,577.

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

Intended Sub-recipients:

Governor’s Highway Safety Association

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 402 PA	Planning and Administration (FAST)	\$100,000	\$100,000	\$0

Planning and Administration: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 CP – Community Traffic Safety Project (FAST)						
CP-2022-00-00-01	Traffic Safety Program Management	2020	\$375,000	\$0	\$0	\$0
CP-2022-00-00-02	Traffic Safety Resource Prosecutor Program	2020	\$375,000	\$0	\$0	\$0
CP-2022-00-00-03	Judicial Outreach Liaison	2020	\$75,000	\$0	\$0	\$9,430
CP-2022-00-00-04	Training/Educational Materials	2020	\$25,000	\$0	\$0	\$0
FAST Act 402 CP Total			\$850,000	\$0	\$0	\$9,430
FAST Act 402 PA Planning and Administration (FAST)						
PA-2022-00-00-01	Traffic Safety Program Management	2020	\$950,000	\$0	\$950,000	\$0
PA-2022-00-00-02	Web-Based Grant Management System	2020	\$200,000	\$0	\$200,000	\$0
PA-2021-00-00-03	University Evaluation	2020	\$200,000	\$0	\$200,000	\$39,761
PA-2021-00-00-04	GHSA Projects	2020	\$100,000	\$0	\$100,000	\$25,577
FAST Act 402 PA Total			\$1,450,000	\$0	\$1,450,000	\$65,338
Total Funding Planning and Administration Program Area			\$2,300,000	\$0	\$1,450,000	\$65,338

Police Traffic Services

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary state numbers, the number of traffic fatalities has increased 8.57 percent over the five-year period (2016 - 2020). The five-year average has increased 7.52 percent since the 2012 – 2016 average. The number of serious injuries has decreased 21.27 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 12.49 percent since the 2012 - 2016 average.

Analysis

Fatalities increased 8.57 percent from 1,153 in 2019 to 1,229 in 2020. The COVID-19 pandemic brought most traffic safety programming to a stop in FFY2020. As Ohio's pandemic restrictions are lifted and planned activities resume, Ohio will continue to analyze the data to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 21.40 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach these segments of Ohio's roadways.

Impaired Driving

Problem

Using preliminary state numbers, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has decreased 21.75 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 3.07 percent since the 2012 - 2016 average. The number of drugged driving fatal crashes has increased 138.71 percent over the five-year period (2016 - 2020). The five-year moving average has increased 38.57 percent since the 2012 - 2016 average. The number of drugged driving serious injury crashes has decreased 18.32 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 46.32 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are alcohol related has increased 12.12 percent and the percentage of serious injury crashes has increased 6.10 percent from 2016 to 2020. The percentage of Ohio's fatal crashes that are drug related has increased 118.13 percent and the percentage of serious injury crashes has increased 3.24 percent from 2016 to 2020.

Analysis

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, the percent of total fatal crashes and total serious injury crashes that are alcohol related and drug related have increased since 2016. Ohio will continue to focus efforts toward impaired (alcohol and/or drugged) driving.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach identified target audiences to reduce alcohol-impaired driving fatalities and to decrease impaired driving (alcohol and drug) fatal and serious injury crashes.

Occupant Protection

Problem

In 2019, Ohio reached an 85.9 percent observed seat belt use rate – a 1.18 percent increase from 84.9 percent in 2018. Using preliminary state numbers, the number of unrestrained fatalities has increased 15.06 percent over the five-year period (2016 - 2020). The five-year average has decreased 1.86 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are unrestrained related has increased 3.89 percent and the percentage of serious injury crashes has increased 25.48 percent from 2016 to 2020.

Analysis

Ohio's observed seat belt usage rate increased from 84.9 percent in 2018 to 85.9 percent in 2019. Ohio utilized the waiver in FFY2020 and did not complete an observational seat belt usage survey. Even though the observed seat belt usage rate has increased, the percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased since 2016.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Speed

Problem

Using preliminary state numbers, the number of speed related fatalities has increased 40.86 percent over the five-year period (2016 - 2020). The five-year average has increased 8.72 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are speed related has decreased 12.99 percent and the percentage of serious injury crashes has increased 19.24 percent from 2016 to 2020.

Analysis

Speed-related fatal crashes increased 40.86 percent from 2016 to 2020. The percent of total fatal crashes that are speed related has decreased since 2016; however the percent of total serious injury crashes that are speed related has increased.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) based on problem identification to reduce the number of speed related fatalities, fatal crashes, and serious injury crashes.

Motorcycle Safety

Problem

Using preliminary state numbers, the number of motorcycle fatalities has increased 7.54 percent over the five-year period (2016 - 2020). The five-year average has increased 10.04 percent since the 2012 - 2016 average. Using preliminary state numbers, the number of un-helmeted motorcycle fatalities has decreased 4.83 percent over the five-year period (2016 - 2020). The five-year average has increased 15.92 percent since the 2012 – 2016 average.

The percentage of Ohio's fatal crashes that are motorcycle related has decreased 3.42 percent and the percentage of serious injury crashes has increased 51.20 percent from 2016 to 2020.

Analysis

The number of motorcycle fatalities has increased 7.54 percent over the last five years. The number of un-helmeted motorcycle fatalities has decreased 4.83 percent over the last five years. The percent of total fatal crashes that are motorcycle related has decreased since 2016; however the percent of total serious injury crashes that are motorcycle related has increased.

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

Youthful Driver

Problem

Using preliminary state numbers, the number of young drivers (20 or younger) involved in fatal crashes has decreased 10.9 percent over the five-year period (2016 - 2020). The five-year average has decreased 4.72 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are youthful driver related has decreased 6.54 percent and the percentage of serious injury crashes has decreased 13.32 percent from 2016 to 2020.

Analysis

Ohio has reduced the number of drivers aged 20 or younger involved in fatal crashes over the last five years and the five-year average remains fairly consistent (between 110 and 160). In addition to reducing the number of drivers aged 20 or younger involved in fatal crashes, Ohio has also reduced the percent of total fatal crashes and the percent of total serious injury crashes that are youthful driver related (ages 15 ½ - 24).

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

Distracted Driving

Problem

The number of distracted driving fatal crashes has increased 11.54 percent over the five-year period (2016 - 2020). The five-year average has increased 39.29 percent since the 2012 – 2016 average. The number of distracted driving serious injury crashes has decreased 36.51 percent over the five-year period (2016 - 2020). The five-year average has decreased 27.63 percent since the 2012 – 2016 average. The percentage of Ohio's fatal crashes that are distracted driver related has increased 2.02 percent and the percentage of serious injury crashes has decreased 19.59 percent from 2016 to 2020.

Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP

grants and the statewide distracted driving grant. In FFY2022, Ohio will continue with projects to reduce distracted driving fatal and serious crashes.

Pedestrian Safety

Problem

Using preliminary state numbers, the number of pedestrian fatalities has increased 23.88 percent over the five-year period (2016 – 2020). The five-year average has increased 29.53 percent since the 2012 – 2016 average. The percentage of Ohio's fatal crashes that are pedestrian related has increased 10.77 percent and the percentage of serious injury crashes has increased 17.93 percent from 2016 to 2020.

Analysis

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

Bicycle Safety

Problem

Using preliminary state numbers, the number of bicycle fatalities has decreased 11.11 percent over the five-year period (2016 - 2020). The five-year average has increased 9.89 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are bicycle related has decreased 18.71 percent and the percentage of serious injury crashes has increased 12.61 percent from 2016 to 2020.

Analysis

Ohio's bicycle fatalities have fluctuated between 2016 and 2020. Looking at the statistics statewide, the bicycle problem appears to be mainly among adults, in urban areas. However, since bicycle fatalities only account for approximately two percent of all fatalities, Ohio will fund local projects if warranted based on problem identification and continue to work on bicycle issues through the SHSP.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2016 – 2020 average of 1,152 to a 2018 – 2022 average of 1,106 by 2022. *
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2016 – 2020 year average of 8,063 to a 2018 -2022 average of 7,744 by 2022. *
- C-3a) Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2016 – 2020 average of 1.02 to a 2018 – 2022 average of 0.97 by 2022.*
- C-3b) Reduce the rural fatalities/100 VMT rate by 1.10 percent per year from the 2016 – 2020 average of 1.46 to a 2018 – 2022 average of 1.43 by 2022.
- C-3c) Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2016 – 2020 average of 0.81 to a 2018 – 2022 average of 0.79 by 2022.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 0.99 percent per year from the 2016 – 2020 average of 369 to a 2018 – 2022 average of 362 by 2022.

- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from the 2016 – 2020 average of 309 to a 2018 – 2022 average of 301 by 2022.
- C-6) Reduce speeding-related fatalities by 1.25 percent per year from the 2016 – 2020 average of 297 to a 2018 – 2022 average of 289 by 2022.
- C-7) Reduce motorcyclist fatalities by 1.25 percent per year from the 2016 – 2020 average of 175 to a 2018 – 2022 average of 171 by 2022.
- C-8) Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from the 2016 – 2020 average of 121 to a 2018 – 2022 average of 118 by 2022.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 0.82 percent per year from the 2016 – 2020 average of 137 to a 2018 – 2020 average of 135 by 2022.
- C-10) Reduce pedestrian fatalities by 1.25 percent per year from the 2016 – 2020 average of 139 to a 2018 – 2022 average of 135 by 2022.
- C-11) Reduce bicyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 20 to a 2017 – 2022 average of 19 by 2022.
- O-1) Reduce distracted driving fatal crashes by 1.25 percent per year from the 2016 – 2020 average of 39 to a 2012 – 2022 average of 38 by 2022.
- O-2) Reduce distracted driving serious injury crashes by 1.25 percent per year from the 2016 – 2020 average of 360 to a 2018 – 2022 average of 351 by 2022.
- O-3) Reduce drugged driving fatal crashes by 1.25 percent per year from the 2016 – 2020 average of 277 to a 2018 – 2022 average of 270 by 2022.
- O-4) Reduce drugged driving serious injury crashes by 1.25 percent per year from the 2016 – 2020 average of 428 to a 2018 – 2022 average of 417 by 2022.
- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 0.09 percent to 86.0 percent by December 31, 2022.

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

Countermeasure Strategy

Communications and Outreach

Officer Training

Short-term, High Visibility Law Enforcement

Project Safety Impacts / Linkage Between Program Area

In FFY2020, preliminary numbers show increases in the majority of the core measures. In an effort to reduce all areas of traffic fatalities, Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach identified target audiences. The OSHP and STEP sub-recipients will be conducting overtime enforcement during strategic times throughout the year consistent with the NHTSA Communications Calendar (coupled with paid and earned media). Ohio contracts with four Law Enforcement Liaisons (LELs) to enhance all aspects of OTSO's relationship with Ohio's law enforcement agencies. Additional programs selected to reduce Ohio's fatalities and serious injuries include training for both law enforcement personnel and funding available to help educate the public about traffic safety. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding.

Rationale

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

- Chapter 1. Alcohol and Drug Impaired Driving
 - 2. Deterrence: Enforcement
 - 2.1 Publicized Sobriety Checkpoints
 - 2.2 High Visibility Saturation Patrols
 - 2.5 Integrated Enforcement
 - 7. Drug-Impaired Driving
 - 7.1 Enforcement of Drug-Impaired Driving Laws
- Chapter 2. Seat Belts and Child Restraints
 - 2. Seat Belt Law Enforcement
 - 2.1 Short-term, High Visibility seat Belt Law Enforcement
 - 5. Child Restraint/Booster Seat Law Enforcement
 - 5.1 Short-term, High Visibility Child Restraint/Booster Law Enforcement
- Chapter 3. Speeding and Speed Management
 - 2. Enforcement
 - 2.2 High Visibility Enforcement
- Chapter 4. Distracted and Drowsy Driving
 - 1. Laws and Enforcement
 - 1.3 High Visibility Cell Phone and Text Messaging Enforcement
- Chapter 5. Motorcycle Safety
 - 1. Motorcycle Helmets
 - 1.3 Motorcycle Helmet Law Enforcement: Noncompliant Helmets
 - 2. Alcohol Impairment
 - 2.1 Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions
- Chapter 6. Young Drivers
 - 4. Traffic Law Enforcement
 - 4.1 Enforcement of GDL and Zero-Tolerance Laws
- Chapter 7. Older Drivers
 - 3. Traffic Law Enforcement
 - 3.1 Law Enforcement Roles
- Chapter 8. Pedestrian Safety
 - 4. All Pedestrians
 - 4.2 Reduce and Enforce Speed Limits
- Chapter 9. Bicycle Safety
 - 3. All Bicyclists
 - 3.3 Enforcement Strategies

Planned Activities

Project Numbers: PT-2022-00-00-01

Project Title: Law Enforcement Liaison Program

Description:

The goal of the LEL Program is to enhance all aspects of OTSO's relationship with Ohio's law enforcement agencies. The LEL Program consists of a state LEL Coordinator and four field LELs who are placed geographically throughout Ohio. The LELs' primary roles are to:

- Seek commitments from agencies to participate in the national mobilizations;
- Increase percentage of agencies reporting in the mobilizations to 65 percent in 2022.
- Visit law enforcement agencies to encourage the agencies to issue citations for distracted driving, seat belt and child passenger restraint violations and take a zero tolerance approach on impaired driving (alcohol and/or drugged) and improperly licensed motorcyclists;
- Educate agencies on the need for their officers to wear seat belts at all times; LELs promote the Below 100 Training to law enforcement agencies across the state;
- Educate law enforcement on laws and regulations pertaining to motorcycles;
- Disseminate information and materials on NHTSA programs and projects;
- Disseminate information and address any traffic safety related issues that arise around the state;
- Encourage accurate and timely submission of crash reports; LELs promote the new online crash reporting system to agencies that do not currently report electronically;
- Assist with training for law enforcement agencies and other traffic safety funded agencies; encouraging the use of OSTATS to help in problem site identification;
- Physical inspection and documentation of federally funded equipment;
- Help promote the E-Citation Program;
- DRE Recruitment and ARIDE training.

Intended Sub-recipients:

Blue Ash Police Department
 Hardin County Sheriff's Office
 Lorain Police Department
 Union County Sheriff's Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 PT	Police Traffic Services (FAST)	\$450,000	\$0	\$0

Project Number: PT-2022-00-00-02

Project Title: Selective Traffic Enforcement Program

Description:

High Visibility Enforcement is designed to convince the public that there are consequences for traffic violations. Grants are awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2018, 2019 and 2020. Each agency must conduct enforcement activity (i.e., speed, seat belt, aggressive, etc.) to impact their fatal crashes. Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar. In addition to the required Blitzes and National Campaigns, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding. All STEP sub-recipients are also required to submit for the Impaired Driving Enforcement (IDEP) hours to conduct alcohol impaired driving related overtime activities. Included in the STEP grant are funds to be used for education. The amount available for education is based on the jurisdiction's population (\$1,500 for small; \$2,500 for medium; \$3,500 for large). These funds can be used for training officers or for educating the public on all areas of traffic safety including the importance of seat belts. All STEP sub-recipients are required to attend scheduled OTSO/Sub-recipient meetings. Items discussed at the meetings include re-caps of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meetings to ensure all activities are highly visible and are based on problem identification.

FFY2022 STEP Required Blitz/National Campaigns

Dates	Blitz/National Campaign
November 24 – 28, 2021	Thanksgiving
April 2022	Distracted Driving Month
April – May 2022	Prom
May 23 – June 5, 2022	Click It or Ticket
October 2021 and/or September 2022	Homecoming

IDEP/STEP Grants have been received in 57 of Ohio's 88 counties and represent 80.48 percent of the fatal crashes between 2016 and 2020 and 84.71 percent of Ohio's population.

Intended Sub-recipients:

Agency	County	Population	Agency	County	Population
Allen County Sheriff's Office	Allen	106,331	Lucas Co. Sheriff's Office	Lucas	441,815
Ashland County Sheriff's Office	Ashland	53,139	Oregon Police Division	Lucas	
Ashtabula County Sheriff's Office	Ashtabula	101,497	Sylvania Twp. Police Dept.	Lucas	
Athens Co. Sheriff's Office	Athens	64,757	Toledo Co. Sheriff's Office	Lucas	
Brown Co. Sheriff's Office	Brown	44,846	Mahoning Co. Sheriff's Office	Mahoning	238,823
Butler Co. Sheriff's Office	Butler	368,130	Boardman Police Dept.	Mahoning	
Fairfield Twp. Police Dept.	Butler		Youngstown Police Dept.	Mahoning	
Hamilton Police Dept.	Butler		Marion Co. Sheriff's Office	Marion	66,501
Middletown Police Dept.	Butler		Medina Co. Sheriff's Office	Medina	172,332
Clark Co. Sheriff's Office	Clark	138,333	Mercer Co. Sheriff's Office	Mercer	40,814
Springfield Police Dept.	Clark		Miami Co. Sheriff's Office	Miami	102,506
Clermont Co. Sheriff's Office	Clermont	197,363	Montgomery Co. Sheriff's Office	Montgomery	535,153
Miami Twp. Police Dept.	Clermont		Dayton Police Dept.	Montgomery	
Columbiana Co. Sheriff's Office	Columbiana	107,841	Miami Twp. Police Dept.	Montgomery	
Crawford Co. Sheriff's Office	Crawford	43,784	Riverside Police Dept.	Montgomery	
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,280,122	Paulding Co. Sheriff's Office	Paulding	19,614
Cleveland Police Dept.	Cuyahoga		Pickaway Co. Sheriff's Office	Pickaway	55,698
Euclid Police Dept.	Cuyahoga		Portage Co. Sheriff's Office	Portage	161,419
Defiance County Sheriff's Office	Defiance	39,037	Putnam Co. Sheriff's Office	Putnam	34,499
Delaware Co. Sheriff's Office	Delaware	174,214	Richland Co. Sheriff's Office	Richland	124,475
Erie Co. Sheriff's Office	Erie	77,079	Mansfield Police Dept.	Richland	
Franklin Co. Sheriff's Office	Franklin	1,163,414	Sandusky Co. Sheriff's Office	Sandusky	60,944
Columbus Police Dept.	Franklin		Scioto Co. Sheriff's Office	Scioto	79,499
Mifflin Twp. Police Dept.	Franklin		Seneca Co. Sheriff's Office	Seneca	56,745
Fulton Co. Sheriff's Office	Fulton	42,698	Stark Co. Sheriff's Office	Stark	375,586
Geauga Co. Sheriff's Office	Geauga	93,389	Canton Police Dept.	Stark	
Greene Co. Sheriff's Office	Greene	161,573	Jackson Twp. Police Dept.	Stark	
Beavercreek Police Dept.	Greene		Massillon Police Dept.	Stark	
Hamilton Co. Sheriff's Office	Hamilton	802,374	Summit Co. Sheriff's Office	Summit	541,781
Cincinnati Police Dept.	Hamilton		Akron Police Dept.	Summit	
Colerain Twp. Police Dept.	Hamilton		Cuyahoga Falls Police Dept.	Summit	
Springfield Twp. Police Dept.	Hamilton		Trumbull Co. Sheriff's Office	Trumbull	210,312
Hancock Co. Sheriff's Office	Hancock	74,782	Howland Twp. Police Dept.	Trumbull	
Hardin Co. Sheriff's Office	Hardin	32,058	Warren Police Department	Trumbull	
Harrison Co. Sheriff's Office	Harrison	15,864	Tuscarawas Co. Sheriff's Office	Tuscarawas	92,582
Henry Co. Sheriff's Office	Henry	28,215	Van Wert Co. Sheriff's Office	Van Wert	28,744
Highland Co. Sheriff's Office	Highland	43,589	Vinton Co. Sheriff's Office	Vinton	13,435
Hocking Co. Sheriff's Office	Hocking	29,380	Washington Co. Sheriff's Office	Washington	61,778
Holmes Co. Sheriff's Office	Holmes	42,366	Wayne Co. Sheriff's Office	Wayne	114,520
Jefferson Co. Sheriff's Office	Jefferson	69,709	Williams Co. Sheriff's Office	Williams	37,642
Mentor Police Department	Lake	47,159	Wood Co. Sheriff's Office	Wood	125,488
Licking Co. Sheriff's Office	Licking	166,492	Lake Twp. Police Dept.	Wood	
Newark Police Dept.	Licking		Wyandot Co. Sheriff's Office	Wyandot	22,615
Logan Co. Sheriff's Office	Logan	48,858			
Lorain Co. Sheriff's Office	Lorain	301,356			
Lorain Police Dept.	Lorain				

Note: Police Departments are indented under the county sheriff's office; population is left blank because it is included in the county population.

CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	1,054	849	80.55%	7,509	6,349	84.55%
2017	1,094	887	81.08%	7,061	5,912	83.73%
2018	996	788	79.12%	6,246	5,295	84.77%
2019	1,041	813	78.10%	5,983	5,013	83.79%
2020	1,153	959	83.17%	5,926	5,000	84.37%

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	313	261	83.39%	991	826	83.35%
2017	297	243	81.82%	1,001	812	81.12%
2018	266	225	84.59%	863	707	81.92%
2019	331	265	80.06%	875	722	82.51%
2020	384	321	83.59%	829	689	83.11%

DRUG RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	186	148	79.57%	464	378	81.47%
2017	179	142	79.33%	521	407	78.12%
2018	206	159	77.18%	394	322	81.73%
2019	369	287	77.78%	381	309	81.10%
2020	442	380	85.97%	378	299	79.10%

YOUTHFUL DRIVER RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	269	223	82.90%	2,498	2,110	84.47%
2017	290	238	82.07%	2,176	1,826	83.92%
2018	246	190	77.24%	1,877	1,574	83.86%
2019	234	181	77.35%	1,656	1,397	84.36%
2020	275	239	86.91%	1,709	1,451	84.90%

UNRESTRAINED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	520	414	79.62%	2,269	1,922	84.71%
2017	541	432	79.85%	2,202	1,841	83.61%
2018	491	387	78.82%	1,892	1,605	84.83%
2019	550	431	78.36%	2,126	1,796	84.48%
2020	591	499	84.43%	2,247	1,947	86.65%

DISTRACTED DRIVING CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	26	23	88.46%	441	361	81.86%
2017	52	41	78.85%	371	304	81.94%
2018	47	36	76.60%	385	313	81.30%
2019	41	29	70.73%	325	269	82.77%
2020	29	26	89.66%	280	231	82.50%

SPEED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	353	284	80.45%	1,627	1,365	83.90%
2017	351	288	82.05%	1,530	1,245	81.37%
2018	305	236	77.38%	1,399	1,170	83.63%
2019	294	212	72.11%	1,367	1,113	81.42%
2020	336	287	85.42%	1,531	1,289	84.19%

MATURE DRIVER CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	428	337	78.74%	2,696	2,293	85.05%
2017	426	345	80.99%	2,548	2,138	83.91%
2018	410	323	78.78%	2,268	1,933	85.23%
2019	429	334	77.86%	2,131	1,771	83.11%
2020	426	344	80.75%	1,934	1,633	84.44%

MOTORCYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	194	153	78.87%	909	733	80.64%
2017	155	128	82.58%	843	694	82.33%
2018	142	115	80.99%	714	581	81.37%
2019	156	116	74.36%	872	719	82.45%
2020	205	171	83.41%	1,085	909	83.78%

PEDESTRIAN CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	137	127	92.70%	540	506	93.70%
2017	142	125	88.03%	526	496	94.30%
2018	134	120	89.55%	533	500	93.81%
2019	129	115	89.15%	506	459	90.71%
2020	166	151	90.96%	452	409	90.49%

BICYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	18	13	72.22%	167	153	91.62%
2017	19	17	89.47%	168	153	91.07%
2018	22	18	81.82%	122	118	96.72%
2019	23	21	91.30%	120	109	90.83%
2020	16	14	87.50%	148	132	89.19%

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 PT	Police Traffic Services (FAST)	\$2,500,000	\$0	\$2,500,000

*Funding levels and amount are for STEP activities only.

Project Number: PT-2022-00-00-03

Project Title: Holiday Blitz Enforcement Program

Description:

High Visibility Enforcement is designed to convince the public that there are consequences for traffic violations. This grant program is being developed to reach the agencies that have a fatal crash problem, but do not meet the requirements of the IDEP-STEP program. Additional details will be provided once finalized. Each agency must conduct enforcement activity (i.e., speed, impaired, seat belt, aggressive, etc.) to impact their fatal crashes. Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar.

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

Intended Sub-recipients:

TBD

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 PT	Police Traffic Services (FAST)	\$500,000	\$0	\$500,000

Project Number: PT-2022-00-00-04

Project Title: Officer Training

Description:

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

Intended Sub-recipients:

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

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 PT	Police Traffic Services (FAST)	\$100,000	\$0	\$100,000

Project Number: PT-2022-00-00-05

Project Title: Officer Training/Public Education

Description:

OSHP will offer SFST and Speed Measuring Device training courses. Training Ohio's officers will allow them to conduct effective enforcement programs to remove impaired and speeding drivers from Ohio's roads before fatal crashes occur.

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

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 PT	Police Traffic Services (FAST)	\$300,000	\$0	\$0

Police Traffic Services: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 PT – Police Traffic Services (FAST)						
PT-2022-00-00-01						\$0
PT-2022-00-00-02	Selective Traffic Enforcement Program	2021	\$2,500,000	\$2,500,000	\$0	\$0
PT-2022-00-00-03	Holiday Blitz Enforcement Program	2021	\$500,000	\$500,000	\$0	\$0
PT-2022-00-00-04	Officer Training	2021	\$100,000	\$100,000	\$0	\$0
PT-2022-00-00-05	Officer Training/Public Education	2021	\$300,000	\$0	\$0	\$0
FAST Act 402 PT Total			\$3,850,000	\$3,100,000	\$0	\$0
<i>Total Funding Police Traffic Services Program Area</i>			<i>\$3,850,000</i>	<i>\$3,100,000</i>	<i>\$0</i>	<i>\$0</i>

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary state numbers, the number of traffic fatalities has increased 8.57 percent over the five-year period (2016 - 2020). The five-year average has increased 7.52 percent since the 2012 – 2016 average. The number of serious injuries has decreased 21.27 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 12.49 percent since the 2012 - 2016 average.

Analysis

Fatalities increased 8.57 percent from 1,153 in 2019 to 1,229 in 2020. The COVID-19 pandemic brought most traffic safety programming to a stop in FFY2020. As Ohio's pandemic restrictions are lifted and planned activities resume, Ohio will continue to analyze the data to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 21.40 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach these segments of Ohio's roadways.

Pedestrian Safety

Problem

Using preliminary state numbers, the number of pedestrian fatalities has increased 23.88 percent over the five-year period (2016 – 2020). The five-year average has increased 29.53 percent since the 2012 – 2016 average. The percentage of Ohio's fatal crashes that are pedestrian related has increased 10.77 percent and the percentage of serious injury crashes has increased 17.93 percent from 2016 to 2020.

Analysis

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

Bicycle Safety

Problem

Using preliminary state numbers, the number of bicycle fatalities has decreased 11.11 percent over the five-year period (2016 - 2020). The five-year average has increased 9.89 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are bicycle related has decreased 18.71 percent and the percentage of serious injury crashes has increased 12.61 percent from 2016 to 2020.

Analysis

Ohio's bicycle fatalities have fluctuated between 2016 and 2020. Looking at the statistics statewide, the bicycle problem appears to be mainly among adults, in urban areas. However, since bicycle fatalities only account for approximately two percent of all fatalities, Ohio will fund local projects if warranted based on problem identification and continue to work on bicycle issues through the SHSP.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2016 – 2020 average of 1,152 to a 2018 – 2022 average of 1,106 by 2022. *
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2016 – 2020 year average of 8,063 to a 2018 -2022 average of 7,744 by 2022. *
- C-3a) Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2016 – 2020 average of 1.02 to a 2018 – 2022 average of 0.97 by 2022.*
- C-3b) Reduce the rural fatalities/100 VMT rate by 1.10 percent per year from the 2016 – 2020 average of 1.46 to a 2018 – 2022 average of 1.43 by 2022.
- C-3c) Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2016 – 2020 average of 0.81 to a 2018 – 2022 average of 0.79 by 2022.
- C-10) Reduce pedestrian fatalities by 1.25 percent per year from the 2016 – 2020 average of 139 to a 2018 – 2022 average of 135 by 2022.
- C-11) Reduce bicyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 20 to a 2017 – 2022 average of 19 by 2022.

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

Countermeasure Strategy

Training

Project Safety Impacts / Linkage Between Program Area

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

Rationale

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

Planned Activities

Project Number: RS-2022-00-00-01

Project Title: Roadway Safety Training

Description:

In conjunction with Ohio's SHSP, Ohio works with ODOT to provide additional safety related courses for engineers and surveyors from ODOT as well as local governments (county and municipal). These courses are designed specifically to reduce traffic fatalities and are

approved by OTSO prior to scheduling to ensure that topics are highway safety related. Courses that may be approved for funding in FFY2022 include Access Management: Fundamental Principles, Application and Computation, Introducing Human Factors in Roadway Design and Operations, Combating Roadway Departures, Speed Management, Innovative Intersections and Interchanges, Modern Roundabouts: Intersections Designed for Safety, Geometric Design: Applying Flexibility and Risk Management, Planning and Designing for Pedestrian Safety, Signalized Intersection Guidebook Workshop, Roadside Safety Design, and Designing for Pedestrian Safety.

Intended Sub-recipients:

Ohio Department of Transportation

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 RS	Roadway Safety (FAST)	\$150,000	\$0	\$150,000

Project Number: RS-2022-00-00-02

Project Title: Roadway Safety Training Development

Description:

In conjunction with Ohio’s SHSP, Ohio works with ODOT to provide additional safety related courses for engineers and surveyors from ODOT as well as local governments (county and municipal). This grant will cover a portion of the development of nine online courses covering safety fundamentals, the Highway Safety Manual, and various subjects focused on data-driven decision making incorporating Ohio’s specific tools. ODOT will provide \$100,000 in funding toward this project.

Intended Sub-recipients:

Ohio Department of Transportation

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 RS	Roadway Safety (FAST)	\$50,000	\$0	\$0

Roadway Safety: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 RS – Roadway Safety (FAST)						
RS-2022-00-00-01	Roadway Safety Training	2021	\$150,000	\$150,000	\$0	\$0
RS-2022-00-00-02	Roadway Safety Training Development	2021	\$50,000	\$0	\$0	\$0
FAST Act 402 RS Total			\$200,000	\$150,000	\$0	\$0
Total Funding Roadway Safety Program Area			\$200,000	\$150,000	\$0	\$0

Speed Management

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary state numbers, the number of traffic fatalities has increased 8.57 percent over the five-year period (2016 - 2020). The five-year average has increased 7.52 percent since the 2012 – 2016 average. The number of serious injuries has decreased 21.27 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 12.49 percent since the 2012 - 2016 average.

Analysis

Fatalities increased 8.57 percent from 1,153 in 2019 to 1,229 in 2020. The COVID-19 pandemic brought most traffic safety programming to a stop in FFY2020. As Ohio's pandemic restrictions are lifted and planned activities resume, Ohio will continue to analyze the data to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 21.40 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach these segments of Ohio's roadways.

Speed

Problem

Using preliminary state numbers, the number of speed related fatalities has increased 40.86 percent over the five-year period (2016 - 2020). The five-year average has increased 8.72 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are speed related has decreased 12.99 percent and the percentage of serious injury crashes has increased 19.24 percent from 2016 to 2020.

Analysis

Speed-related fatal crashes increased 40.86 percent from 2016 to 2020. The percent of total fatal crashes that are speed related has decreased since 2016; however the percent of total serious injury crashes that are speed related has increased.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) based on problem identification to reduce the number of speed related fatalities, fatal crashes, and serious injury crashes.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2016 – 2020 average of 1,152 to a 2018 – 2022 average of 1,106 by 2022. *
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2016 – 2020 year average of 8,063 to a 2018 -2022 average of 7,744 by 2022. *

- C-3a) Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2016 – 2020 average of 1.02 to a 2018 – 2022 average of 0.97 by 2022.*
- C-3b) Reduce the rural fatalities/100 VMT rate by 1.10 percent per year from the 2016 – 2020 average of 1.46 to a 2018 – 2022 average of 1.43 by 2022.
- C-3c) Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2016 – 2020 average of 0.81 to a 2018 – 2022 average of 0.79 by 2022.
- C-6) Reduce speeding-related fatalities by 1.25 percent per year from the 2016 – 2020 average of 297 to a 2018 – 2022 average of 289 by 2022.

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

Countermeasure Strategy

Sustained Enforcement

Project Safety Impacts / Linkage Between Program Area

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

Rationale

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

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

Planned Activities

Project Number: SE-2022-00-00-01

Project Title: Statewide Speed Enforcement

Description:

There were 5,338 fatal crashes and 32,725 serious injury crashes in Ohio between 2016 and 2020. Of these, 1,639 fatal crashes and 7,454 serious injury crashes were speed related. In FFY2022, OSHP will conduct enforcement activity (with an emphasis on speed enforcement) to reduce fatal and serious injury crashes.

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

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 SE	Speed Enforcement (FAST)	\$1,175,000	\$3,043,750	\$0

Speed Management: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 SE – Speed Enforcement (FAST)						
SE-2022-00-00-01	Statewide Speed Enforcement	2021	\$1,175,000	\$0	\$3,043,750	\$0
FAST Act 402 SE Total			\$1,175,000	\$0	\$3,043,750	\$0
<i>Total Speed Management Program Area</i>			<i>\$1,175,000</i>	<i>\$0</i>	<i>\$3,043,750</i>	<i>\$0</i>

Traffic Records

Description of Problem

Traffic Records

Problem

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

Analysis

Ohio will be working on the following projects this year: Optical Character Recognition, Court Case Management System upgrades, eCitation Interfaces, Intersection Data Collection, BMV Driver Exam Testing platform, and an Ohio Uniform Crash Manual Application. These projects will improve the accuracy, timeliness, completeness, and accessibility of Citation/Adjudication, Crash, Roadway, and Driver databases.

Countermeasure Strategy

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

Project Safety Impacts / Linkage Between Program Area

The projects continue to address improvements from the 2021 Traffic Records Assessment.

Rationale

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

Planned Activities

Project Numbers: M3DA-2022-00-00-01 (2018 Promise Project)
M3DA-2022-00-00-02

Project Title: Traffic Records Coordinating Committee Projects Grant

Description:

OSHP chairs the TRCC committee. The committee is comprised of state, local and federal agencies who are stakeholders in the traffic crash records system. Committee members oversee implementation of the Traffic Records Strategic Plan. A Traffic Records Assessment was completed in FFY2021. In an effort to streamline the project management process, the OSHP has been awarded a grant to oversee the TRCC grant projects. All project suggestions will continue to be submitted to the TRCC Committee. The committee will decide as a whole on whether or not to submit the project(s) to NHTSA for funding approval. Projects that will be completed by internal ODPS agencies will be overseen by OSHP through

this grant. This should help liquidate the Section 405c funds in a more efficient manner. A brief description of the projects being funded under the OSHP grant with the data system/attribute are listed below. See the “State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025” for additional information including individual current, short-term, and long-term goals.

Travel - \$10,000

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

TRCC APPROVED PROJECTS:

Title: Citation Interfaces with Courts

Description: Ohio will continue this project in FFY2022. Currently Ohio has 142 courts receiving E-Citations electronically. This project was approved by the TRCC on March 14, 2017 and by NHTSA on April 10, 2017.

Database: Citation/Adjudication

Attribute: Timeliness

Performance Measure: Increase the number of courts, by at least 10 percent that are able to accept electronically files traffic citations.

Baseline: By the end of 2020, 142 courts have been interfaced to accept eCitations.

Amount: \$102,555.00

Title: Optical Character Recognition

Description: The goal of this project is to increase the accuracy and efficiency of gathering data affecting all aspects of traffic enforcement and traffic crash investigation, in addition to vehicle records. This solution would reduce the redundant copying of data which is prone to error by allowing officers to scan text directly from many different sources, including but not limited to, VIN numbers, license plates, driver's licenses, vehicle titles, etc. This project was approved by the TRCC on July 31, 2018 and approved by NHTSA on October 10, 2018.

Database: Citation/Adjudication and Crash

Attribute: Accuracy

Performance Measure: Reduce the number of reports that have data entry errors by 10 percent.

Baseline: This data was not tracked prior to 2021. YTD 2021, 5,891 reports have been submitted with data entry errors.

Amount: \$128,394.83

Title: Court Case Management System Upgrades

Description: Assist local courts in upgrading case management systems to facilitate e-filing of traffic citations. This project was approved by the TRCC on June 13, 2019 and by NHTSA on October 3, 2019.

Database: Citation/Adjudication

Attribute: Timeliness

Performance Measure: Increase the number of courts, by at least 20 that will be ready to interface with OLEIS/OTIS in order to accept electronically filed traffic citations.

Baseline: Currently, 3 courts have been completed.

Amount: \$947,750.00

Title: ODOT Intersection Collection

Description: Ohio's goal for FFY2022 will to complete any additional data collection remaining after FFY2021. This project was approved by the TRCC on September 12, 2019 and by NHTSA on October 3, 2019.

Database: Roadway Data

Attribute: Completeness

Performance Measure: Percentage of intersections with inventory characteristics will increase from 11% to 80% by the end of the project.

Baseline: Currently there are approximately 30,000 intersections included in the database with an estimated total of more than 260,000 intersections in the state.

Amount: \$570,286.32

ODOT Intersection Collection - \$2,500,000

Title: BMV Driver Exam Testing Platform

Description: Ohio will replace the current paper-based testing process for driver exams with an electronic driver exam platform. The goal is to use the data obtained from the driver exams to increase training to reduce failure rates on both the driving/skills and the knowledge tests. This project was approved by the TRCC on September 12, 2019 and by NHTSA on November 6, 2019.

Database: Driver Safety Data System

Attribute: Accessibility

Performance Measure: Once the project is complete, failure rates will be reduced by 750 (driving/skills) and 1,600 (knowledge) respectively (approximately ten percent). In addition to projected first-time failure reductions, performance standards and baselines will be established in other areas of testing where increased productivity will be tracked and evaluated.

Baseline: Currently, approximately 75,000 customers fail the driving portion and 169,000 fail the knowledge test on their first try, annually (calendar 2018).

Amount: \$850,000.00

Title: Ohio Uniform Crash Manual Application

Description: Ohio will provide a Uniform Crash Manual application that will be interactive, including reference material and definitions to improve the quality and accuracy of crash reporting. This project was approved by the TRCC on December 17, 2019 and by NHTSA on January 13, 2020.

Database: Crash Data

Attribute: Accuracy

Performance Measure: Improve the quality and accuracy of crash reporting and reduce the number or returned crash reports by 10%.

Baseline: In 2018, approximately 2,000 reports were returned.

Amount: \$128,394.83

TRCC PENDING PROJECTS:

The TRCC Co-Chair has set aside funding for projects that will be submitted to the committee during FFY2022. Once these projects have been approved by the TRCC, OTSO will submit the projects to NHTSA for approval. Once approved by NHTSA, OTSO will submit an HSP Revision to include the project.

Amount: \$2,462,619.02

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

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c	405c Data Program (FAST)	\$1,200,000	\$300,000	\$0
2019	FAST Act 405c	405c Data Program (FAST)	\$1,509,309	\$377,327	\$0
2020	FAST Act 405c	405c Data Program (FAST)	\$1,465,596	\$366,399	\$0
2021	FAST Act 405c	405c Data Program (FAST)	\$1,025,095	\$256,274	\$0
		<i>Total:</i>	<i>\$5,200,000</i>	<i>\$1,300,000</i>	<i>\$0</i>

Traffic Records: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 405c Data Program						
M3DA-2022-00-00-01	Traffic Records Coordinating Committee	2018	\$1,200,000	\$0	\$300,000	\$0
M3DA-2022-00-00-02	Traffic Records Coordinating Committee	2019	\$1,509,309	\$0	\$377,327	\$0
M3DA-2022-00-00-02	Traffic Records Coordinating Committee	2020	\$1,465,596	\$0	\$366,399	\$0
M3DA-2022-00-00-02	Traffic Records Coordinating Committee	2021	\$1,025,095	\$0	\$256,274	\$0
FAST Act 405c Data Program Total			\$5,200,000	\$0	\$1,300,000	\$0
Total Traffic Records Program Area			\$5,200,000	\$0	\$1,300,000	\$0

Youthful Driver Safety Program

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary state numbers, the number of traffic fatalities has increased 8.57 percent over the five-year period (2016 - 2020). The five-year average has increased 7.52 percent since the 2012 – 2016 average. The number of serious injuries has decreased 21.27 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 12.49 percent since the 2012 - 2016 average.

Analysis

Fatalities increased 8.57 percent from 1,153 in 2019 to 1,229 in 2020. The COVID-19 pandemic brought most traffic safety programming to a stop in FFY2020. As Ohio's pandemic restrictions are lifted and planned activities resume, Ohio will continue to analyze the data to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 21.40 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement and evaluation) to reach these segments of Ohio's roadways.

Impaired Driving

Problem

Using preliminary state numbers, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has decreased 21.75 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 3.07 percent since the 2012 - 2016 average. The number of drugged driving fatal crashes has increased 138.71 percent over the five-year period (2016 - 2020). The five-year moving average has increased 38.57 percent since the 2012 - 2016 average. The number of drugged driving serious injury crashes has decreased 18.32 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 46.32 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are alcohol related has increased 12.12 percent and the percentage of serious injury crashes has increased 6.10 percent from 2016 to 2020. The percentage of Ohio's fatal crashes that are drug related has increased 118.13 percent and the percentage of serious injury crashes has increased 3.24 percent from 2016 to 2020.

Analysis

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, the percent of total fatal crashes and total serious injury crashes that are alcohol related and drug related have increased since 2016. Ohio will continue to focus efforts toward impaired (alcohol and/or drugged) driving.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach identified target audiences to reduce alcohol-impaired driving fatalities and to decrease impaired driving (alcohol and drug) fatal and serious injury crashes.

Occupant Protection

Problem

In 2019, Ohio reached an 85.9 percent observed seat belt use rate – a 1.18 percent increase from 84.9 percent in 2018. Using preliminary state numbers, the number of unrestrained fatalities has increased 15.06 percent over the five-year period (2016 - 2020). The five-year average has decreased 1.86 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are unrestrained related has increased 3.89 percent and the percentage of serious injury crashes has increased 25.48 percent from 2016 to 2020.

Analysis

Ohio's observed seat belt usage rate increased from 84.9 percent in 2018 to 85.9 percent in 2019. Ohio utilized the waiver in FFY2020 and did not complete an observational seat belt usage survey. Even though the observed seat belt usage rate has increased, the percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased since 2016.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Speed

Problem

Using preliminary state numbers, the number of speed related fatalities has increased 40.86 percent over the five-year period (2016 - 2020). The five-year average has increased 8.72 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are speed related has decreased 12.99 percent and the percentage of serious injury crashes has increased 19.24 percent from 2016 to 2020.

Analysis

Speed-related fatal crashes increased 40.86 percent from 2016 to 2020. The percent of total fatal crashes that are speed related has decreased since 2016; however the percent of total serious injury crashes that are speed related has increased.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement and evaluation) based on problem identification to reduce the number of speed related fatalities, fatal crashes, and serious injury crashes.

Youthful Driver

Problem

Using preliminary state numbers, the number of young drivers (20 or younger) involved in fatal crashes has decreased 10.9 percent over the five-year period (2016 - 2020). The five-year average has decreased 4.72 percent since the 2012 - 2016 average. The percentage of Ohio's fatal crashes that are youthful driver related has decreased 6.54 percent and the percentage of serious injury crashes has decreased 13.32 percent from 2016 to 2020.

Analysis

Ohio has reduced the number of drivers aged 20 or younger involved in fatal crashes over the last five years and the five-year average remains fairly consistent (between 110 and 160). In addition to reducing the number of drivers aged 20 or younger involved in fatal crashes, Ohio has also reduced the percent of total fatal crashes and the percent of total serious injury crashes that are youthful driver related (ages 15 ½ - 24).

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

Distracted Driving

Problem

The number of distracted driving fatal crashes has increased 11.54 percent over the five-year period (2016 - 2020). The five-year average has increased 39.29 percent since the 2012 – 2016 average. The number of distracted driving serious injury crashes has decreased 36.51 percent over the five-year period (2016 - 2020). The five-year average has decreased 27.63 percent since the 2012 – 2016 average. The percentage of Ohio's fatal crashes that are distracted driver related has increased 2.02 percent and the percentage of serious injury crashes has decreased 19.59 percent from 2016 to 2020.

Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants and the statewide distracted driving grant. In FFY2022, Ohio will continue with projects to reduce distracted driving fatal and serious crashes.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from the 2016 – 2020 average of 1,152 to a 2018 – 2022 average of 1,106 by 2022. *
- C-2) Reduce serious traffic injuries by 2.00 percent per year from the 2016 – 2020 year average of 8,063 to a 2018 -2022 average of 7,744 by 2022. *
- C-3a) Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2016 – 2020 average of 1.02 to a 2018 – 2022 average of 0.97 by 2022.*
- C-3b) Reduce the rural fatalities/100 VMT rate by 1.10 percent per year from the 2016 – 2020 average of 1.46 to a 2018 – 2022 average of 1.43 by 2022.
- C-3c) Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2016 – 2020 average of 0.81 to a 2018 – 2022 average of 0.79 by 2022.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 0.99 percent per year from the 2016 – 2020 average of 369 to a 2018 – 2022 average of 362 by 2022.
- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from the 2016 – 2020 average of 309 to a 2018 – 2022 average of 301 by 2022.
- C-6) Reduce speeding-related fatalities by 1.25 percent per year from the 2016 – 2020 average of 297 to a 2018 – 2022 average of 289 by 2022.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 0.82 percent per year from the 2016 – 2020 average of 137 to a 2018 – 2020 average of 135 by 2022.

- O-1) Reduce distracted driving fatal crashes by 1.25 percent per year from the 2016 – 2020 average of 39 to a 2012 – 2022 average of 38 by 2022.
- O-2) Reduce distracted driving serious injury crashes by 1.25 percent per year from the 2016 – 2020 average of 360 to a 2018 – 2022 average of 351 by 2022.
- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 0.09 percent to 86.0 percent by December 31, 2022.

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

Countermeasure Strategy

Peer to Peer Teen Outreach

Youthful Driver Behavior Survey

Project Safety Impacts / Linkage Between Program Area

Ohio continues to focus on efforts geared toward youthful drivers. In FFY2022, Ohio will work with two teen peer to peer groups. Students Against Destructive Decisions (SADD) and Family, Career and Community Leaders of America (FCCLA) will provide peer to peer programming in many of Ohio's high schools. A new partnership with the Ohio Investigative Unit will provide compliance checks to reduce the sales of alcohol to minors. Partnerships with The Ohio State University include working with Recording Artists Against Drunk Driving (RADD) on a college campus impaired driving (alcohol and drugged) project. Ohio is also working with the Children's Hospital of Philadelphia on youthful driver research, evaluation, and evidence-based materials.

Rationale

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

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

Planned Activities

Project Number: TSP-2022-00-00-01

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

Description:

SADD will continue to conduct programming statewide in FFY2022. Ohio SADD will use evidence-based programming to facilitate peer-to-peer education to educate young drivers on the “Four Ds”, which include drowsy driving, distracted driving, drugged driving, and drunk driving. SADD will also promote and educate on seat belt usage, dangers of speed, the hazards of reckless driving and GDL laws. In FFY2022, SADD will reach out to teen populations that are not represented by a Safe Communities program, SADD chapter, or FCCLA chapter to reach additional teen drivers. SADD will also implement programming geared towards pre-teens.

SADD is in the process of receiving an approved indirect cost rate of 26 percent. Indirect costs will not be reimbursed until the federally approved rate documentation has been submitted. This amount is \$33,022.

Intended Sub-recipients:

Students Against Destructive Decisions

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 TSP	Teen Safety Program (FAST)	\$175,000	\$0	\$0

Project Number: TSP-2022-00-00-02

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

Description:

Family, Career, and Community Leaders of America (FCCLA) will engage with 100 chapters. These student chapters will submit, conduct, and prepare a final report on a project that addresses the traffic safety needs discovered through a community needs assessment. In addition to the 100 peer-to-peer projects, FCCLA will provide the Families Acting for Community Traffic Safety (FACTS) program to all 350 chapters for the advisors to embed traffic safety into the curriculum.

FCCLA is charging the grant the de Minimis rate of 10 percent of the modified total direct costs. This amount is \$17,610.

Intended Sub-recipients:

Family Career and Community Leaders of America (FCCLA)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 TSP	Teen Safety Program (FAST)	\$200,000	\$0	\$0

Project Number: M6OT-2022-00-00-14**Project Title:** Underage Alcohol Sales Compliance Checks**Description:**

The Ohio Investigative Unit (OIU) will concentrate underage alcohol sales compliance checks on establishments in counties that have the highest number of youth alcohol involved fatal crashes to reduce the number of youth alcohol related fatal crashes. Grant funds will be used for overtime hours to conduct the checks.

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	405d Impaired Driving Low (FAST)	\$100,000	\$0	\$0

Project Number: M6OT-2022-00-00-15**Project Title:** College Campus Impaired Driving Program**Description:**

The Ohio State University will partner with Recording Artists against Drunk Driving (RADD) and the Higher Education Center for Alcohol and Drug (HECAOD). This grant will expand entertainment-driven and social media focused outreach programming to engage 18-24 year olds in impaired driving prevention efforts through a two prong approach: 1) Distribute impaired driving prevention materials to Ohio campuses that reach a racially & ethnically diverse audience and 2) Create social norms messaging to be delivered on campuses, in concert venues, and by peer musicians through social media.

The Ohio State University has an approved Indirect Cost Rate of 57.5 percent. The Indirect Cost Rate amount is \$39,083.

Intended Sub-recipients:

The Ohio State University

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d	405d Impaired Driving Low (FAST)	\$275,000	\$0	\$0

Project Number: DE-2022-00-00-03

Project Title: Youthful Driver Skills Assessment Project

Description:

OTSO will grant with Children’s Hospital of Philadelphia (CHOP) to expand analyses assessing on road exam (ORE) preparedness among customers under 18 vs. 18 years and older based on state-wide data, driving school based-data, socioeconomic status variables, geolocation data, crash outcomes, etc. Data will be used to guide educational programming to improve new driver skill sets and provide statewide data for youthful driving (funding) problem identification.

CHOP is charging the grant the de Minimis rate of 10 percent of the modified total direct costs. This amount is \$18,168.

Intended Sub-recipients:

Children’s Hospital of Philadelphia

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 DE	Drivers Education (FAST)	\$200,000	\$0	\$0

Youthful Driver Safety: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 DE – Driver Education						
DE-2022-00-00-02	Youthful Driver Skills Assessment Program	2021	\$200,000	\$0	\$0	\$18,168
FAST Act 402 DE Total			\$200,000	\$0	\$0	\$18,168
FAST Act 402 TSP – Teen Safety Program (FAST)						
TSP-2022-00-00-01	Peer to Peer Youth Programming - SADD	2021	\$175,000	\$0	\$0	\$33,022
TSP-2022-00-00-02	Peer to Peer Youth Programming - FCCLA	2021	\$200,000	\$0	\$0	\$17,610
FAST Act 402 TSP Total			\$375,000	\$0	\$0	\$50,632
FAST Act 405d Impaired Driving Low						
M6OT-2022-00-00-14	Underage Alcohol Sales Compliance Checks	2021	\$100,000	\$0	\$0	\$0
M6OT-2022-00-00-15	College Campus Impaired Driving Program	2021	\$275,000	\$0	\$0	\$39,083
Fast Act 405d Impaired Driving Low			\$375,000	\$0	\$0	\$39,083
Total Funding Youthful Driver Safety Program Area			\$950,000	\$0	\$0	\$107,883

Appendix A – FFY2022 Funding Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
164 Transfer Funds – 164 Alcohol						
164 AL-2022-00-00-01	Impaired Driving Enforcement Program	2021	\$1,000,000	\$1,000,000	\$0	\$0
164 AL-2022-00-00-01	Impaired Driving Enforcement Program	2022	\$1,300,000	\$1,300,000	\$0	\$0
164 Transfer Funds Total			\$2,300,000	\$2,300,000	\$0	\$0
FAST Act 402 CP – Community Traffic Safety Project (FAST)						
CP-2022-00-00-01	Traffic Safety Program Management	2020	\$375,000	\$0	\$0	\$0
CP-2022-00-00-02	Traffic Safety Resource Prosecutor Program	2020	\$375,000	\$0	\$0	\$0
CP-2022-00-00-03	Judicial Outreach Liaison	2020	\$75,000	\$0	\$0	\$0
CP-2022-00-00-04	Training/Educational Materials	2020	\$25,000	\$0	\$0	\$9,430
FAST Act 402 CP Total			\$850,000	\$0	\$0	\$9,430
FAST Act 402 DD – Distracted Driving (FAST)						
DD-2022-00-00-01	Statewide Distracted Driving Enforcement	2021	\$425,000	\$0	\$0	\$0
DD-2022-00-00-02	Distracted Driving Print Advertising/Educational	2020	\$225,000	\$0	\$0	\$0
FAST Act 402 DD Total			\$650,000	\$0	\$0	\$0
FAST Act 402 DE – Driver Education						
DE-2022-00-00-01	Youthful Driver Print Advertising/Educational	2021	\$100,000	\$0	\$0	\$0
DE-2022-00-00-02	Mature Driver Print Advertising/Educational	2021	\$25,000	\$0	\$0	\$0
DE-2022-00-00-02	Youthful Driver Skills Assessment Program	2021	\$200,000	\$0	\$0	\$18,168
FAST Act 402 DE Total			\$325,000	\$0	\$0	\$18,168
FAST Act 402 OP – Occupant Protection (FAST)						
OP-2022-00-00-01	Occupant Protection Coordinator Program	2021	\$600,000	\$472,000	\$0	\$15,254
OP-2022-00-00-02	Occupant Protection Assessment	2021	\$50,000	\$0	\$0	\$0
FAST Act 402 OP Total			\$650,000	\$472,000	\$0	\$15,254
FAST Act 402 PA – Planning and Administration (FAST)						
PA-2022-00-00-01	Traffic Safety Program Management	2020	\$950,000	\$0	\$950,000	\$0
PA-2022-00-00-02	Web-Based Grant Management System	2020	\$200,000	\$0	\$200,000	\$0
PA-2022-00-00-03	University Evaluation	2020	\$200,000	\$0	\$200,000	\$39,761
PA-2022-00-00-04	GHSA Projects	2020	\$100,000	\$0	\$100,000	\$25,577
FAST Act 402 PA Total			\$1,450,000	\$0	\$1,450,000	\$65,338
FAST Act 402 PM – Paid Advertising (FAST)						
PM-2022-00-00-01	Motorcycle Safety Paid Media	2020	\$100,000	\$0	\$0	\$0
PM-2022-00-00-02	Distracted Driving Paid Media	2020	\$500,000	\$0	\$0	\$0
PM-2022-00-00-03	Youthful Driver Paid Media	2020	\$500,000	\$0	\$0	\$0
PM-2022-00-00-04	Speed Paid Media	2020	\$200,000	\$0	\$0	\$0
PM-2022-00-00-05	Campaign Creative/Design	2020	\$300,000	\$0	\$0	\$0
FAST Act 402 PM Total			\$1,600,000	\$0	\$0	\$0
FAST Act 402 PT – Police Traffic Services (FAST)						
PT-2022-00-00-01	Law Enforcement Liaison Program	2021	\$450,000	\$0	\$0	\$0
PT-2022-00-00-02	Selective Traffic Enforcement Program	2021	\$2,500,000	\$2,500,000	\$0	\$0
PT-2022-00-00-03	Holiday Blitz Enforcement Program	2021	\$500,000	\$500,000	\$0	\$0
PT-2022-00-00-04	Officer Training	2021	\$100,000	\$100,000	\$0	\$0
PT-2022-00-00-05	Officer Training/Public Education	2021	\$300,000	\$0	\$0	\$0
FAST Act 402 PT Total			\$3,850,000	\$3,100,000	\$0	\$0
FAST Act 402 RS – Roadway Safety (FAST)						
RS-2022-00-00-01	Roadway Safety Training	2021	\$150,000	\$150,000	\$0	\$0
RS-2022-00-00-02	Roadway Safety Training Development	2021	\$50,000	\$0	\$0	\$0
FAST Act 402 RS Total			\$200,000	\$150,000	\$0	\$0
FAST Act 402 SA – Safe Communities (FAST)						
SA-2022-00-00-01	Safe Communities	2021	\$2,400,000	\$2,400,000	\$0	\$11,833
FAST Act 402 SA Total			\$2,400,000	\$2,400,000	\$0	\$11,833

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 SC – Speed Management (FAST)						
SC-2022-00-00-01						\$0
FAST Act 402 SC Total			\$100,000	\$0	\$0	\$0
FAST Act 402 SE – Speed Enforcement (FAST)						
SE-2022-00-00-01						\$0
FAST Act 402 SE Total			\$1,175,000	\$0	\$3,043,750	\$0
FAST Act 402 TSP – Teen Safety Program (FAST)						
TSP-2022-00-00-01						\$33,022
TSP-2022-00-00-02	Peer to Peer Youth Programming - FCCLA	2021	\$200,000	\$0	\$0	\$17,610
FAST Act 402 TSP Total			\$375,000	\$0	\$0	\$50,632
FAST Act 402 Total			\$13,625,000	\$6,122,000	\$4,493,750	\$170,655
FAST Act 405b OP Low						
M2X-2022-00-00-01						\$0
M2X-2022-00-00-02	Click It or Ticket Paid Media	2022	\$300,000	\$0	\$0	\$0
M2X-2022-00-00-03	Sustained Belt Paid Media	2022	\$500,000	\$0	\$0	\$0
M2X-2022-00-00-04	Seat Belt Print Advertising/Educational	2021	\$225,000	\$0	\$0	\$0
M2X-2022-00-00-05	Statewide Seat Belt Tac Squads	2022	\$975,000	\$0	\$550,000	\$0
Fast Act 405b OP Low Total			\$2,200,000	\$0	\$550,000	\$0
FAST Act 405c Data Program						
M3DA-2022-00-00-01						\$0
M3DA-2022-00-00-02	Traffic Records Coordinating Committee Projects	2019	\$1,509,309	\$0	\$377,327	\$0
M3DA-2022-00-00-02	Traffic Records Coordinating Committee Projects	2020	\$1,465,596	\$0	\$366,399	\$0
M3DA-2022-00-00-02	Traffic Records Coordinating Committee Projects	2021	\$1,025,095	\$0	\$256,274	\$0
FAST Act 405c Data Program Total			\$5,200,000	\$0	\$1,300,000	\$0
FAST Act 405d Impaired Driving Low						
M6OT-2022-00-00-01						\$0
M6OT-2022-00-00-02	Drive Sober or Get Pulled Over Paid Media	2022	\$300,000	\$0	\$0	\$0
M6OT-2022-00-00-03	Sustained Impaired Driving Paid Media	2021	\$500,000	\$0	\$0	\$0
M6OT-2022-00-00-04	Impaired Driving Print Advertising/Educational	2021	\$225,000	\$0	\$0	\$0
M6OT-2022-00-00-05	Statewide Impaired Driving Enforcement Program	2021	\$2,100,000	\$0	\$1,987,500	\$0
M6OT-2022-00-00-06	OVI Task Force Program	2022	\$2,500,000	\$2,500,000	\$0	\$0
M6OT-2022-00-00-07	Statewide Drugged Driving Enforcement	2021	\$575,000	\$0	\$0	\$0
M6OT-2022-00-00-08	Trace Back Program	2021	\$50,000	\$0	\$0	\$0
M6OT-2022-00-00-09	Officer Training (Impaired)	2021	\$200,000	\$200,000	\$0	\$0
M6OT-2022-00-00-10	Drug Recognition Expert Program	2021	\$550,000	\$0	\$0	\$0
M6OT-2022-00-00-11	Ignition Interlock Program	2021	\$50,000	\$0	\$0	\$0
M6OT-2022-00-00-12	Breath Instrument Training	2021	\$150,000	\$0	\$0	\$0
M6OT-2022-00-00-13	Oral Fluid Testing	2021	\$175,000	\$0	\$0	\$51,381
M6OT-2022-00-00-14	Underage Alcohol Compliance Checks	2021	\$100,000	\$0	\$0	\$0
M6OT-2022-00-00-15	College Campus Impaired Driving Program	2021	\$275,000	\$0	\$0	\$39,083
Fast Act 405d Impaired Driving Low			\$7,950,000	\$2,700,000	\$1,987,500	\$90,464
FAST Act 405f Motorcycle Programs						
M9MA-2022-00-00-01						\$0
M9MA-2022-00-00-02	Motorcycle Awareness Print Advertising/Educ.	2022	\$25,000	\$0	\$0	\$0
M9MT-2022-00-00-01	Motorcycle Training	2022	\$50,000	\$0	\$0	\$0
FAST Act 405f Motorcycle Programs			\$175,000	\$0	\$0	\$0
Total FFY2022 Funding			\$31,450,000	\$11,122,000	\$8,331,250	\$261,119

Appendix B – FFY2022 Sub-Recipients

HSP Project Number	Grant Number	Organization	Award Amount
164AL-2022-00-00-01	IDEP/STEP-2022-Allen County Sheriff's Of-00028	Allen County Sheriff's Office	\$25,345.93
164AL-2022-00-00-01	IDEP/STEP-2022-Ashland County Sheriff's -00025	Ashland County Sheriff's Office	\$18,117.04
164AL-2022-00-00-01	IDEP/STEP-2022-Ashtabula County Sheriff-00076	Ashtabula County Sheriff's Office	\$29,510.88
164AL-2022-00-00-01	IDEP/STEP-2022-Athens Co. Sheriff's Offi-00038	Athens Co. Sheriff's Office	\$19,930.49
164AL-2022-00-00-01	IDEP/STEP-2022-Brown County Sheriff's Of-00039	Brown County Sheriff's Office	\$15,684.58
164AL-2022-00-00-01	IDEP/STEP-2022-Butler County Sheriff's O-00026	Butler County Sheriff's Office	\$48,979.29
164AL-2022-00-00-01	IDEP/STEP-2022-Fairfield Township Police-00059	Fairfield Township Police Department	\$15,279.18
164AL-2022-00-00-01	IDEP/STEP-2022-Hamilton Police Departmen-00035	Hamilton Police Department	\$23,006.66
164AL-2022-00-00-01	IDEP/STEP-2022-Middletown Police Departm-00070	Middletown Police Department	\$22,874.67
164AL-2022-00-00-01	IDEP/STEP-2022-Clark County Sheriff's Of-00001	Clark County Sheriff's Office	\$37,340.84
164AL-2022-00-00-01	IDEP/STEP-2022-Springfield Police Depart-00048	Springfield Police Department	\$22,096.87
164AL-2022-00-00-01	IDEP/STEP-2022-Clermont County Sheriff's-00083	Clermont County Sheriff's Office	\$34,914.58
164AL-2022-00-00-01	IDEP/STEP-2022-Miami Twp. Police Departm-00032	Miami Twp. Police Department	\$28,239.22
164AL-2022-00-00-01	IDEP/STEP-2022-Columbiana County Sheriff-00041	Columbiana County Sheriff's Office	\$32,678.75
164AL-2022-00-00-01	IDEP/STEP-2022-Crawford County Sheriff's-00042	Crawford County Sheriff's Office	\$11,209.50
164AL-2022-00-00-01	IDEP/STEP-2022-Cleveland Police Departme-00084	Cleveland Police Department	\$30,322.46
164AL-2022-00-00-01	IDEP/STEP-2022-Cuyahoga Co. Sheriff's De-00080	Cuyahoga Co. Sheriff's Department	\$38,349.57
164AL-2022-00-00-01	IDEP/STEP-2022-Euclid Police Department-00079	Euclid Police Department	\$29,187.34
164AL-2022-00-00-01	IDEP/STEP-2022-Defiance Co. Sheriff's Of-00053	Defiance Co. Sheriff's Office	\$17,437.00
164AL-2022-00-00-01	IDEP/STEP-2022-Delaware County Sheriff's-00055	Delaware County Sheriff's Office	\$38,613.96
164AL-2022-00-00-01	IDEP/STEP-2022-Erie Co. Sheriff's Office-00071	Erie Co. Sheriff's Office	\$21,758.10
164AL-2022-00-00-01	IDEP/STEP-2022-Columbus Police Departmen-00054	Columbus Police Department	\$61,500.91
164AL-2022-00-00-01	IDEP/STEP-2022-Franklin County Sheriff's-00020	Franklin County Sheriff's Office	\$60,176.69
164AL-2022-00-00-01	IDEP/STEP-2022-Mifflin Township Police-00088	Mifflin Township Police	\$19,894.88
164AL-2022-00-00-01	IDEP/STEP-2022-Fulton County Sheriff's O-00021	Fulton County Sheriff's Office	\$17,532.01
164AL-2022-00-00-01	IDEP/STEP-2022-Geauga County Sheriff's O-00004	Geauga County Sheriff's Office	\$27,838.17
164AL-2022-00-00-01	IDEP/STEP-2022-Beavercreek Police Depart-00075	Beavercreek Police Department	\$31,549.85
164AL-2022-00-00-01	IDEP/STEP-2022-Greene County Sheriff's O-00060	Greene County Sheriff's Office	\$40,194.50
164AL-2022-00-00-01	IDEP/STEP-2022-Cincinnati Police Departm-00065	Cincinnati Police Department	\$44,570.47
164AL-2022-00-00-01	IDEP/STEP-2022-Colerain Twp. Police Depa-00049	Colerain Twp. Police Department	\$15,476.58
164AL-2022-00-00-01	IDEP/STEP-2022-Hamilton County Sheriff's-00081	Hamilton County Sheriff's Office	\$54,605.84
164AL-2022-00-00-01	IDEP/STEP-2022-Springfield Twp Police De-00074	Springfield Twp Police Department	\$27,394.28
164AL-2022-00-00-01	IDEP/STEP-2022-Hancock County Sheriff's -00009	Hancock County Sheriff's Office	\$18,627.84
164AL-2022-00-00-01	IDEP/STEP-2022-Hardin Co. Sheriff's Offi-00062	Hardin Co. Sheriff's Office	\$11,966.96
164AL-2022-00-00-01	IDEP/STEP-2022-Harrison County Sheriff's-00043	Harrison County Sheriff's Office	\$17,437.00
164AL-2022-00-00-01	IDEP/STEP-2022-Henry Co. Sheriff's Offic-00066	Henry Co. Sheriff's Office	\$19,395.60
164AL-2022-00-00-01	IDEP/STEP-2022-Highland Co. Sheriff's Of-00067	Highland Co. Sheriff's Office	\$15,017.62
164AL-2022-00-00-01	IDEP/STEP-2022-Hocking County Sheriff's -00087	Hocking County Sheriff's Office	\$24,577.45
164AL-2022-00-00-01	IDEP/STEP-2022-Holmes Co. Sheriff's Offi-00036	Holmes Co. Sheriff's Office	\$12,759.53
164AL-2022-00-00-01	IDEP/STEP-2022-Jefferson Co. Sheriff's O-00016	Jefferson Co. Sheriff's Office	\$16,900.82
164AL-2022-00-00-01	IDEP/STEP-2022-Mentor Police Department-00008	Mentor Police Department	\$28,653.63
164AL-2022-00-00-01	IDEP/STEP-2022-Licking County Sheriff's -00051	Licking County Sheriff's Office	\$14,727.64
164AL-2022-00-00-01	IDEP/STEP-2022-Newark Police Department-00050	Newark Police Department	\$11,781.95
164AL-2022-00-00-01	IDEP/STEP-2022-Logan Co. Sheriff's Offic-00027	Logan Co. Sheriff's Office	\$17,872.93
164AL-2022-00-00-01	IDEP/STEP-2022-Lorain Co. Sheriff's Offi-00019	Lorain Co. Sheriff's Office	\$44,235.18
164AL-2022-00-00-01	IDEP/STEP-2022-Lorain Police Department-00014	Lorain Police Department	\$20,180.97
164AL-2022-00-00-01	IDEP/STEP-2022-Lucas County Sheriff's Of-00034	Lucas County Sheriff's Office	\$34,332.48
164AL-2022-00-00-01	IDEP/STEP-2022-Oregon Police Division-00018	Oregon Police Division	\$27,467.81
164AL-2022-00-00-01	IDEP/STEP-2022-Sylvania Twp. Police Depa-00082	Sylvania Twp. Police Department	\$13,972.34
164AL-2022-00-00-01	IDEP/STEP-2022-Toledo Police Department-00047	Toledo Police Department	\$38,279.98
164AL-2022-00-00-01	IDEP/STEP-2022-Boardman Police Departmen-00024	Boardman Police Department	\$6,750.17
164AL-2022-00-00-01	IDEP/STEP-2022-Mahoning County Sheriff's-00029	Mahoning County Sheriff's Office	\$35,854.95
164AL-2022-00-00-01	IDEP/STEP-2022-Youngstown Police Departm-00037	Youngstown Police Department	\$21,701.82
164AL-2022-00-00-01	IDEP/STEP-2022-Marion County Sheriff's O-00085	Marion County Sheriff's Office	\$22,328.08
164AL-2022-00-00-01	IDEP/STEP-2022-Medina County Sheriff's O-00046	Medina County Sheriff's Office	\$37,676.38
164AL-2022-00-00-01	IDEP/STEP-2022-Mercer County Sheriff's O-00013	Mercer County Sheriff's Office	\$19,682.02
164AL-2022-00-00-01	IDEP/STEP-2022-Miami County Sheriff's Of-00006	Miami County Sheriff's Office	\$34,906.42
164AL-2022-00-00-01	IDEP/STEP-2022-Dayton Police Dept. -00033	Dayton Police Dept.	\$36,887.61
164AL-2022-00-00-01	IDEP/STEP-2022-Miami Township Police Dep-00015	Miami Township Police Department	\$24,006.39
164AL-2022-00-00-01	IDEP/STEP-2022-Montgomery County Sheriff-00072	Montgomery County Sheriff's Office	\$46,299.60
164AL-2022-00-00-01	IDEP/STEP-2022-Riverside Police Departme-00089	Riverside Police Department	\$10,232.37
164AL-2022-00-00-01	IDEP/STEP-2022-Paulding Co. Sheriff's Of-00086	Paulding Co. Sheriff's Office	\$16,129.23

HSP Project Number	Grant Number	Organization	Award Amount
164AL-2022-00-00-01	IDEP/STEP-2022-Pickaway Co. Sheriff's Of-00056	Pickaway Co. Sheriff's Office	\$16,749.61
164AL-2022-00-00-01	IDEP/STEP-2022-Portage Co. Sheriff's Off-00007	Portage Co. Sheriff's Office	\$18,308.85
164AL-2022-00-00-01	IDEP/STEP-2022-Putnam County Sheriff's O-00022	Putnam County Sheriff's Office	\$15,595.21
164AL-2022-00-00-01	IDEP/STEP-2022-Mansfield Police Departme-00040	Mansfield Police Department	\$26,236.99
164AL-2022-00-00-01	IDEP/STEP-2022-Richland County Sheriff's-00058	Richland County Sheriff's Office	\$33,422.37
164AL-2022-00-00-01	IDEP/STEP-2022-Sandusky Co. Sheriff's Of-00017	Sandusky Co. Sheriff's Office	\$20,488.48
164AL-2022-00-00-01	IDEP/STEP-2022-Scioto Co. Sheriff's Offi-00090	Scioto Co. Sheriff's Office	\$18,308.85
164AL-2022-00-00-01	IDEP/STEP-2022-Seneca County Sheriff's O-00005	Seneca County Sheriff's Office	\$17,001.08
164AL-2022-00-00-01	IDEP/STEP-2022-Canton Police Department-00023	Canton Police Department	\$23,702.53
164AL-2022-00-00-01	IDEP/STEP-2022-Jackson Township Police D-00031	Jackson Township Police Department	\$23,557.39
164AL-2022-00-00-01	IDEP/STEP-2022-Massillon Police Departme-00063	Massillon Police Department	\$12,501.22
164AL-2022-00-00-01	IDEP/STEP-2022-Stark County Sheriff's Of-00011	Stark County Sheriff's Office	\$38,929.80
164AL-2022-00-00-01	IDEP/STEP-2022-Akron Police Department-00003	Akron Police Department	\$37,074.64
164AL-2022-00-00-01	IDEP/STEP-2022-Cuyahoga Falls Police Dep-00057	Cuyahoga Falls Police Department	\$23,784.07
164AL-2022-00-00-01	IDEP/STEP-2022-Summit County Sheriff's O-00044	Summit County Sheriff's Office	\$42,907.48
164AL-2022-00-00-01	IDEP/STEP-2022-Howland Township Police D-00012	Howland Township Police Department	\$22,079.61
164AL-2022-00-00-01	IDEP/STEP-2022-Trumbull County Sheriff's-00077	Trumbull County Sheriff's Office	\$22,678.88
164AL-2022-00-00-01	IDEP/STEP-2022-Warren Police Department-00078	Warren Police Department	\$19,680.78
164AL-2022-00-00-01	IDEP/STEP-2022-Tuscarawas County Sheriff-00010	Tuscarawas County Sheriff's Office	\$17,075.19
164AL-2022-00-00-01	IDEP/STEP-2022-Van Wert Co. Sheriff's Of-00068	Van Wert Co. Sheriff's Office	\$17,437.00
164AL-2022-00-00-01	IDEP/STEP-2022-Vinton Co. Sheriff's Offi-00073	Vinton Co. Sheriff's Office	\$12,761.96
164AL-2022-00-00-01	IDEP/STEP-2022-Washington Co. Sheriff's -00045	Washington Co. Sheriff's Office	\$18,409.12
164AL-2022-00-00-01	IDEP/STEP-2022-Wayne County Sheriff's Of-00052	Wayne County Sheriff's Office	\$10,987.01
164AL-2022-00-00-01	IDEP/STEP-2022-Williams County Sheriff's-00002	Williams County Sheriff's Office	\$21,525.98
164AL-2022-00-00-01	IDEP/STEP-2022-Lake Township Police Depa-00064	Lake Township Police Department	\$21,525.98
164AL-2022-00-00-01	IDEP/STEP-2022-Wood County Sheriff's Off-00061	Wood County Sheriff's Office	\$29,887.65
164AL-2022-00-00-01	IDEP/STEP-2022-Wyandot County Sheriff's -00069	Wyandot County Sheriff's Office	\$18,239.10
CP-2022-00-00-01	OB-2022-Ohio Traffic Safety Offi-00024	Ohio Traffic Safety Office	\$350,000.00
CP-2022-00-00-02	LEL/TSRP-2022-Cincinnati Police Departm-00002	Cincinnati Police Department	\$159,255.93
CP-2022-00-00-02	LEL/TSRP-2022-Stark County Sheriff's Of-00001	Stark County Sheriff's Office	\$196,750.15
CP-2022-00-00-03	GG-2022-The American Bar Associat-00018	The American Bar Association	\$71,150.00
CP-2022-00-00-04	OB-2022-Ohio Traffic Safety Offi-00026	Ohio Traffic Safety Office	\$25,000.00
DD-2022-00-00-01	OHVEP-2022-Ohio State Highway Patrol-00001	Ohio State Highway Patrol	\$416,839.42
DD-2022-00-00-02	OB-2022-Ohio Traffic Safety Offi-00017	Ohio Traffic Safety Office	\$225,000.00
DE-2022-00-00-01	OB-2022-Ohio Traffic Safety Offi-00018	Ohio Traffic Safety Office	\$100,000.00
DE-2022-00-00-02	OB-2022-Ohio Traffic Safety Offi-00019	Ohio Traffic Safety Office	\$25,000.00
DE-2022-00-00-03	GG-2022-Children's Hospital of Ph-00002	Children's Hospital of Philadelphia	\$199,849.00
M11MA-2022-00-00-01	OB-2022-Ohio Traffic Safety Offi-00008	Ohio Traffic Safety Office	\$100,000.00
M11MA-2022-00-00-02	OB-2022-Ohio Traffic Safety Offi-00015	Ohio Traffic Safety Office	\$100,000.00
M11MT-2022-00-00-01	OB-2022-Ohio Traffic Safety Offi-00021	Ohio Traffic Safety Office	\$50,000.00
M2X-2022-00-00-01	OB-2022-Ohio Traffic Safety Offi-00004	Ohio Traffic Safety Office	\$200,000.00
M2X-2022-00-00-02	OB-2022-Ohio Traffic Safety Offi-00005	Ohio Traffic Safety Office	\$300,000.00
M2X-2022-00-00-03	OB-2022-Ohio Traffic Safety Offi-00006	Ohio Traffic Safety Office	\$500,000.00
M2X-2022-00-00-04	OB-2022-Ohio Traffic Safety Offi-00014	Ohio Traffic Safety Office	\$225,000.00
M2X-2022-00-00-05	OHVEP-2022-Ohio State Highway Patrol-00004	Ohio State Highway Patrol	\$967,067.45
M3DA-2022-00-00-01	GG-2022-Ohio State Highway Patrol-00005	Ohio State Highway Patrol	\$1,200,000.00
M3DA-2022-00-00-02	GG-2022-Ohio State Highway Patrol-00005	Ohio State Highway Patrol	\$4,000,000.00
M6OT-2022-00-00-01	OB-2022-Ohio Traffic Safety Offi-00001	Ohio Traffic Safety Office	\$200,000.00
M6OT-2022-00-00-02	OB-2022-Ohio Traffic Safety Offi-00002	Ohio Traffic Safety Office	\$300,000.00
M6OT-2022-00-00-03	OB-2022-Ohio Traffic Safety Offi-00003	Ohio Traffic Safety Office	\$500,000.00
M6OT-2022-00-00-04	OB-2022-Ohio Traffic Safety Offi-00013	Ohio Traffic Safety Office	\$225,000.00
M6OT-2022-00-00-05	OHVEP-2022-Ohio State Highway Patrol-00003	Ohio State Highway Patrol	\$2,084,197.09
M6OT-2022-00-00-06	OVI-2022-Blue Ash Police Departmen-00009	Blue Ash Police Department	\$225,000.00
M6OT-2022-00-00-06	OVI-2022-Canfield Police Departmen-00008	Canfield Police Department	\$225,000.00
M6OT-2022-00-00-06	OVI-2022-Dayton Police Dept.-00006	Dayton Police Dept.	\$224,999.19
M6OT-2022-00-00-06	OVI-2022-Franklin County Sheriff's-00004	Franklin County Sheriff's Office	\$224,958.35
M6OT-2022-00-00-06	OVI-2022-Lucas County Sheriff's Of-00007	Lucas County Sheriff's Office	\$225,000.00
M6OT-2022-00-00-06	OVI-2022-North Ridgeville Police D-00003	North Ridgeville Police Department	\$224,968.40
M6OT-2022-00-00-06	OVI-2022-Oxford Division of Police-00010	Oxford Division of Police	\$225,000.00
M6OT-2022-00-00-06	OVI-2022-Stark County Sheriff's Of-00002	Stark County Sheriff's Office	\$225,000.00
M6OT-2022-00-00-06	OVI-2022-Summit County Sheriff's O-00005	Summit County Sheriff's Office	\$225,000.00
M6OT-2022-00-00-06	OVI-2022-University Hospitals Clev-00001	University Hospitals Cleveland Medical Center	\$225,000.00
M6OT-2022-00-00-07	OHVEP-2022-Ohio State Highway Patrol-00002	Ohio State Highway Patrol	\$562,733.21
M6OT-2022-00-00-08	GG-2022-Ohio State Highway Patrol-00020	Ohio State Highway Patrol	\$44,956.08
M6OT-2022-00-00-09	GG-2022-Ohio Attorney General's O-00004	Ohio Attorney General's Office	\$200,000.00

HSP Project Number	Grant Number	Organization	Award Amount
M6OT-2022-00-00-10	TBD	Ohio State Highway Patrol	\$550,000.00
M6OT-2022-00-00-11	OB-2022-Ohio Traffic Safety Offi-00020	Ohio Traffic Safety Office	\$50,000.00
M6OT-2022-00-00-12	TBD	Ohio Department of Health	\$150,000.00
M6OT-2022-00-00-13	GG-2022-Bowling Green State Unive-00001	Bowling Green State University	\$173,716.12
M6OT-2022-00-00-14	GG-2022-Ohio State Highway Patrol-00016	Ohio State Highway Patrol	\$100,000.00
M6OT-2022-00-00-15	GG-2022-The Ohio State University-00013	The Ohio State University	\$267,341.00
OP-2022-00-00-01	GG-2022-Ohio Department of Health-00007	Ohio Department of Health	\$599,752.21
OP-2022-00-00-02	OB-2022-Ohio Traffic Safety Offi-00022	Ohio Traffic Safety Office	\$50,000.00
PA-2022-00-00-01	OB-2022-Ohio Traffic Safety Offi-00023	Ohio Traffic Safety Office	\$950,000.00
PA-2022-00-00-02	OB-2022-Ohio Traffic Safety Offi-00025	Ohio Traffic Safety Office	\$200,000.00
PA-2022-00-00-03	GG-2022-University of Akron-00011	University of Akron	\$192,686.45
PA-2022-00-00-04	GG-2022-Governors Highway Safety -00003	Governors Highway Safety Association	\$100,000.00
PM-2022-00-00-01	OB-2022-Ohio Traffic Safety Offi-00007	Ohio Traffic Safety Office	\$100,000.00
PM-2022-00-00-02	OB-2022-Ohio Traffic Safety Offi-00009	Ohio Traffic Safety Office	\$500,000.00
PM-2022-00-00-03	OB-2022-Ohio Traffic Safety Offi-00010	Ohio Traffic Safety Office	\$500,000.00
PM-2022-00-00-04	OB-2022-Ohio Traffic Safety Offi-00011	Ohio Traffic Safety Office	\$200,000.00
PM-2022-00-00-05	OB-2022-Ohio Traffic Safety Offi-00012	Ohio Traffic Safety Office	\$300,000.00
PT-2022-00-00-01	LEL/TSRP-2022-Blue Ash Police Departmen-00003	Blue Ash Police Department	\$87,924.11
PT-2022-00-00-01	LEL/TSRP-2022-Hardin Co. Sheriff's Offi-00005	Hardin Co. Sheriff's Office	\$85,092.50
PT-2022-00-00-01	LEL/TSRP-2022-Lorain Police Department-00004	Lorain Police Department	\$168,960.00
PT-2022-00-00-01	TBD	Union County Sheriff's Office	\$88,000.00
PT-2022-00-00-02	IDEP/STEP-2022-Allen County Sheriff's Of-00028	Allen County Sheriff's Office	\$27,845.93
PT-2022-00-00-02	IDEP/STEP-2022-Ashland County Sheriff's -00025	Ashland County Sheriff's Office	\$19,617.04
PT-2022-00-00-02	IDEP/STEP-2022-Ashtabula County Sheriff-00076	Ashtabula County Sheriff's Office	\$32,010.88
PT-2022-00-00-02	IDEP/STEP-2022-Athens Co. Sheriff's Offi-00038	Athens Co. Sheriff's Office	\$21,430.49
PT-2022-00-00-02	IDEP/STEP-2022-Brown County Sheriff's Of-00039	Brown County Sheriff's Office	\$17,184.58
PT-2022-00-00-02	IDEP/STEP-2022-Butler County Sheriff's O-00026	Butler County Sheriff's Office	\$59,036.85
PT-2022-00-00-02	IDEP/STEP-2022-Fairfield Township Police-00059	Fairfield Township Police Department	\$16,779.18
PT-2022-00-00-02	IDEP/STEP-2022-Hamilton Police Departmen-00035	Hamilton Police Department	\$24,506.66
PT-2022-00-00-02	IDEP/STEP-2022-Middletown Police Departm-00070	Middletown Police Department	\$24,374.67
PT-2022-00-00-02	IDEP/STEP-2022-Clark County Sheriff's Of-00001	Clark County Sheriff's Office	\$39,840.84
PT-2022-00-00-02	IDEP/STEP-2022-Springfield Police Depart-00048	Springfield Police Department	\$23,596.87
PT-2022-00-00-02	IDEP/STEP-2022-Clermont County Sheriff's-00083	Clermont County Sheriff's Office	\$37,414.58
PT-2022-00-00-02	IDEP/STEP-2022-Miami Twp. Police Departm-00032	Miami Twp. Police Department	\$29,739.22
PT-2022-00-00-02	IDEP/STEP-2022-Columbiana County Sheriff-00041	Columbiana County Sheriff's Office	\$35,178.75
PT-2022-00-00-02	IDEP/STEP-2022-Crawford County Sheriff's-00042	Crawford County Sheriff's Office	\$12,709.50
PT-2022-00-00-02	IDEP/STEP-2022-Cleveland Police Departme-00084	Cleveland Police Department	\$33,822.46
PT-2022-00-00-02	IDEP/STEP-2022-Cuyahoga Co. Sheriff's De-00080	Cuyahoga Co. Sheriff's Department	\$41,849.57
PT-2022-00-00-02	IDEP/STEP-2022-Euclid Police Department-00079	Euclid Police Department	\$30,687.34
PT-2022-00-00-02	IDEP/STEP-2022-Defiance Co. Sheriff's Of-00053	Defiance Co. Sheriff's Office	\$18,937.00
PT-2022-00-00-02	IDEP/STEP-2022-Delaware County Sheriff's-00055	Delaware County Sheriff's Office	\$41,113.96
PT-2022-00-00-02	IDEP/STEP-2022-Erie Co. Sheriff's Office-00071	Erie Co. Sheriff's Office	\$23,258.10
PT-2022-00-00-02	IDEP/STEP-2022-Columbus Police Departmen-00054	Columbus Police Department	\$65,000.91
PT-2022-00-00-02	IDEP/STEP-2022-Franklin County Sheriff's-00020	Franklin County Sheriff's Office	\$63,676.69
PT-2022-00-00-02	IDEP/STEP-2022-Mifflin Township Police-00088	Mifflin Township Police	\$21,394.88
PT-2022-00-00-02	IDEP/STEP-2022-Fulton County Sheriff's O-00021	Fulton County Sheriff's Office	\$19,032.01
PT-2022-00-00-02	IDEP/STEP-2022-Geauga County Sheriff's O-00004	Geauga County Sheriff's Office	\$29,338.17
PT-2022-00-00-02	IDEP/STEP-2022-Beavercreek Police Depart-00075	Beavercreek Police Department	\$33,049.85
PT-2022-00-00-02	IDEP/STEP-2022-Greene County Sheriff's O-00060	Greene County Sheriff's Office	\$42,694.50
PT-2022-00-00-02	IDEP/STEP-2022-Cincinnati Police Departm-00065	Cincinnati Police Department	\$47,070.47
PT-2022-00-00-02	IDEP/STEP-2022-Colerain Twp. Police Depa-00049	Colerain Twp. Police Department	\$16,976.58
PT-2022-00-00-02	IDEP/STEP-2022-Hamilton County Sheriff's-00081	Hamilton County Sheriff's Office	\$58,105.84
PT-2022-00-00-02	IDEP/STEP-2022-Springfield Twp Police De-00074	Springfield Twp Police Department	\$30,530.33
PT-2022-00-00-02	IDEP/STEP-2022-Hancock County Sheriff's -00009	Hancock County Sheriff's Office	\$20,127.84
PT-2022-00-00-02	IDEP/STEP-2022-Hardin Co. Sheriff's Offi-00062	Hardin Co. Sheriff's Office	\$13,466.96
PT-2022-00-00-02	IDEP/STEP-2022-Harrison County Sheriff's-00043	Harrison County Sheriff's Office	\$18,937.00
PT-2022-00-00-02	IDEP/STEP-2022-Henry Co. Sheriff's Offic-00066	Henry Co. Sheriff's Office	\$20,895.60
PT-2022-00-00-02	IDEP/STEP-2022-Highland Co. Sheriff's Of-00067	Highland Co. Sheriff's Office	\$16,853.28
PT-2022-00-00-02	IDEP/STEP-2022-Hocking County Sheriff's -00087	Hocking County Sheriff's Office	\$26,077.45
PT-2022-00-00-02	IDEP/STEP-2022-Holmes Co. Sheriff's Offi-00036	Holmes Co. Sheriff's Office	\$14,259.53
PT-2022-00-00-02	IDEP/STEP-2022-Jefferson Co. Sheriff's O-00016	Jefferson Co. Sheriff's Office	\$18,400.82
PT-2022-00-00-02	IDEP/STEP-2022-Mentor Police Department-00008	Mentor Police Department	\$30,153.63
PT-2022-00-00-02	IDEP/STEP-2022-Licking County Sheriff's -00051	Licking County Sheriff's Office	\$17,227.64
PT-2022-00-00-02	IDEP/STEP-2022-Newark Police Department-00050	Newark Police Department	\$13,281.95
PT-2022-00-00-02	IDEP/STEP-2022-Logan Co. Sheriff's Offic-00027	Logan Co. Sheriff's Office	\$19,372.93

HSP Project Number	Grant Number	Organization	Award Amount
PT-2022-00-00-02	IDEP/STEP-2022-Lorain Co. Sheriff's Offi-00019	Lorain Co. Sheriff's Office	\$47,735.18
PT-2022-00-00-02	IDEP/STEP-2022-Lorain Police Department-00014	Lorain Police Department	\$21,680.97
PT-2022-00-00-02	IDEP/STEP-2022-Lucas County Sheriff's Of-00034	Lucas County Sheriff's Office	\$37,437.38
PT-2022-00-00-02	IDEP/STEP-2022-Oregon Police Division-00018	Oregon Police Division	\$28,967.81
PT-2022-00-00-02	IDEP/STEP-2022-Sylvania Twp. Police Depa-00082	Sylvania Twp. Police Department	\$15,472.34
PT-2022-00-00-02	IDEP/STEP-2022-Toledo Police Department-00047	Toledo Police Department	\$40,779.98
PT-2022-00-00-02	IDEP/STEP-2022-Boardman Police Departmen-00024	Boardman Police Department	\$8,250.17
PT-2022-00-00-02	IDEP/STEP-2022-Mahoning County Sheriff's-00029	Mahoning County Sheriff's Office	\$44,794.95
PT-2022-00-00-02	IDEP/STEP-2022-Youngstown Police Departm-00037	Youngstown Police Department	\$23,201.82
PT-2022-00-00-02	IDEP/STEP-2022-Marion County Sheriff's O-00085	Marion County Sheriff's Office	\$23,828.08
PT-2022-00-00-02	IDEP/STEP-2022-Medina County Sheriff's O-00046	Medina County Sheriff's Office	\$40,176.38
PT-2022-00-00-02	IDEP/STEP-2022-Mercer County Sheriff's O-00013	Mercer County Sheriff's Office	\$21,182.02
PT-2022-00-00-02	IDEP/STEP-2022-Miami County Sheriff's Of-00006	Miami County Sheriff's Office	\$37,406.42
PT-2022-00-00-02	IDEP/STEP-2022-Dayton Police Dept.-00033	Dayton Police Dept.	\$39,387.61
PT-2022-00-00-02	IDEP/STEP-2022-Miami Township Police Dep-00015	Miami Township Police Department	\$25,506.39
PT-2022-00-00-02	IDEP/STEP-2022-Montgomery County Sheriff-00072	Montgomery County Sheriff's Office	\$49,799.60
PT-2022-00-00-02	IDEP/STEP-2022-Riverside Police Departme-00089	Riverside Police Department	\$11,732.37
PT-2022-00-00-02	IDEP/STEP-2022-Paulding Co. Sheriff's Of-00086	Paulding Co. Sheriff's Office	\$17,629.23
PT-2022-00-00-02	IDEP/STEP-2022-Pickaway Co. Sheriff's Of-00056	Pickaway Co. Sheriff's Office	\$18,249.61
PT-2022-00-00-02	IDEP/STEP-2022-Portage Co. Sheriff's Off-00007	Portage Co. Sheriff's Office	\$19,937.00
PT-2022-00-00-02	IDEP/STEP-2022-Putnam County Sheriff's O-00022	Putnam County Sheriff's Office	\$17,095.21
PT-2022-00-00-02	IDEP/STEP-2022-Mansfield Police Departme-00040	Mansfield Police Department	\$27,736.99
PT-2022-00-00-02	IDEP/STEP-2022-Richland County Sheriff's-00058	Richland County Sheriff's Office	\$35,922.37
PT-2022-00-00-02	IDEP/STEP-2022-Sandusky Co. Sheriff's Of-00017	Sandusky Co. Sheriff's Office	\$21,988.48
PT-2022-00-00-02	IDEP/STEP-2022-Scioto Co. Sheriff's Offi-00090	Scioto Co. Sheriff's Office	\$38,117.70
PT-2022-00-00-02	IDEP/STEP-2022-Seneca County Sheriff's O-00005	Seneca County Sheriff's Office	\$18,501.08
PT-2022-00-00-02	IDEP/STEP-2022-Canton Police Department-00023	Canton Police Department	\$25,202.53
PT-2022-00-00-02	IDEP/STEP-2022-Jackson Township Police D-00031	Jackson Township Police Department	\$25,057.39
PT-2022-00-00-02	IDEP/STEP-2022-Massillon Police Departme-00063	Massillon Police Department	\$14,001.22
PT-2022-00-00-02	IDEP/STEP-2022-Stark County Sheriff's Of-00011	Stark County Sheriff's Office	\$42,429.80
PT-2022-00-00-02	IDEP/STEP-2022-Akron Police Department-00003	Akron Police Department	\$39,574.64
PT-2022-00-00-02	IDEP/STEP-2022-Cuyahoga Falls Police Dep-00057	Cuyahoga Falls Police Department	\$25,284.07
PT-2022-00-00-02	IDEP/STEP-2022-Summit County Sheriff's O-00044	Summit County Sheriff's Office	\$46,407.48
PT-2022-00-00-02	IDEP/STEP-2022-Howland Township Police D-00012	Howland Township Police Department	\$23,579.61
PT-2022-00-00-02	IDEP/STEP-2022-Trumbull County Sheriff's-00077	Trumbull County Sheriff's Office	\$25,178.88
PT-2022-00-00-02	IDEP/STEP-2022-Warren Police Department-00078	Warren Police Department	\$40,861.56
PT-2022-00-00-02	IDEP/STEP-2022-Tuscarawas County Sheriff-00010	Tuscarawas County Sheriff's Office	\$18,575.19
PT-2022-00-00-02	IDEP/STEP-2022-Van Wert Co. Sheriff's Of-00068	Van Wert Co. Sheriff's Office	\$36,374.00
PT-2022-00-00-02	IDEP/STEP-2022-Vinton Co. Sheriff's Offi-00073	Vinton Co. Sheriff's Office	\$27,023.92
PT-2022-00-00-02	IDEP/STEP-2022-Washington Co. Sheriff's -00045	Washington Co. Sheriff's Office	\$38,318.24
PT-2022-00-00-02	IDEP/STEP-2022-Wayne County Sheriff's Of-00052	Wayne County Sheriff's Office	\$24,474.02
PT-2022-00-00-02	IDEP/STEP-2022-Williams County Sheriff's-00002	Williams County Sheriff's Office	\$40,863.68
PT-2022-00-00-02	IDEP/STEP-2022-Lake Township Police Depa-00064	Lake Township Police Department	\$23,025.98
PT-2022-00-00-02	IDEP/STEP-2022-Wood County Sheriff's Off-00061	Wood County Sheriff's Office	\$62,275.30
PT-2022-00-00-02	IDEP/STEP-2022-Wyandot County Sheriff's -00069	Wyandot County Sheriff's Office	\$37,978.20
PT-2022-00-00-04	GG-2022-Ohio Attorney General's O-00012	Ohio Attorney General's Office	\$80,000.00
PT-2022-00-00-05	GG-2022-Ohio State Highway Patrol-00008	Ohio State Highway Patrol	\$279,518.90
RS-2022-00-00-01	GG-2022-Ohio Department of Transp-00015	Ohio Department of Transportation	\$144,000.00
RS-2022-00-00-02	GG-2022-Ohio Department of Transp-00019	Ohio Department of Transportation	\$50,000.00
SA-2022-00-00-01	SC-2022-Bowling Green State Unive-00030	Bowling Green State University	\$42,000.00
SA-2022-00-00-01	SC-2022-Defiance County General H-00007	Defiance County General Health District	\$25,000.00
SA-2022-00-00-01	SC-2022-Educational Service Cente-00023	Educational Service Center of Lake Erie West	\$85,000.00
SA-2022-00-00-01	SC-2022-Fulton County Health Depa-00044	Fulton County Health Department	\$35,000.00
SA-2022-00-00-01	SC-2022-Hancock Public Health-00025	Hancock Public Health	\$35,000.00
SA-2022-00-00-01	SC-2022-Henry County Health Depar-00042	Henry County Health Department	\$25,000.00
SA-2022-00-00-01	SC-2022-Lima-Allen County Regiona-00035	Lima-Allen County Regional Planning Comm.	\$35,000.00
SA-2022-00-00-01	SC-2022-Williams County Combined -00040	Williams County Combined Health Department	\$25,000.00
SA-2022-00-00-01	SC-2022-Erie County Health Depart-00045	Erie County Health Department	\$35,000.00
SA-2022-00-00-01	SC-2022-Sandusky County Public He-00043	Sandusky County Public Health	\$42,000.00
SA-2022-00-00-01	SC-2022-Wyandot County Health Dep-00021	Wyandot County Health Department	\$25,000.00
SA-2022-00-00-01	SC-2022-Anazao Community Partners-00001	Anazao Community Partners	\$42,000.00
SA-2022-00-00-01	SC-2022-Anazao Community Partners-00002	Anazao Community Partners	\$25,000.00
SA-2022-00-00-01	SC-2022-Ashland Area Economic Dev-00046	Ashland Area Economic Development Fund	\$35,000.00
SA-2022-00-00-01	SC-2022-Lorain County General Hea-00012	Lorain County General Health District	\$50,000.00
SA-2022-00-00-01	SC-2022-Medina County Health Depa-00038	Medina County Health Department	\$35,000.00

HSP Project Number	Grant Number	Organization	Award Amount
SA-2022-00-00-01	SC-2022-Stark County Sheriff's Of-00008	Stark County Sheriff's Office	\$85,000.00
SA-2022-00-00-01	SC-2022-Summit County Sheriff's O-00033	Summit County Sheriff's Office	\$85,000.00
SA-2022-00-00-01	SC-2022-University Hospitals Clev-00006	University Hospitals Cleveland Medical Center	\$125,000.00
SA-2022-00-00-01	SC-2022-Fowler Twp. Police Depart-00013	Fowler Twp. Police Department	\$50,000.00
SA-2022-00-00-01	SC-2022-Geauga Public Health -00036	Geauga Public Health	\$35,000.00
SA-2022-00-00-01	SC-2022-Lake County General Healt-00017	Lake County General Health	\$42,000.00
SA-2022-00-00-01	SC-2022-National Safety Council O-00010	National Safety Council Ohio Chapter	\$50,000.00
SA-2022-00-00-01	SC-2022-Portage County Health Dep-00016	Portage County Health Department	\$42,000.00
SA-2022-00-00-01	SC-2022-UH Geneva Medical Center-00004	UH Geneva Medical Center	\$42,000.00
SA-2022-00-00-01	SC-2022-Clark County Combined Hea-00039	Clark County Combined Health	\$42,000.00
SA-2022-00-00-01	SC-2022-Greene County Combined He-00022	Greene County Combined Health District	\$41,476.63
SA-2022-00-00-01	SC-2022-Miami County Health Distr-00026	Miami County Health District	\$42,000.00
SA-2022-00-00-01	SC-2022-Miami Valley Hospital - I-00020	Miami Valley Hospital - Injury Prevention Center	\$34,708.52
SA-2022-00-00-01	SC-2022-Miami Valley Hospital - I-00031	Miami Valley Hospital - Injury Prevention Center	\$119,355.29
SA-2022-00-00-01	SC-2022-Sidney-Shelby County Heal-00014	Sidney-Shelby County Health Department	\$35,000.00
SA-2022-00-00-01	SC-2022-Union County Health Distr-00028	Union County Health District	\$25,000.00
SA-2022-00-00-01	SC-2022-Columbus Health Departmen-00009	Columbus Health Department	\$125,000.00
SA-2022-00-00-01	SC-2022-Delaware General Health D-00018	Delaware General Health District	\$41,999.78
SA-2022-00-00-01	SC-2022-Fairfield County Family, -00015	Fairfield Co. Family, Adult & Children First Council	\$42,000.00
SA-2022-00-00-01	SC-2022-Knox County Health Depart-00019	Knox County Health Department	\$35,000.00
SA-2022-00-00-01	SC-2022-Licking County Health Dep-00003	Licking County Health Department	\$50,000.00
SA-2022-00-00-01	SC-2022-Madison County Public Hea-00041	Madison County Public Health	\$35,000.00
SA-2022-00-00-01	SC-2022-Perry County EMA-00037	Perry County EMA	\$25,000.00
SA-2022-00-00-01	SC-2022-Tuscarawas County Health -00027	Tuscarawas County Health Department	\$35,000.00
SA-2022-00-00-01	SC-2022-Atrium Medical Center-00011	Atrium Medical Center	\$50,000.00
SA-2022-00-00-01	SC-2022-Bethesda North Hospital-00005	Bethesda North Hospital	\$102,000.00
SA-2022-00-00-01	SC-2022-Safety Council of Southwe-00024	Safety Council of Southwestern Ohio	\$65,000.00
SA-2022-00-00-01	SC-2022-University of Cincinnati-00029	University of Cincinnati	\$50,000.00
SA-2022-00-00-01	SC-2022-Adena Health System-00032	Adena Health System	\$41,083.00
SA-2022-00-00-01	SC-2022-Pike County General Health-00034	Pike County General Health District	\$35,000.00
SC-2022-00-00-01	OB-2022-Ohio Traffic Safety Offi-00016	Ohio Traffic Safety Office	\$100,000.00
SE-2022-00-00-01	OHVEP-2022-Ohio State Highway Patrol-00005	Ohio State Highway Patrol	\$1,167,150.37
TSP-2022-00-00-01	GG-2022-SADD-00010	SADD	\$160,025.47
TSP-2022-00-00-02	GG-2022-Family, Career and Commun-00014	Family, Career and Community Leaders of America	\$193,700.00

Appendix C – Crash Data Summary

FFY2022 grant funding is tentatively allocated to 67 out of 88 counties reaching 92.79 percent of Ohio’s population. Funding will reach the counties that experience 89.06 percent of fatal crashes and 91.43 percent of serious injury crashes between 2016 and 2020.

CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	1,054	936	88.80%	7,509	6,873	91.53%
2017	1,094	973	88.94%	7,061	6,421	90.94%
2018	996	890	89.36%	6,246	5,740	91.90%
2019	1,041	905	86.94%	5,983	5,460	91.26%
2020	1,153	1,050	91.07%	5,926	5,425	91.55%
Total	5,338	4,754	89.06%	32,725	29,919	91.43%

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	313	282	90.10%	991	888	89.61%
2017	297	263	88.55%	1,001	895	89.41%
2018	266	248	93.23%	863	781	90.50%
2019	331	286	86.40%	875	769	87.89%
2020	384	384	91.41%	829	743	89.63%
Total	1,591	1,430	89.88%	4,559	4,076	89.41%

DRUG RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	186	165	88.71%	464	421	90.73%
2017	179	158	88.27%	521	458	87.91%
2018	206	185	89.81%	394	350	88.83%
2019	369	321	86.99%	381	345	90.55%
2020	442	409	92.53%	378	333	88.10%
Total	1,382	1,238	89.58%	2,138	1,907	89.20%

YOUTHFUL DRIVER CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	269	248	92.19%	2,498	2,293	91.79%
2017	290	262	90.34%	2,176	1,998	91.82%
2018	246	218	88.62%	1,877	1,724	91.85%
2019	234	206	88.03%	1,656	1,518	91.67%
2020	275	256	93.09%	1,709	1,577	92.28%
Total	1,314	1,190	90.56%	9,916	9,110	91.87%

UNRESTRAINED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	520	468	90.00%	2,269	2,070	91.23%
2017	541	481	88.91%	2,202	1,996	90.64%
2018	491	438	89.21%	1,892	1,742	92.07%
2019	550	480	87.27%	2,126	1,943	91.39%
2020	591	539	91.20%	2,247	2,088	92.92%
Total	2,693	2,406	89.34%	10,736	9,839	91.64%

DISTRACTED DRIVING CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	26	24	92.31%	441	388	87.98%
2017	52	50	95.15%	371	335	90.30%
2018	47	40	85.11%	385	346	89.87%
2019	41	34	82.93%	325	293	90.15%
2020	29	27	93.10%	280	252	90.00%
Total	195	175	89.74%	1,802	1,614	89.57%

SPEED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	353	313	88.67%	1,627	1,481	91.03%
2017	351	312	88.89%	1,530	1,356	88.63%
2018	305	269	88.20%	1,399	1,260	90.06%
2019	294	243	82.65%	1,367	1,208	88.37%
2020	336	311	92.56%	1,531	1,378	90.01%
Total	1,639	1,448	88.35%	7,454	6,683	89.66%

MATURE DRIVER CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	428	377	88.08%	2,696	2,468	91.54%
2017	426	378	88.73%	2,548	2,313	90.78%
2018	410	369	90.00%	2,268	2,092	92.24%
2019	429	380	88.58%	2,131	1,944	91.22%
2020	426	387	90.85%	1,934	1,779	91.99%
Total	2,119	1,891	89.24%	11,577	10,596	91.53%

MOTORCYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	194	170	87.63%	909	813	89.44%
2017	155	137	88.39%	843	755	89.56%
2018	142	126	88.73%	714	641	89.78%
2019	156	136	87.18%	872	783	89.79%
2020	205	186	90.73%	1,085	985	90.78%
Total	852	755	88.62%	4,423	3,977	89.92%

PEDESTRIAN CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	137	130	94.89%	540	524	97.04%
2017	142	130	91.55%	526	513	97.53%
2018	134	126	94.03%	533	511	95.87%
2019	129	129	94.57%	506	480	94.86%
2020	166	159	95.78%	452	431	95.35%
Total	708	667	94.21%	2,557	2,459	96.17%

BICYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	18	16	88.89%	167	161	96.41%
2017	19	17	89.47%	168	160	95.24%
2018	22	22	100.00%	122	120	98.36%
2019	23	22	95.65%	120	114	95.00%
2020	16	16	100.00%	148	141	95.27%
Total	98	93	94.90%	725	696	96.00%

Appendix D – Evidence-Based Traffic Safety Enforcement Program

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

TSEP Projects

Project ID	Name	Page
M6OT-2022-00-00-01	Holiday Drive Sober or Get Pulled Over Paid Media	42
M6OT-2022-00-00-02	Drive Sober or Get Pulled Over Paid Media	43
M6OT-2022-00-00-03	Sustained Impaired Driving Paid Media	44
M2X-2022-00-00-01	Holiday Click It or Ticket Paid Media	45
M2X-2022-00-00-02	Click It or Ticket Paid Media	45
M2X-2022-00-00-03	Sustained Seat Belt Paid Media	46
PM-2022-00-00-02	Sustained Distracted Driving Paid Media	49
PM-2022-00-00-03	Youthful Driver Paid Media	49
PM-2022-00-00-04	Speed Paid Media	50
PM-2022-00-00-05	Campaign Creative / Design	50
M6OT-2022-00-00-04	Impaired Driving Print Advertising/Educational Materials	70
M2X-2022-00-00-04	Seat Belt Print Advertising/Educational Materials	70
SC-2022-00-00-01	Speed Print Advertising/Educational Materials	71
DD-2022-00-00-02	Distracted Driving Print Advertising/Educational Materials	72
DE-2022-00-00-01	Youthful Driver Print Advertising/Educational Materials	72
DE-2022-00-00-02	Mature Driver Print Advertising/Educational Materials	72
SA-2022-00-00-01	Safe Communities	57
DD-2022-00-00-01	Statewide Distracted Driving Enforcement	64
M6OT-2022-00-00-05	Statewide Impaired Driving Enforcement	79
164AL-2022-00-00-01	Impaired Driving Enforcement Program	77
PT-2022-00-00-02	Selective Traffic Enforcement Program	104
M6OT-2022-00-00-06	OVI Task Force Program	80
M6OT-2022-00-00-07	Statewide Drugged Driving Enforcement Program	81
M2X-2022-00-00-05	Statewide Seat Belt Tac Squads	90
SE-2022-00-00-01	Statewide Speed Enforcement	115

Analysis of crash data in areas of highest risk:

For FFY2022, an in-depth analysis of traffic crash data was conducted to not only identify and prioritize the state’s traffic safety problems, but to target fatal crash locations for traffic safety programming. The traffic crash data used for this analysis was from Fatality Analysis Reporting System (FARS) calendar years 2016, 2017, 2018, 2019 and the Ohio Department of Public Safety (ODPS) Ohio Crash Facts calendar years 2016, 2017, 2018, 2019 and 2020.

Deployment of resources based upon that analysis:

Safe Communities

- Maximum amounts for each county were set based on the average number of fatal crashes for 2018, 2019 and 2020. New programs had to have a minimum of a three-year average of 6.29 fatal crashes to be eligible for funding.
- Based on a county's three-year fatal crash average, a grant proposal must specify strategies in specific safety program areas for FFY2022.
 - Programs with a three-year fatal crash average between 0.00 and 10.53 may conduct strategies focusing on a maximum of four specific traffic safety areas.
 - Programs with a three-year fatal crash average between 10.54 and 21.06 may conduct strategies focusing on a maximum of five specific traffic safety areas.
 - Programs with a three-year fatal crash average of 21.07 and higher may conduct strategies focusing on a maximum of six specific traffic safety areas.
 - These four specific traffic safety program areas must be addressed:
 - Impaired Driving / Drugged Driving
 - Seat Belt Usage / "Click It or Ticket" initiatives
 - Distracted Driving
 - Motorcycle Awareness
 - If additional program area(s) are submitted in the proposal for consideration, the program area(s) must be justified by local fatal crash problem identification.

OVI Task Force

- To qualify for FFY2022 OVI Task Force grant funding, an OVI Task Force agency must be in the top alcohol-related fatal crash counties. The top alcohol-related fatal crash counties must have an average of at least 6.0 alcohol-related motor vehicle related fatal crashes during 2018, 2019 and 2020 (total of 18 or more alcohol-related fatal crashes during these three years).
 - When an existing OVI Task Force no longer meets the above requirements, they will be eligible for one more year at the existing funding level. The following year will be at 75 percent of that funding level and the following year at 50 percent.
- Each task force must:
 - Enlist a diverse task force membership
 - Conduct, at a minimum, 16 sobriety checkpoints in areas and time prioritized by the problem ID process - two are required during Drive Sober or Get Pulled Over (DSOGPO)
 - Ensure alcohol-related overtime enforcement activity is conducted in the areas and time periods of alcohol-related problems identified through a site selection process.
 - Hold a minimum of three press conference events (one during DSOGPO)

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

- Grants are awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2018, 2019 and 2020.
- Each agency must conduct impaired driving enforcement activity to impact their fatal crashes.
- Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar.
- In addition to the required Blitzes and National Campaign, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding.

Ohio State Highway Patrol High Visibility Enforcement Periods

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

General Grants

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

National Mobilizations

Ohio will continue to implement and expand the national impaired driving mobilization efforts in FFY2022. Following the national model, campaign components will include earned media (education and outreach), paid media, high visibility law enforcement and evaluation.

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

Paid Media

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

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

Effectiveness Monitoring

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

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

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

Appendix E – High-Visibility Enforcement (HVE) Strategies

Planned HVE Strategies to Support National Mobilizations:

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

HVE Planned Activities

Project ID	Name	Page
M6OT-2022-00-00-01	Holiday Drive Sober or Get Pulled Over Paid Media	42
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DE-2022-00-00-02	Mature Driver Print Advertising/Educational Materials	72
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M2X-2022-00-00-05	Statewide Seat Belt Tac Squads	90
SE-2022-00-00-01	Statewide Speed Enforcement	115

Appendix F - 405(b) Occupant Protection Grant

Occupant Protection Plan

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

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

Participation in Click It or Ticket (CIOT) National Mobilization

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

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

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

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

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

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

Planned Participation in National Mobilizations

Drive Sober or Get Pulled Over Mobilizations

Ohio will continue to implement and expand the national impaired driving mobilization efforts in FFY2022. Following the national model, campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation. Ohio will participate in both the Winter Holiday Drive Sober or Get Pulled Over (DSOGPO) and the Labor Day DSOGPO campaigns.

The goal of the paid media plan for the 2022 alcohol crackdown is to decrease the number of impaired drivers and alcohol related fatalities. The media objective is to increase awareness of highly visible enforcement with both local and national media exposure.

The target audience is defined as anyone who drives impaired or is likely to drive impaired on Ohio's roadways. In 2022, media will be heavily directed toward a younger male audience.

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

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

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

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

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

Click It or Ticket Mobilizations

Ohio will continue to implement and expand the national seat belt mobilization efforts in FFY2022. Following the national model, campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation. Ohio will participate in the Memorial Day CIOT campaigns.

Campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation. A higher frequency of messaging directed at low usage populations helps increase awareness and equates to a higher overall compliance rate for seat belt use. New media partnerships and earned media will help expand the campaign’s message into the low usage populations. In FFY2022, television and radio spots will continue to be concentrated and aired on stations most likely to reach Ohio’s multicultural communities. Additionally, social media and a limited amount of targeted outdoor and print media will be used during this effort.

The target audience is defined as anyone who drives or rides in a motor vehicle within the State of Ohio. According to the ODPS 2019 Observational Survey of Safety Belt Use, younger driver/passengers (ages 15 ½ - 25) and men are less likely to use seat belts. Throughout 2022, a heavy emphasis of paid media will be directed toward younger men with the primary media target being 18 -34 year olds. A secondary emphasis will continue to be male urban audiences, rural and pick-up truck drivers.

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

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

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

Ohio will continue to participate in Tri-State Kick-Off Events for CIOT. In addition, Safe Community programs are required to conduct a CIOT kick-off event in their county. This will be approximately 46 events for CIOT.

Child Restraint Inspection Stations

Countermeasure Strategy

Child Restraint System Inspection Station(s)

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

Project ID	Name	Page
OP-2022-00-00-01	Occupant Protection Coordinator Program	90

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

Planned inspection stations and/or event: 171

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

- Urban: 55
- Rural: 105
- At-Risk: 117

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

Child Passenger Safety Technicians

Countermeasure Strategy

Child Restraint System Inspection Station(s)

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

Project ID	Name	Page
OP-2022-00-00-01	Occupant Protection Coordinator Program	90

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

- Estimated Total number of classes: 20
- Estimated Total number of technicians: 471

Ohio is applying for funding under the three following criteria:

Seat Belt Enforcement

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

Countermeasure Strategy

Communication and Outreach

Mass Media Campaign

Short-term, High Visibility Seat Belt Law Enforcement

Planned Activities:

Project ID	Name	Page
M2X-2022-00-00-01	Holiday Click It or Ticket Paid Media	45
M2X-2022-00-00-02	Click It or Ticket Paid Media	45
M2X-2022-00-00-03	Sustained Seat Belt Paid Media	46
PM-2022-00-00-05	Campaign Creative / Design	50
M2X-2022-00-00-04	Seat Belt Print Advertising/Educational Materials	70
SA-2022-00-00-01	Safe Communities	57
DD-2022-00-00-01	Statewide Distracted Driving Enforcement	64
PT-2022-00-00-02	Selective Traffic Enforcement Program	104
M2X-2022-00-00-05	Statewide Seat Belt Tac Squads	90

High Risk Population Countermeasures Programs

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

Countermeasure strategies:

Communication and Outreach

Mass Media Campaign

Peer to Peer Teen Outreach

Project ID	Name	Page
M2X-2022-00-00-03	Sustained Seat Belt Paid Media	46
PM-2022-00-00-03	Youthful Driver Paid Media	49
PM-2022-00-00-05	Campaign Creative / Design	50
M2X-2022-00-00-04	Seat Belt Print Advertising/Educational Materials	70
DE-2022-00-00-01	Youthful Driver Print Advertising/Educational Materials	72
SA-2022-00-00-01	Safe Communities	57
TSP-2022-00-00-01	Peer to Peer Youth Programming – SADD	125
TSP-2022-00-00-02	Peer to Peer Youth Programming – FCCLA	125
DE-2021-00-00-03	Youthful Driver Skills Assessment	127

Occupant Protection Program Assessment

Date of the NHTSA-facilitated assessment: 5/3/2019

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

Traffic Records Coordinating Committee (TRCC)

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

- Tuesday, December 15, 2020
- Thursday, February 25, 2021
- Thursday, April 22, 2021
- Thursday, June 17, 2021

List of TRCC Members

See pages 46 - 48 in the “State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025” (separate document).

Traffic Records System Assessment

All Recommendations

See pages 8 – 10 in the “State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025” (separate document).

Non-Addressed Recommendations

See pages 8 – 10 in the “State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025” (separate document). Ohio is addressing all the recommendations from the assessment.

Traffic Records for Model Performance Measures

See the following pages of the “State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025” (separate document) for the Traffic Records for Model Performance Measures.

Crash: page 14

Vehicle: page 18

Driver: page 22

Roadway: page 27

Citation/Adjudication: page 31

EMS/Injury Surveillance: pages 36 – 37

Data Use and Integration: pages 40 – 41

State Traffic Records Strategic Plan

The “State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025” has been submitted as a separate document.

Planned Activities:

Project ID	Name	Page
M3DA-2022-00-00-01	Traffic Records Coordinating Committee Projects	117
M3DA-2022-00-00-02	Traffic Records Coordinating Committee Projects	117

Quantitative and Measureable Improvement

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

System Overview

The continued development and deployment of a statewide, electronic crash submission system remains a priority for the State of Ohio. Per the Ohio Revised Code (ORC), all traffic crash reports involving personal injury and/or property damage in excess of \$1,000 are required to be submitted to ODPS within five days. To support the electronic submission of traffic crash records, the state developed the Ohio Law Enforcement Information System (OLEIS) which is provided at no cost to law enforcement agencies. There are also a number of third-party systems that operate in the state. Since OLEIS has been made available, there has been a substantial increase in the number of crash reports being submitted electronically, and participation continues to improve. In 2020, there were 245,739 total traffic crashes in Ohio, and approximately 81% (198,249) of reports were submitted electronically. Year-to-date 2021, there have been 34,414 total traffic crashes, and approximately 93% (31,936) of reports have been submitted electronically. Currently, 253 law enforcement agencies are submitting crashes electronically using the OLEIS Crash Module.

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

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

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

System Attribute Status

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

Performance Measures and Improvement Trends

Crash Performance Measures 3-Year Analysis			
Measure	FFY 2018	FFY 2019	FFY2020
Number of agencies submitting electronic crash reports. <i>*Ohio has approximately 1,000 law enforcement agencies. From year to year, roughly 600 regularly submit at least one crash report each year.</i>	434 unique law enforcement agencies (by NCIC) have submitted electronically.	692 unique law enforcement agencies (by NCIC) have submitted electronically.	673 unique law enforcement agencies (by NCIC) have submitted electronically.
Percentage of submitted crash reports that are electronic.	72%	77%	80%
Mean number of days between crash date to submission of crash reports and availability online.	4.9	4.19	4.8
Percentage of crash reports returned due to errors.	Performance data not yet available.	4%	3%

Appendix H - 405(f) Motorcyclist Safety Grant

Motorcycle Safety Information

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

County	Motorcycle Registrations by County		County	Motorcycle Registrations by County		County	Motorcycle Registrations by County		County	Motorcycle Registrations by County	
	Training	No Training		Training	No Training		Training	No Training		Training	No Training
Adams		1,286	Fayette		1,475	Lorain		14,522	Richland	6,733	
Allen	4,762		Franklin	31,379		Lucas		13,818	Ross	3,488	
Ashland	3,489		Fulton		2,850	Madison		2,223	Sandusky	3,790	
Ashtabula		6,416	Gallia		1,306	Mahoning	10,317		Scioto	3,094	
Athens	2,089		Geauga		5,385	Marion		3,585	Seneca		3,086
Auglaize		2,704	Greene	7,315		Medina	10,064		Shelby		2,613
Belmont		3,484	Guernsey		2,111	Meigs		1,507	Stark		18,039
Brown		2,625	Hamilton	20,894		Mercer		2,341	Summit	22,175	
Butler	14,581		Hancock		3,551	Miami	5,819		Trumbull	11,803	
Carroll		1,931	Hardin		1,618	Monroe		827	Tuscarawas	5,503	
Champaign		2,206	Harrison		922	Montgomery		19,196	Union	3,472	
Clark	6,607		Henry		1,617	Morgan		774	Van Wert		1,692
Clermont	10,087		Highland		2,141	Morrow		2,238	Vinton		667
Clinton	2,261		Hocking		1,730	Muskingum		4,436	Warren		9,298
Columbiana		6,813	Holmes		1,339	Noble		653	Washington	3,071	
Coshocton		1,760	Huron		3,421	Ottawa		2,677	Wayne		5,956
Crawford		2,812	Jackson		1,543	Paulding		1,099	Williams		2,288
Cuyahoga	35,265		Jefferson		3,235	Perry		1,887	Wood	5,588	
Darke		3,497	Knox	3,294		Pickaway		3,217	Wyandot		1,512
Defiance	2,073		Lake	11,113		Pike		1,095	Unknown		1
Delaware	7,112		Lawrence		2,848	Portage	8,650		Totals	265,888	221,524
Erie		4,395	Licking		8,861	Preble		2,712			
Fairfield		7,082	Logan		3,050	Putnam		1,551			

Total motorcycles registered in the state:	487,412
Registered motorcycles in counties with training:	265,888
Percent of registered motorcycles in counties with training:	54.55%

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

SFY21 MO Fund 8460 Summary (7/1/20 – 5/16/21)

Sum of Journal Amount			
Fiscal Year	Journal Source Descr	Total	Total Revenue
2021	JrnlGen - Accounts Receivable	(\$2,469,327.36)	\$ (2,469,327.36)
	JrnlGen - Accounts Payable	\$1,732,791.53	
	JrnlGen - HRMS	\$401,494.35	Total Expenditures
	PS/GL Spreadsheet Journal	\$20,949.22	
2021 Total		\$ (314,092.26)	
Grand Total		\$ (314,092.26)	

See “FY21 Use of Fees Back-up” submitted as a separate document for details.

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

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

State: Ohio

Fiscal Year: 2022

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

GENERAL REQUIREMENTS

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010,

(https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the

programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100)).

The State highway safety agency—

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

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

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

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;
 3. Any available drug counseling, rehabilitation, and employee assistance programs;
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

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

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

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

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

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

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

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

Instructions for Primary Tier Participant Certification (States)

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

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

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

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

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

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

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to

other remedies available to the Federal government, the department or agency may terminate the transaction for cause or default.

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

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

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

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

Instructions for Lower Tier Participant Certification

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

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

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

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

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

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

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

BUY AMERICA ACT

(applies to subrecipients as well as States)

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

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the

Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - o Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and

- o Increase use of seat belts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))
8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

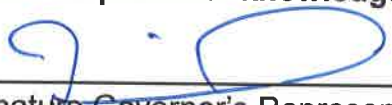
The State: [CHECK ONLY ONE]

Certifies that automated traffic enforcement systems are not used on any public road in the States;

OR

Is unable to certify that automated traffic enforcement systems are not use on any public road in the State, and therefore will conducted a survey meeting the requirements of 23 U.S.C. 402(c)(4)(C) AND will submit the survey results to the NHTSA Regional Office no later than March 1, 2022.

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



 Signature Governor's Representative for Highway Safety 6/23/21

 Date

Thomas Stickrath

 Printed name of Governor's Representative for Highway Safety

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

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

State: Ohio

Fiscal Year: 2022

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

PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

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

All States:

*[Fill in **all** blanks below.]*

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State's occupant protection program area plan for the upcoming fiscal year is provided in the HSP at Appendix F page 143.
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the HSP at Appendix F pages 143 – 150.
- Countermeasure strategies and planned activities demonstrating the State's active network of child restraint inspection stations are provided in the HSP at Appendix F page 150.

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

- Countermeasure strategies and planned activities, as provided in the HSP at Appendix F page 151, that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Lower Seat Belt Use States Only:

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

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

Legal citation(s): _____.

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

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

- The countermeasure strategies and planned activities demonstrating the State's **seat belt enforcement plan** are provided in the HSP at Appendix F page 151.
- The countermeasure strategies and planned activities demonstrating the State's **high risk population countermeasure program** are provided in the HSP at Appendix F page 152.

- The State's **comprehensive occupant protection program** is provided as follows:
- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date _____ (date);

 - Multi-year strategic plan: HSP at _____(location);
 - The name and title of the State's designated occupant protection coordinator is _____.
 - List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at _____ (location).
- The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on May 3, 2019 (within 3 years of the application due date);
-

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

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

All States:

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

[Fill in all blank for each bullet below.]

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at Appendix 5 page 153.
- The name and title of the State’s Traffic Records Coordinator is: Gretchen Lopez-Martinez, Chair

A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at: See pages 46 - 48 in the “State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025” (separate document).

The State Strategic Plan is provided as follows:

- Description of specific, quantifiable and measurable improvements at:
See the following pages of the “State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025” (separate document) for the Traffic Records for Model Performance Measures;
 - **Crash:** page 14
 - **Vehicle:** page 18
 - **Driver:** page 22
 - **Roadway:** page 27
 - **Citation/Adjudication:** page 31
 - **EMS/Injury Surveillance:** pages 36 – 37
 - **Data Use and Integration:** pages 40 – 41
- List of all recommendations from most recent assessment at:
See pages 8 – 10 in the “State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025” (separate document);
- Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures at
See pages 8 – 10 in the “State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025” (separate document);
- Recommendations not to be addressed, including reasons for not implementing:
See pages 8 – 10 in the “State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025” (separate document). Ohio is addressing all the recommendations from the assessment;

- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the HSP at Appendix G pages 154 - 156.

The State's most recent assessment or update of its highway safety data and traffic records system was completed on February 1, 2021.

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

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

All States:

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

Mid-Range State Only:

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

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

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

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

High-Range State Only:

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

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

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

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

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

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

[Fill in all blanks.]

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

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

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

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

[Fill in all blanks.]

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

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

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

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

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

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

Comprehensive Distracted Driving Grant

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

- **Prohibition on Texting While Driving**

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

Legal citations:

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

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

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

Legal citations:

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

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

PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

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

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

Motorcycle riding training course:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Thomas Stickrath, Director, Ohio Department of Public Safety
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula: [Check at least one of the following boxes below and fill in any blanks.]
 - Motorcycle Safety Foundation Basic Rider Course;
 - TEAM OREGON Basic Rider Training;
 - Idaho STAR Basic I;
 - California Motorcyclist Safety Program Motorcyclist Training Course;
 - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the HSP at Appendix H page 157 is a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

Motorcyclist awareness program:

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

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

Reduction of fatalities and crashes involving motorcycles:

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

Impaired driving program:

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

Reduction of fatalities and accidents involving impaired motorcyclists:

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

Use of fees collected from motorcyclists for motorcycle programs:

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

Applying as a Law State –

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

Legal citation(s): _____
_____.

Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the HSP at Appendix H page 158.

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

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

[Fill in all applicable blanks below.]

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

Learner's Permit Stage –

Legal citations:

- O.R.C. 4507.05: Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State;
- O.R.C. 4507.11: Applicant must pass vision test and knowledge assessment;
- O.R.C. 4507.071: In effect for at least 6 months;
- O.R.C. 4507.071: In effect until driver is at least 16 years of age;
- O.R.C. 4507.05 (A): Must be accompanied and supervised at all times;
- O.R.C. 4507.21 (B): Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night;
- O.R.C. 4511.205: Prohibits use of personal wireless communications device;
- O.R.C. 4507.071(D): Extension of learner's permit stage if convicted of a driving-related offense;
- O.R.C. 4507.05: Exemptions from learner's permit stage.

Intermediate Stage –

Legal citations:

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

- O.R.C. 4507.071 (B)(2)(b)(4): No more than 1 nonfamilial passenger younger than 21 years of age allowed;
 - O.R.C. 4511.205: Prohibits use of personal wireless communications device;
 - O.R.C. 4507.071 (D): Extension of intermediate stage if convicted of a driving-related offense;
 - O.R.C. 4507.071 (C): Exemptions from intermediate stage.
-

PART 9: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.27)

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

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

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

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

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

In the HSP at

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


In the HSP at

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

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

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

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



Signature Governor's Representative for Highway Safety 6/23/21
Date

Thomas Stickrath

Printed name of Governor's Representative for Highway Safety