



# Annual Evaluation Report

FFY 2022



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## Mission Statement

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The Ohio Traffic Safety Office 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.

## Overview

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### 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

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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 and OTSO Assistant Director overseeing both sections.

### Federal Programs

The Federal Programs staff consists of the OTSO Federal Administrator, two Program Administrators, Regional Programs Manager / Law Enforcement Liaison (LEL) Coordinator, Program Administrator 2, Administrative Professional 3, three Planners, Administrative Professional 2, Social Sciences Research Specialist, 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 and reports to the OTSO Director. The PIO will oversee OTSO messaging. The Social Sciences Research

Specialist will research traffic safety topics and assist with the statewide seat belt survey. These positions report to the OTSO Assistant Director.

#### Planning and Administration Section

The Administrative Professional 2 and one Program Administrator are responsible for the financial activity on each grant. These positions report to the Program Administrator 2. The Program Administrator 2 also assists with national campaigns, planning assessments, and other projects as needed.

#### Program Management Section

Planners are assigned grants based on 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.

One 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.

The FFY2022 competitive 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 used a targeted approach to ensure a statewide effort that satisfied state highway safety goals and that a minimum of 40 percent of federal funds were allocated to local jurisdictions.

This Annual Evaluation Report summarizes activities that occurred between October 1, 2021 and September 30, 2022. Activities listed in this report, that can be directly tied to a specific county, reached 88.90 percent of Ohio's population (approximately 10.5 million people). Several grants operate on a statewide basis and potentially reached the entire state, for 100 percent reach.

## **Accomplishments**

Since the move of the Ohio Traffic Safety Office (OTSO) under the Ohio Department of Public Safety's Director's Office, OTSO added two new federal positions (Public Information Officer and a researcher). In addition, OTSO has successfully filled all long-standing vacancies in the Federal Programs section and is fully staffed for the first time since pre-COVID.

After many years, the Motorcycle Ohio (MO) Program has been moved back under the umbrella of the Ohio Traffic Safety Office, the program offers statewide rider safety programs along with information and related resources to the riding community. This change has provided an opportunity for OTSO to promote and highlight some of the program achievements over the past several months. Additionally, new materials and media spots are being produced that stress the importance of safe riding. Prioritizing motorcycle safety is an important piece in helping to reduce fatalities in Ohio.

In FFY2022, as counties began opening up public gathering restrictions due to COVID-19, Safe Communities programs reported over 760 events/activities that directly reached over 2.3 million people. In FFY2022, Safe Community activities received 185,486,387 gross impressions using print, radio, television, web, Facebook, Twitter, Instagram, and other mediums. Additionally, Safe Community programs distributed over 400,000 materials covering a variety of traffic safety topics including, but not limited to: impaired driving, seat belt usage, distracted driving, motorcyclist safety, motorcycle awareness, youthful driver, speed, pedestrian safety, etc.

In FFY2022, across all the paid media campaigns (impaired driving, seat belt usage, motorcycle safety, motorcycle awareness, distracted driving, youthful driver, and speed, it is estimated by the media buyer that the size of the audience reached exceeded 156,748,329.

## Annual Report Planning Process

Activity	Time Frame
Review sub-recipient progress and monitoring reports during the year to identify significant highlights or accomplishments for inclusion in the Annual Evaluation Report (AER).	October - September
Ensure all sub-recipient final expenditure reports and annual reports are submitted by November 1 <sup>st</sup> and finalized (approved) by December 15 <sup>th</sup> .	October – December 15 <sup>th</sup>
Analyze and assemble data for the AER. Data to include, but not limited to: <ul style="list-style-type: none"> <li>Highway Safety Plan (HSP) performance measures <ul style="list-style-type: none"> <li>Goal, Results, and met/not met details</li> </ul> </li> <li>Crash data</li> <li>Objectives</li> <li>Project results (activity and financial)</li> <li>Mobilization results (activity and financial)</li> <li>Paid Media results (activity and financial)</li> </ul>	October – December 15 <sup>th</sup>
AER first draft	Mid-December
Final Financial Obligation Closeout (voucher)	Mid-December
Finalize AER	By December 30 <sup>th</sup>
Submit final AER to NHTSA Regional Office	By December 30 <sup>th</sup>

## Evidence-Based Traffic Enforcement Plan

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* was reviewed to determine the most effective evidence-based programming to address Ohio's problems.

### **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) crash data 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.

**See Project Number SA-2022-00-00-01 under Community Traffic Safety Program on page 37 for project results.**

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)

**See Project Number M6OT-2022-00-00-06 under Impaired Driving (Drug and Alcohol) on page 54 for project results.**

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.

**See Project Number 164AL-2022-00-00-01 under Impaired Driving (Drug and Alcohol) on page 50 and Project Number PT-2022-00-00-02 under Police Traffic Services on page 75 for project results.**

### **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.

**See Project Number DD-2022-00-00-01 under Distracted Driving on page 43 for project results.**

- 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.

**See Project Number M6OT-2022-00-00-07 under Impaired Driving (Drug and Alcohol) on page 56 for project results.**

- 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.

**See Project Number M6OT-2022-00-00-05 under Impaired Driving (Drug and Alcohol) on page 53 for project results.**

- Seat Belt Enforcement
  - Conduct high visibility seat belt enforcement in locations and at times that will have the greatest impact in reducing unrestrained fatal crashes.
  - Enforcement must be conducted during November Click It or Ticket and during the spring Click It or Ticket.



See Project Number M2X-2022-00-00-05 under Occupant Protection (Adult and Children) on page 66 for project results.

- 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.

See Project Number SE-2022-00-00-01 under Speed Management on page 87 for project results.

### **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 continued to implement and expand the national impaired driving mobilization efforts in FFY2022. Following the national model, campaign components included earned media (education and outreach), paid media, high visibility law enforcement and evaluation.

### **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”

For paid media see the following Paid Media projects under Communications (Media) on pages 25 – 36.

M6OT-2022-00-00-01	PM-2022-00-00-01
M6OT-2022-00-00-02	M11MA-2022-00-00-01
M6OT-2022-00-00-03	PM-2022-00-00-02
M2X-2022-00-00-01	PM-2022-00-00-03
M2X-2022-00-00-02	PM-2022-00-00-04
M2X-2022-00-00-03	PM-2022-00-00-05

## **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.

**The COVID-19 pandemic disrupted most sub-recipient activity to some level in FFY2022. Events and activities began to open up in FFY2022. Most sub-recipients continue to experience staffing and event shortages. In-person meetings began to resume, but virtual meetings continued to take place. Please see each project for specific details.**

# FFY2022 Performance Targets

ASSESSMENT OF RESULTS IN ACHIEVING PERFORMANCE TARGETS FOR FFY22 AND FFY21									
PERFORMANCE MEASURE	FFY 2022					FFY 2021			
	TARGET PERIOD	TARGET YEAR(S)	TARGET VALUE FFY22 HSP	DATA SOURCE/ FFY 22 PROGRESS RESULTS	ON TRACK TO MEET FFY22 TARGET Y/N	TARGET VALUE FFY21 HSP	TARGET YEAR(S)	DATA SOURCE/ FFY21 FINAL RESULT**	MET FFY21 TARGET Y/N
<b>C-1) Traffic Fatalities</b>	5-year	2018-2022	1,106	2017 – 2021 FARS/STATE 1,197	No	1,084	2017-2021	2017 – 2021 FARS/STATE 1,197	No
<b>C-2) Serious Injuries in Traffic Crashes</b>	5-year	2018-2022	7,744	2017 – 2021 STATE 7,806	No	8,101	2017-2021	2017 – 2021 STATE 7,806	No
<b>C-3a) Fatalities/VMT</b>	5-year	2018-2022	0.97	2017 – 2021 FARS/STATE 1.09*	No	0.93	2017-2021	2017 – 2021 FARS/STATE 1.09*	No
<b>C-3b) Rural Fatalities/VMT</b>	5-year	2018-2022	1.43	2017 – 2021 FARS/STATE 1.50*	No	1.47	2017-2021	2017 – 2021 FARS/STATE 1.50*	No
<b>C-3c) Urban Fatalities/VMT</b>	5-year	2018-2022	0.79	2017 – 2021 FARS/STATE 0.86*	No	0.70	2017-2021	2017 – 2021 FARS/STATE 0.86*	No
<b>C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions</b>	5-year	2018-2022	362	2017 – 2021 FARS/STATE 389	No	374	2017-2021	2017 – 2021 FARS/STATE 389	Yes
<b>C-5) Alcohol-Impaired Driving Fatalities</b>	5-year	2018-2022	301	2017 – 2021 FARS/STATE 343	Yes	317	2017-2021	2017 – 2021 FARS/STATE 343	No
<b>C-6) Speeding-Related Fatalities</b>	5-year	2018-2022	289	2017 – 2021 FARS/STATE 323	No	261	2017-2021	2017 – 2021 FARS/STATE 323	No
<b>C-7) Motorcyclist Fatalities</b>	5-year	2018-2022	171	2017 – 2021 FARS 180	No	162	2017-2021	2017 – 2021 FARS 180	No
<b>C-8) Un-helmeted Motorcyclist Fatalities</b>	5-year	2018-2022	118	2017 – 2021 FARS/STATE 122	No	112	2017-2021	2017 – 2021 FARS/STATE 122	Yes
<b>C-9) Drivers Age 20 or Younger Involved in Fatal Crashes</b>	5-year	2018-2022	135	2017 – 2021 FARS/STATE 137	No	139	2017-2021	2017 – 2021 FARS/STATE 137	No
<b>C-10) Pedestrian Fatalities</b>	5-year	2018-2022	135	2017 – 2021 FARS 147	No	126	2017-2021	2017 – 2021 FARS 147	No
<b>C-11) Bicyclist Fatalities</b>	5-year	2018-2022	19	2017 – 2021 FARS/STATE 22	No	20	2017-2021	2017 – 2021 FARS/STATE 22	Yes
<b>B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)</b>	Annual	2022	86.0	2022 State survey/ 80.8*	No	86.0	2021	2021 State survey/ 84.1	No
<b>O-1) Distracted Driving Fatal Crashes</b>	5-year	2018-2022	38	2017 – 2021 STATE 41	No	39	2017-2021	2017 – 2021 STATE 41	Yes
<b>O-2) Distracted Driving Serious Injury Crashes</b>	5-year	2018-2022	351	2017 – 2021 STATE 338	Yes	388	2017-2021	2017 – 2021 STATE 338	No
<b>O-3) Drugged Driving Fatal Crashes</b>	5-year	2018-2022	270	2017 – 2021 STATE 331	No	359	2017-2021	2017 – 2021 STATE 331	No
<b>O-4) Drugged Driving Serious Injury Crashes</b>	5-year	2018-2022	417	2017 – 2021 STATE 408	Yes	1,184	2017-2021	2017 – 2021 STATE 408	No

\*Rates not finalized

ACTIVITY PERFORMANCE MEASURES		2018	2019	2020	2021	2022
A-1	Number of seat belt citations (Ohio GRANTS)	53,383	38,559	10,263	11,373	11,330
A-2	Number of impaired driving arrests (Ohio GRANTS)	8,596	7,081	1,504	1,792	1,424
A-3	Number of speeding citations issued (Ohio GRANTS)	141,842	128,343	34,114	40,690	42,887

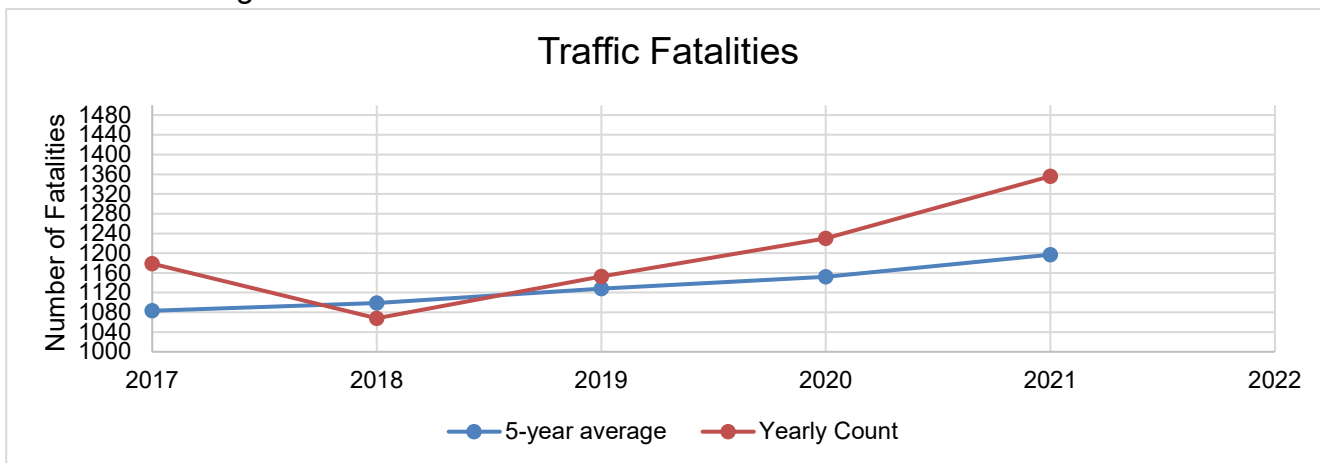
OHIO VEHICLE MILES OF TRAVEL	
2017	119,266,845,200 (Ohio Department of Transportation)
2018	112,860,387,100 (Ohio Department of Transportation)
2019	114,694,000,000 (Ohio Department of Transportation)
2020	102,833,000,000 (Ohio Department of Transportation)
2021	113,170,100,550 (Ohio Department of Transportation)

See Appendix B for goal status updates.

## Crash Data

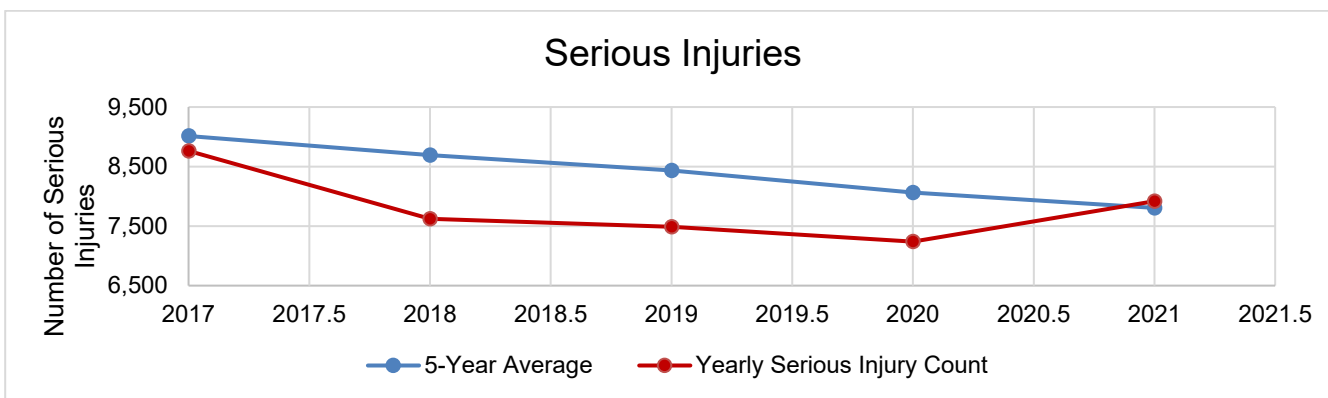
### Fatality / Serious Injury

Using preliminary state numbers, the number of traffic fatalities has increased 15.01 percent over the five-year period (2017 - 2021). The five-year average has increased 10.53 percent since the 2013 – 2017 average.



Traffic Fatalities	5-Year Average	Yearly Fatal Count
2017	1,083	1,179
2018	1,099	1,068
2019	1,128	1,153
2020	1,152	1,230
2021	1,197	1,356

The number of serious injuries has decreased 9.66 percent over the five-year period (2017 - 2021). The five-year moving average has decreased 13.39 percent since the 2013 - 2017 average.

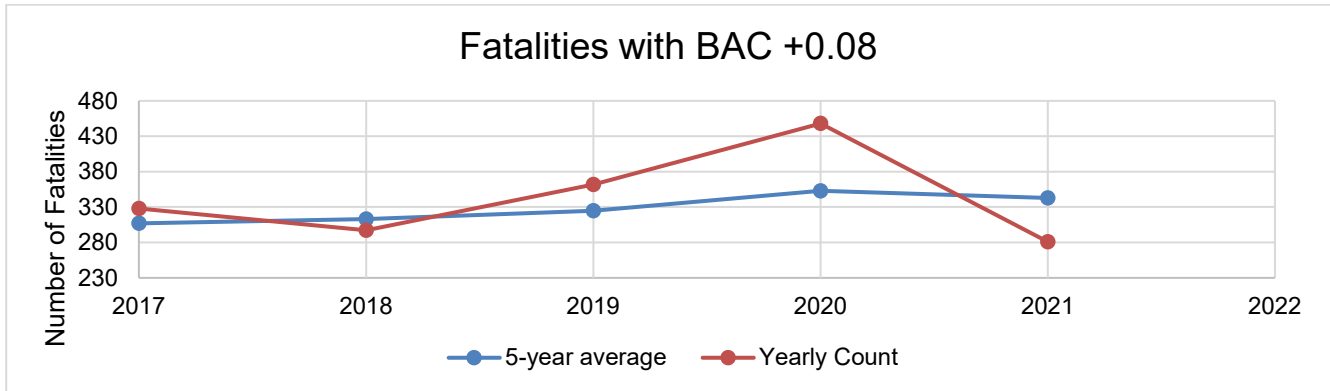


Serious Injuries	5-Year Average	Yearly Serious Injury Count
2017	9,013	8,763
2018	8,691	7,623
2019	8,432	7,487
2020	8,064	7,239
2021	7,806	7,916

## Impaired Driving

### Fatalities

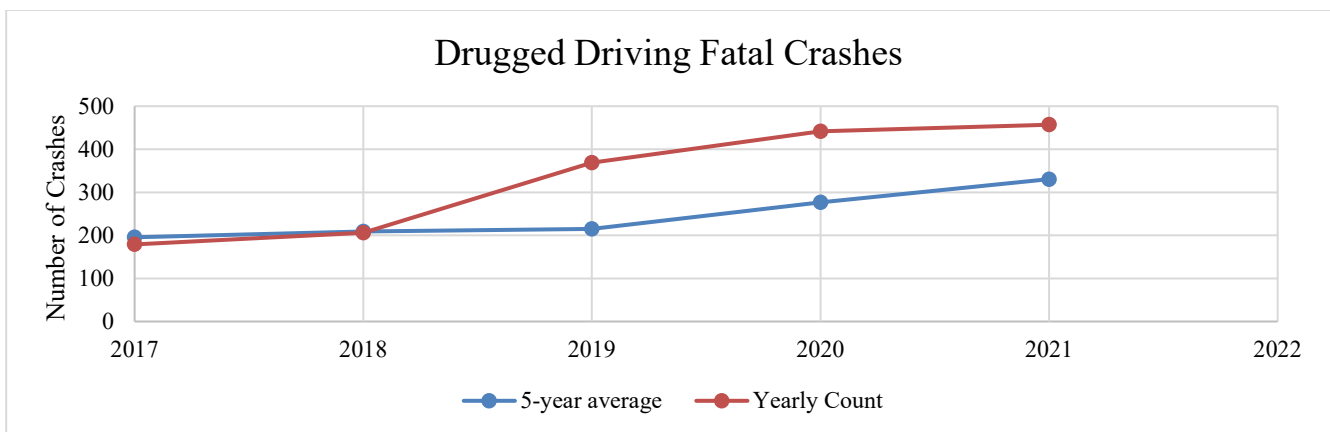
Using preliminary state numbers, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has decreased 14.33 percent over the five-year period (2017 - 2021). The five-year moving average has decreased 11.73 percent since the 2013 - 2017 average.



Fatalities with BAC +0.08	5-Year Average	Yearly Fatal Count
2017	307	328
2018	313	297
2019	325	362
2020	353	448
2021	343	281

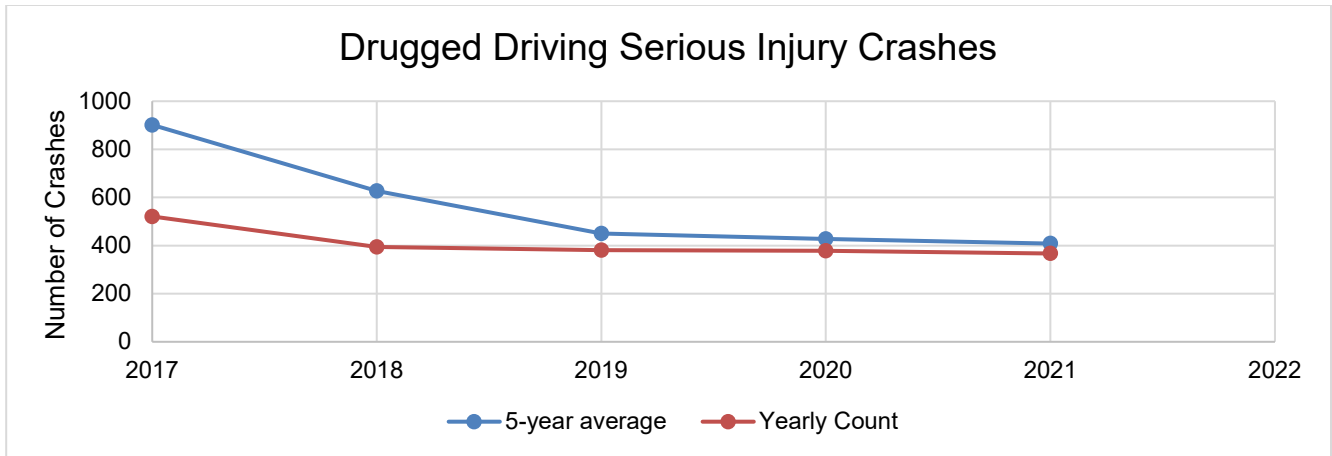
### Crashes

The number of drugged driving fatal crashes has increased 155.31 percent over the five-year period (2017 - 2021). The five-year moving average has increased 68.88 percent since the 2013 - 2017 average.



Drugged Driving Fatal Crashes	5-Year Average	Yearly Fatal Count
2017	196	179
2018	209	206
2019	215	369
2020	277	444
2021	331	457

The number of drugged driving serious injury crashes has decreased 29.56 percent over the five-year period (2017 - 2021). The five-year moving average has decreased 54.77 percent since the 2013 - 2017 average.



Drugged Driving Serious Injury Crashes	5-Year Average	Yearly Serious Injury Count
2017	902	521
2018	627	394
2019	450	381
2020	428	379
2021	408	367

The percentage of Ohio’s fatal crashes that are alcohol related has increased 19.63 percent and the percentage of serious injury crashes has decreased 1.48 percent from 2017 to 2021.

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Alcohol Related	Percent	Total	Alcohol Related	Percent
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%
2021	1,244	404	32.48%	6,405	895	13.97%

The percentage of Ohio’s fatal crashes that are drug related has increased 124.57 percent and the percentage of serious injury crashes has decreased 22.36 percent from 2017 to 2021.

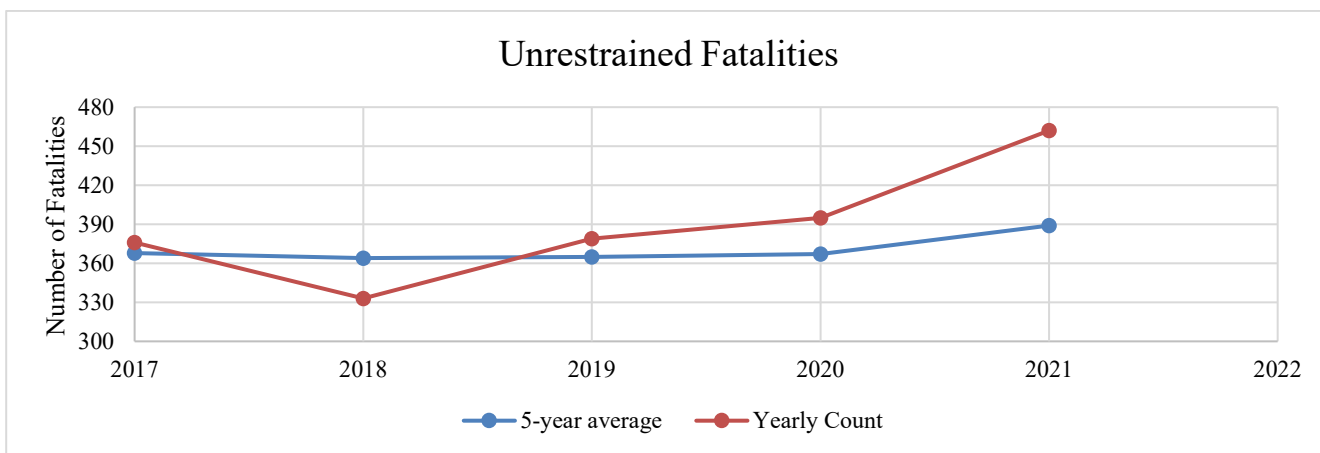
DRUG RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Drug Related	Percent	Total	Drug Related	Percent
2017	1,094	179	16.36%	7,061	521	7.38%
2018	996	206	20.98%	6,246	394	6.31%
2019	1,041	369	35.45%	5,983	381	6.37%
2020	1,153	444	38.50%	5,926	378	6.38%
2021	1,244	457	36.74%	6,405	367	5.73%

## Occupant Protection

### Fatalities

In 2021, Ohio reached an 84.1 percent observed seat belt use rate – a 2.1 percent decrease from 85.9 percent in 2019. Ohio utilized the waiver and did not complete a survey in 2020. The 2022 survey is still in the process of certification, but is projected to be 80.8 percent.

Using preliminary state numbers, the number of unrestrained fatalities has increased 22.87 percent over the five-year period (2017 - 2021). The five-year average has increased 5.71 percent since the 2013 - 2017 average.



Unrestrained Fatalities	5-Year Average	Yearly Fatal Count
2017	368	376
2018	364	333
2019	365	379
2020	369	405
2021	389	462

### Crashes

The percentage of Ohio’s fatal crashes that are unrestrained related has increased 5.99 percent and the percentage of serious injury crashes has increased 22.03 percent from 2017 to 2021.

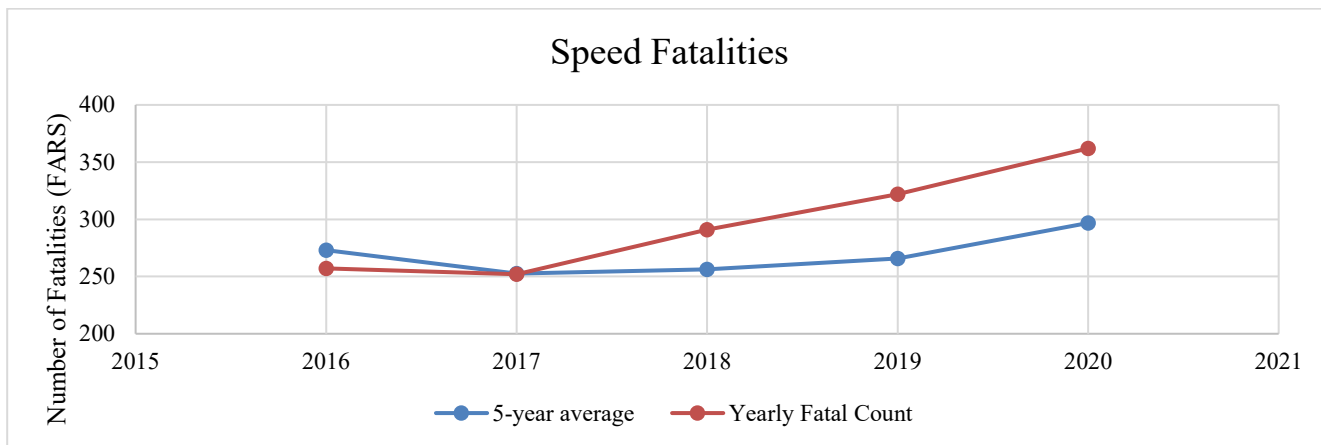
UNRESTRAINED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Unrestrained Related	Percent	Total	Unrestrained Related	Percent
2017	1,094	541	49.45%	7,061	2,202	31.19%
2018	996	491	49.30%	6,246	1,892	30.29%
2019	1,041	550	52.83%	5,983	2,126	35.53%
2020	1,153	591	51.26%	5,926	2,247	37.92%
2021	1,244	652	52.41%	6,405	2,438	38.06%



## Speed

### Fatalities

Using preliminary state numbers, the number of speed related fatalities has increased 62.30 percent over the five-year period (2017 - 2021). The five-year average has increased 27.67 percent since the 2013 - 2017 average.



Speed Fatalities	5-Year Average	Yearly Fatal Count
2017	253	252
2018	256	291
2019	266	321
2020	292	340
2021	323	409

### Crashes

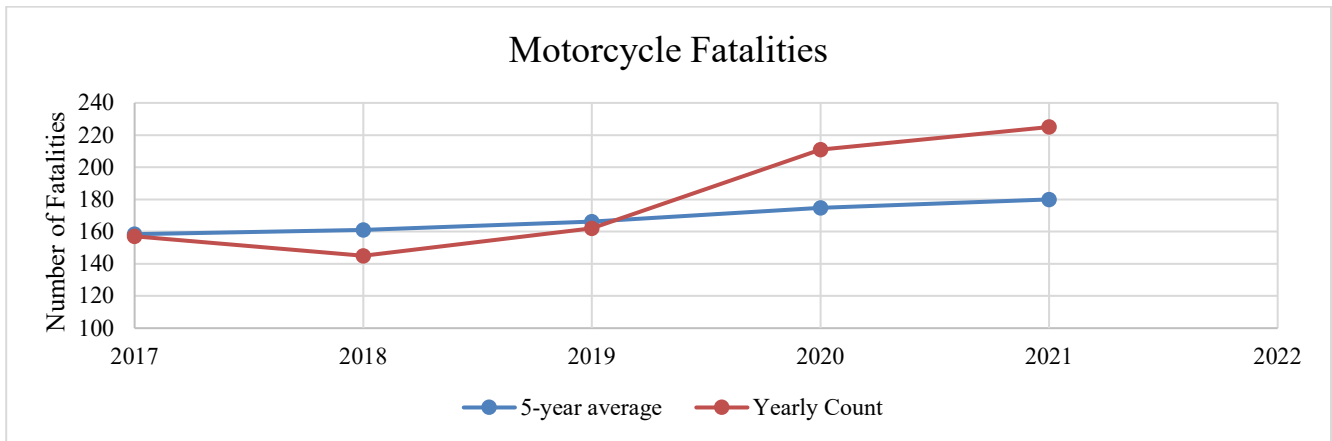
The percentage of Ohio's fatal crashes that are speed related has decreased 9.79 percent and the percentage of serious injury crashes has increased 11.68 percent from 2017 to 2021.

SPEED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Speed Related	Percent	Total	Speed Related	Percent
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%
2021	1,244	360	28.94%	6,405	1,550	24.20%

## Motorcycle Safety

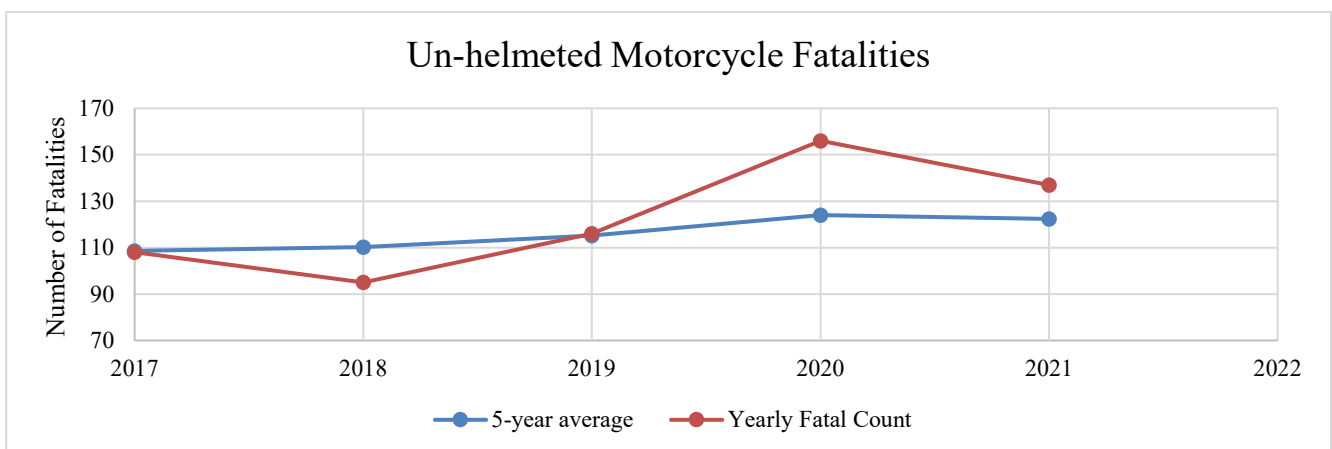
### Fatalities

Using preliminary state numbers, the number of motorcycle fatalities has increased 43.31 percent over the five-year period (2017 - 2021). The five-year average has increased 13.92 percent since the 2013 - 2017 average.



Motorcycle Fatalities	5-Year Average	Yearly Fatal Count
2017	158	157
2018	161	145
2019	166	162
2020	175	211
2021	180	225

Using preliminary state numbers, the number of un-helmeted motorcycle fatalities has increased 25.69 percent over the five-year period (2017 - 2021). The five-year average has increased 11.92 percent since the 2013 – 2017 average.



Un-helmeted Motorcycle Fatalities	5-Year Average	Yearly Fatal Count
2017	109	109
2018	110	95
2019	115	116
2020	124	156
2021	122	137

## Crashes

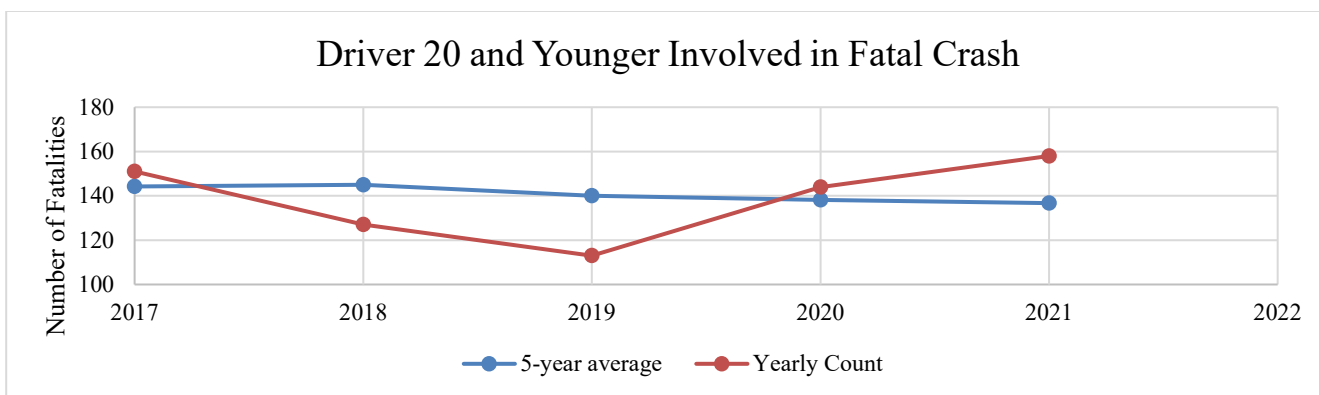
The percentage of Ohio’s fatal crashes that are motorcycle related has increased 21.95 percent and the percentage of serious injury crashes has increased 43,55 percent from 2017 to 2021.

MOTORCYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Motorcycle Related	Percent	Total	Motorcycle Related	Percent
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%
2021	1,244	215	17.28%	6,405	1,098	17.14%

## Youthful Driver

### Fatalities

Using preliminary state numbers, the number of young drivers (20 or younger) involved in fatal crashes has increased 4.63 percent over the five-year period (2017 - 2021). The five-year average has decreased 4.86 percent since the 2013 - 2017 average.



Driver 20 and Younger	5-Year Average	Yearly Fatal Count
2017	144	151
2018	145	127
2019	140	113
2020	138	144
2021	137	158

## Crashes

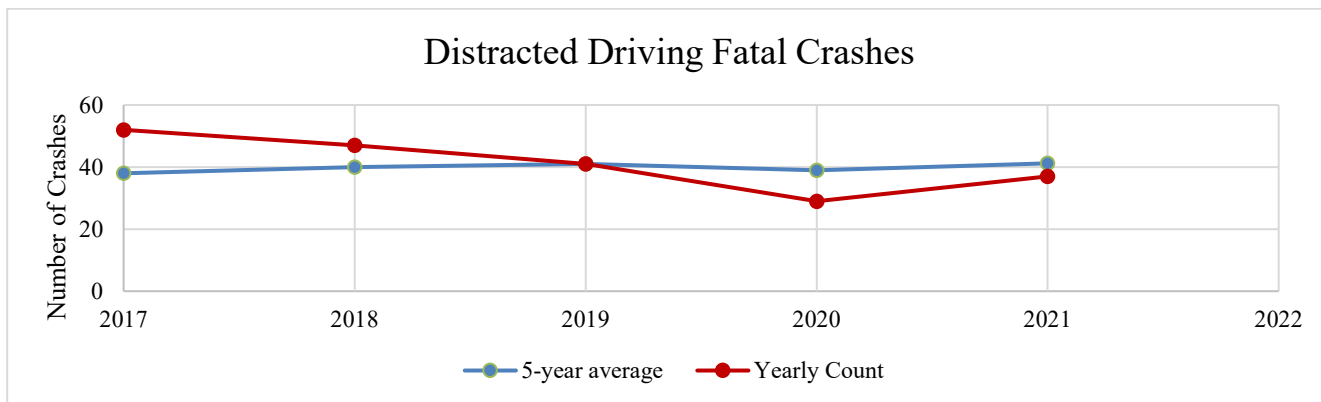
The percentage of Ohio’s fatal crashes that are youthful driver related has decreased 10.26 percent and the percentage of serious injury crashes has decreased 4.32 percent from 2017 to 2021.

YOUTHFUL DRIVER CRASHES (15 ½ - 24)						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Youthful Driver Related	Percent	Total	Youthful Driver Related	Percent
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%
2021	1,244	296	23.79%	6,405	1,889	29.49%

## Distracted Driving

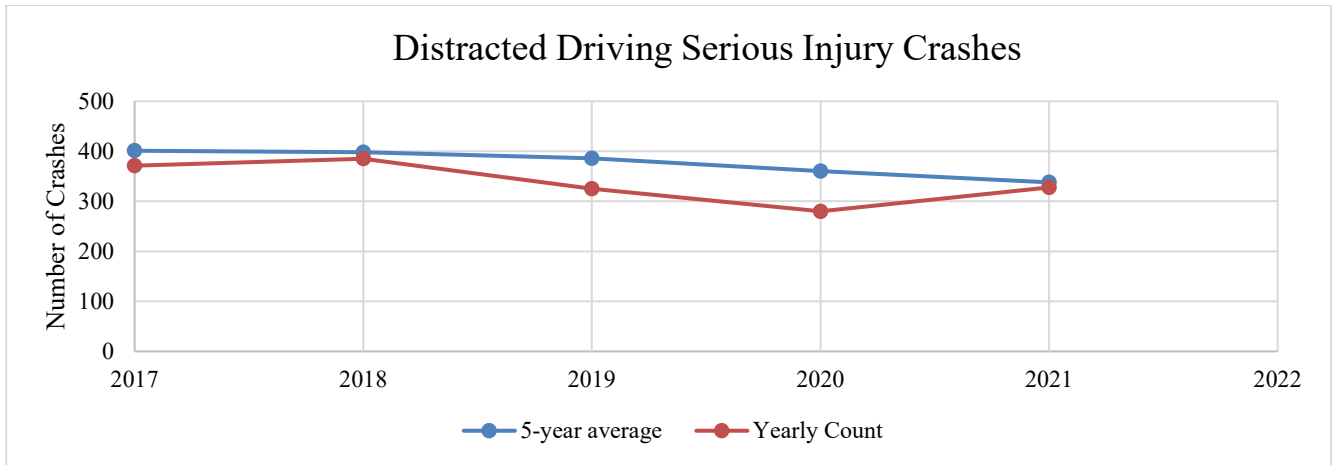
### Crashes

The number of distracted driving fatal crashes has decreased 28.85 percent over the five-year period (2017 - 2021). The five-year average has increased 7.89 percent since the 2013 – 2017 average.



Distracted Driving Fatal Crashes	5-year average	Yearly Fatal Count
2017	38	52
2018	40	47
2019	41	41
2020	39	29
2021	41	37

The number of distracted driving serious injury crashes has decreased 11.59 percent over the five-year period (2017 - 2021). The five-year average has decreased 15.71 percent since the 2013 – 2017 average.



Distracted Driving Serious Injuries	5-year average	Yearly Serious Injury Count
2017	401	371
2018	398	385
2019	386	325
2020	360	280
2021	338	328

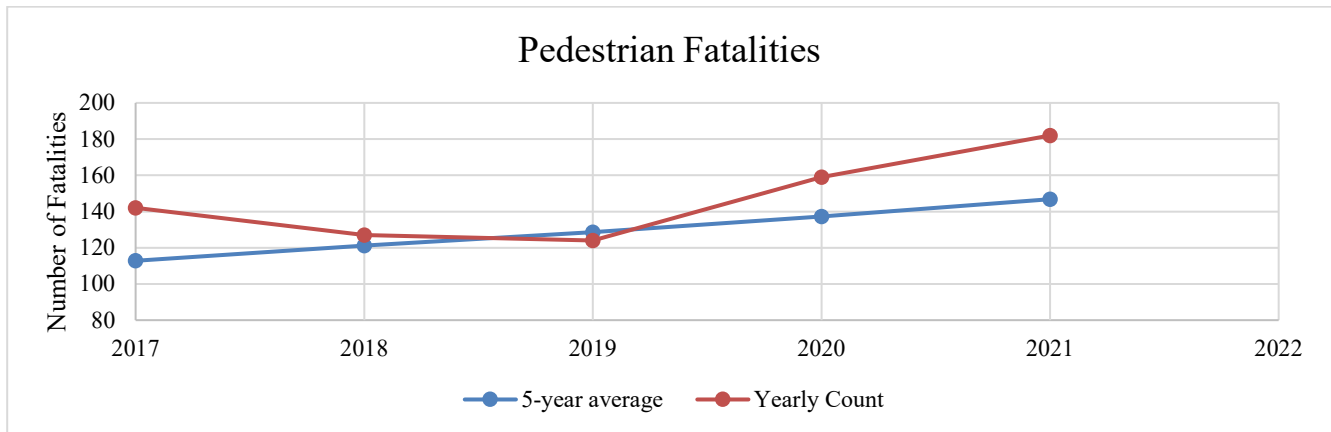
The percentage of Ohio’s fatal crashes that are distracted driver related has decreased 37.47 percent and the percentage of serious injury crashes has decreased 2.48 percent from 2017 to 2021.

DISTRACTED DRIVING CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Distracted Related	Percent	Total	Distracted Related	Percent
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%
2021	1,244	37	2.97%	6,405	328	5.12%

## Pedestrian Safety

### Fatalities

Using preliminary state numbers, the number of pedestrian fatalities has increased 28.17 percent over the five-year period (2017 – 2021). The five-year average has increased 30.09 percent since the 2013 – 2017 average.



Pedestrian Fatalities	5-year average	Yearly Fatal Count
2017	113	142
2018	121	127
2019	129	124
2020	137	159
2021	147	182

### Crashes

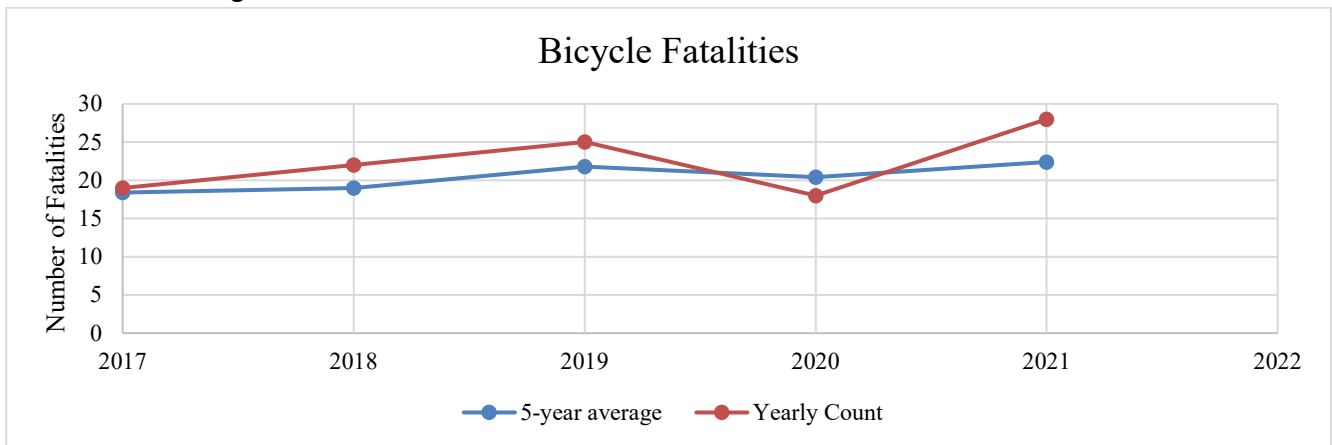
The percentage of Ohio’s fatal crashes that are pedestrian related has increased 7.16 percent and the percentage of serious injury crashes has increased 9.40 percent from 2017 to 2021.

PEDESTRIAN CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Pedestrian Related	Percent	Total	Pedestrian Related	Percent
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%
2021	1,244	173	13.91%	6,405	522	8.15%

## Bicycle Safety

### Fatalities

Using preliminary state numbers, the number of bicycle fatalities has increased 47.37 percent over the five-year period (2017 - 2021). The five-year average has increased 22.22 percent since the 2013 - 2017 average.

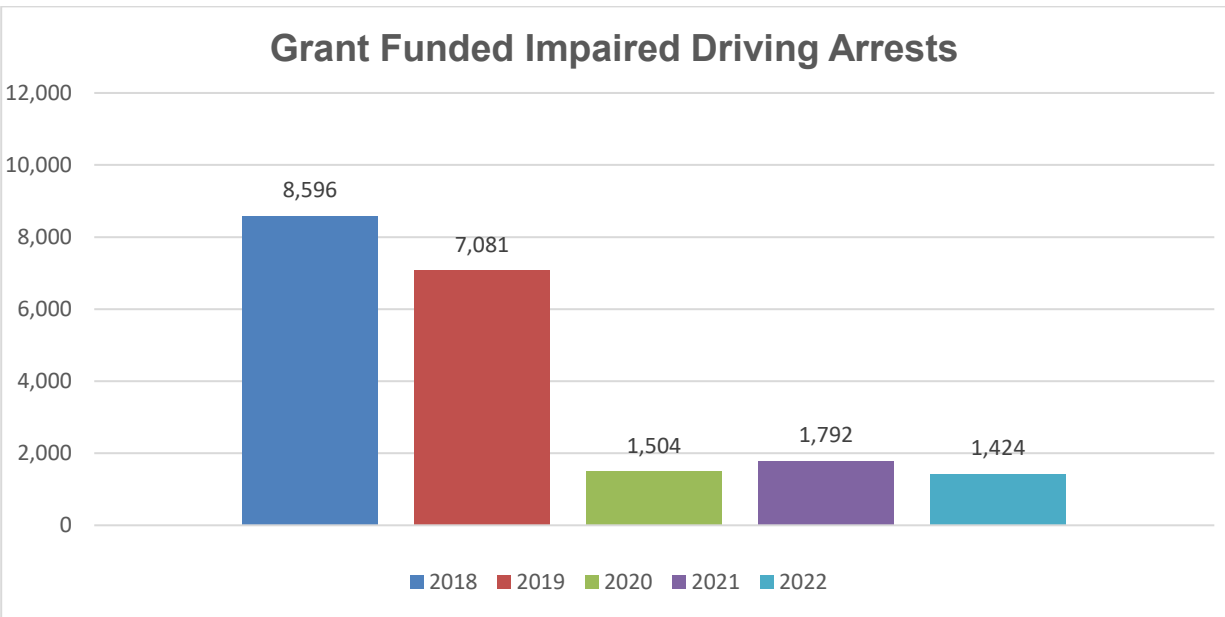
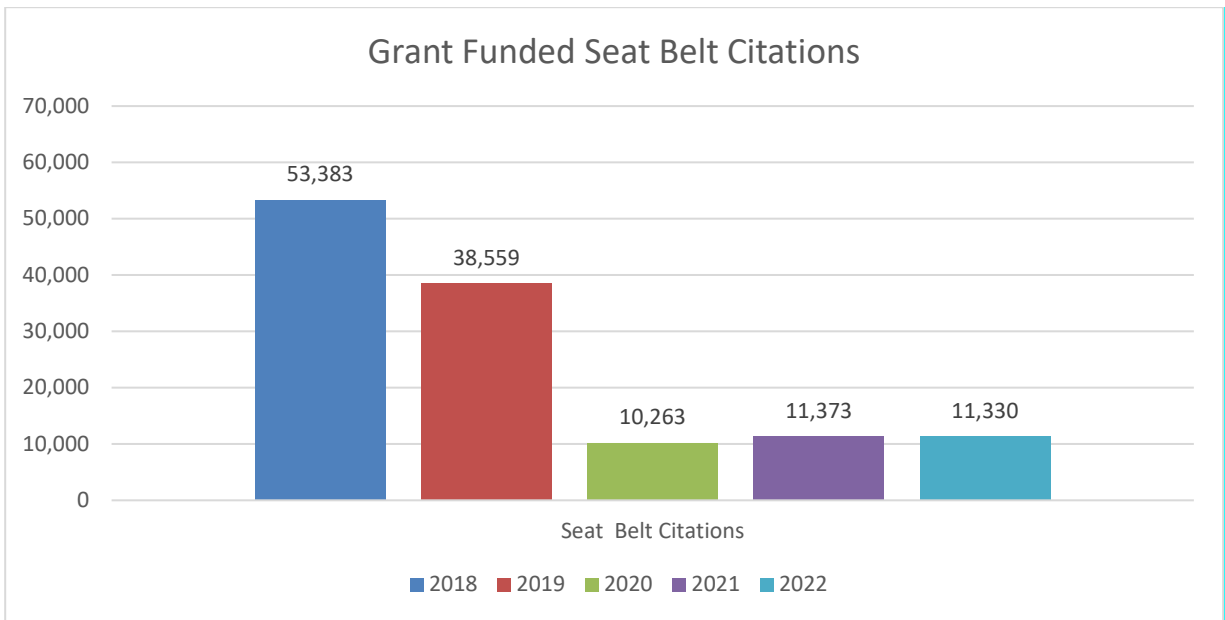
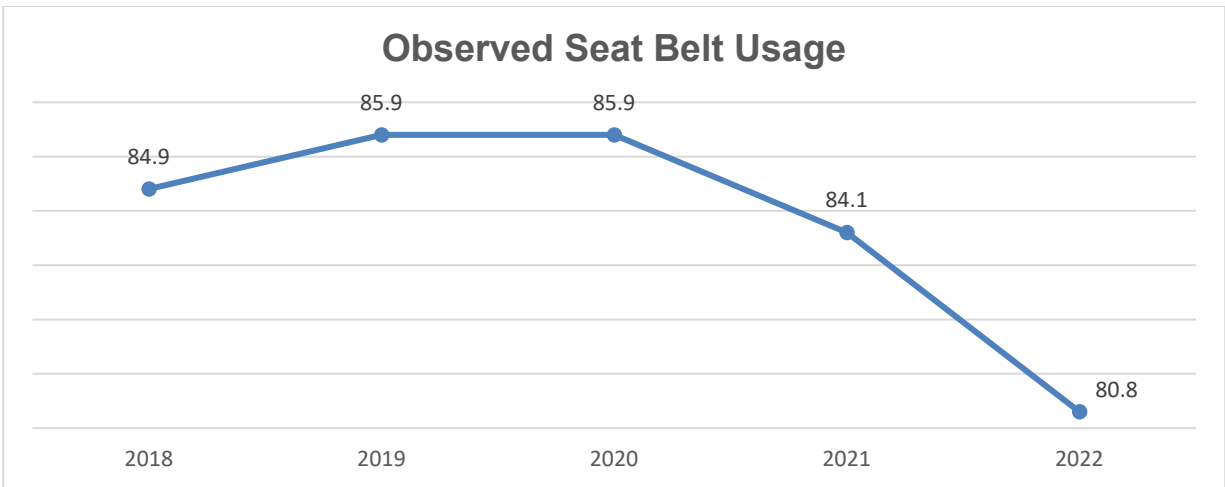


Bicycle Fatalities	5-year average	Yearly Fatal Count
2017	18	19
2018	19	22
2019	22	25
2020	20	18
2021	22	28

### Crashes

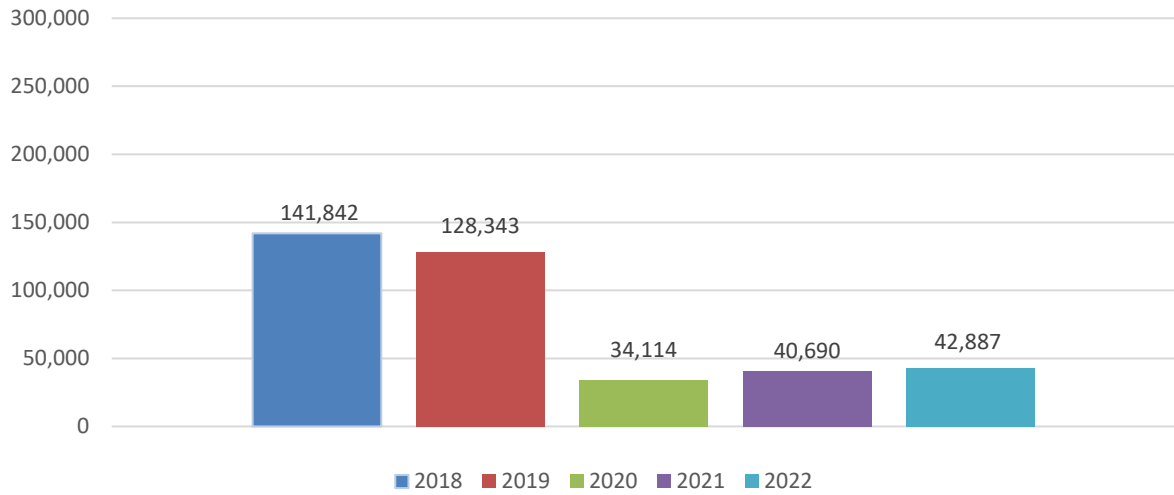
The percentage of Ohio’s fatal crashes that are bicycle related has increased 29.31 percent and the percentage of serious injury crashes has decreased 0.42 percent from 2017 to 2021.

BICYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Bicycle Related	Percent	Total	Bicycle Related	Percent
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%
2021	1,244	28	2.25%	6,405	152	2.37%





## Grant Funded Speed Citations



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## Communications (Media)

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**Project Title:** Earned Media Plan

**Project Description:**

Ohio's earned media spanned the entire federal fiscal year with the heaviest emphasis during national mobilizations / crackdowns. Ohio used many different networks to ensure earned media was achieved statewide (e.g., law enforcement, Safe Communities, corporate partners, etc.). Messaging was consistent with the National Highway Traffic Safety Administration (NHTSA) National Communications Plan.

**Project Results:**

Earned media was one of Ohio's communication and outreach strategies to inform the public of the dangers of impaired driving (alcohol and / or drug), driving unrestrained, distracted driving, riding impaired and the importance of motorcycle awareness. Ohio used many different networks to ensure earned media was achieved statewide (e.g., law enforcement, Safe Communities, corporate partners, etc.). The earned media plan spanned the entire federal fiscal year. Messaging consisted of the following components:

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

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

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

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

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

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

### Project Results:

The OTSO paid media component consisted of a mix of television buys, radio buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airings or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 5,382,610.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
TV/Cable	27	153	180	\$ 27,140.46
Radio	132	132	264	\$ 12,869.87
Internet	N/A	N/A	N/A	\$ 34,505.01
Out of Home/Other	N/A	N/A	N/A	\$ 99,361.08
<b>Total Media Cost</b>				<b>\$ 173,876.42</b>

**Awarded: 180,000.00 Expended: 173,876.42 Funding Source: 405d**

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

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

**Funded Agency:** Ohio Traffic Safety Office

### Project Description:

Paid media was an important component of Ohio's communication and outreach strategies to inform the public of the dangers of impaired driving. The national Drive Sober or Get Pulled Over alcohol crackdown around the Labor Day holiday combined highly visible law enforcement with both local and national media exposure. Advertising during the crackdown highlighted that law enforcement would be strictly enforcing impaired driving laws during the crackdown period. Law enforcement agencies across the state were encouraged to participate in the crackdown.

The goal of the paid media plan for the alcohol crackdown was 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.

### Project Results:

The OTSO paid media component consisted of television buys, radio buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 6,324,004.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
TV/Cable	31	126	157	\$ 15,758.93
Radio	86	70	156	\$ 7,835.69
Internet	N/A	N/A	N/A	\$ 4,450.87
Out of Home/Other	N/A	N/A	N/A	\$ 214,557.24
<b>Total Media Cost</b>				<b>\$ 242,602.73</b>

**Awarded: 250,000.00 Expended: \$242,602.73 Funding Source: 405d**

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

**Project Title:** Sustained Impaired Driving Paid Media Plan

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Paid media was an important component of Ohio’s communication and outreach strategies to inform the public of the dangers of impaired driving. Ohio continued 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 was to sustain impaired driving 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* provided an opportunity to extend the core safety messages.

**Project Results:**

An emphasis was placed on working with media partners who would reach our target audience, embrace traffic safety messages and were willing to go above and beyond the traditional media buy. Expected efforts included the willingness to provide additional bonus spots, public service announcements with high profile talent, on the ground events and integrating traffic safety messaging into social media and enforcement campaigns, live reads during major events and other innovative and unique options that helped reach specific segments of our targeted audience.

The OTSO paid media component consisted of television buys, radio buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 14,937,505.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
TV/Cable	42	230	272	\$ 123,007.72
Radio	142	127	269	\$ 15,058.58
Internet	N/A	N/A	N/A	\$ 53,405.40
Out of Home/Other	N/A	N/A	N/A	\$ 155,519.70
<b>Total Media Cost</b>				<b>\$ 346,991.40</b>

**Awarded: 350,000.00 Expended: 346,991.40 Funding Source: 405d**

**Project Number:** M2X-2022-00-00-01

**Project Title:** Holiday Click It or Ticket Paid Media

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Paid media was a big component of Ohio's communication and outreach strategies to inform the public of the dangers of driving unrestrained. The goal of the paid media plan for the November mobilization was to decrease the number of unrestrained fatalities. The media objective was to increase awareness of highly visible law enforcement with both local and national media exposure.

**Project Results:**

The OTSO paid media component consisted of television buys, radio buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airings or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 9,158,357.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
TV/Cable	33	91	127	\$ 113,289.68
Radio	15	5	20	\$ 5,581.31
Internet	N/A	N/A	N/A	\$ 37,080.00
Out of Home/Other	N/A	N/A	N/A	\$ 20,600.00
<b>Total Media Cost</b>				<b>\$ 176,550.99</b>

**Awarded: 180,000.00 Expended: 176,550.99 Funding Source: 405b**

**Project Number:** M2X-2022-00-00-02  
**Project Title:** Click It or Ticket Paid Media  
**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Ohio continued to implement and expand the national seat belt mobilization model. The campaign components included earned media (education and outreach), paid media, high visibility law enforcement and evaluation.

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

**Project Results:**

The OTSO paid media component consisted of television buys, radio buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for seat belts. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 27,821,398.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
TV/Cable	25	54	79	\$ 21,449.75
Radio	1,172	1,123	2,295	\$ 83,204.34
Internet	N/A	N/A	N/A	\$ 1,799.79
Out of Home/Other	N/A	N/A	N/A	\$ 140,723.75
<b>Total Media Cost</b>				<b>\$ 247,177.63</b>

**Awarded:** 250,000.00 **Expended:** 247,177.63 **Funding Source:** 405b

**Project Number:** M2X-2022-00-00-03  
**Project Title:** Sustained Belt Paid Media Plan  
**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

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

The goal was to sustain the message throughout the year and to hit the highest peak during the national mobilization. Throughout the year, using secondary messages like *What's Holding You Back?* and *Buckle Up in your Truck* provided an opportunity to extend the core safety messages. Embracing social-norming messages allowed 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 helped to avoid these conflicts and provided OTSO with more opportunities to keep our messages in front of the public and target audiences.

### Project Results:

An emphasis was placed on working with media partners who would reach our target audience, embrace traffic safety messages and were willing to go above and beyond the traditional media buy. Expected efforts included the willingness to provide additional bonus spots, public service announcements with high profile talent, on the ground events and integrating traffic safety messaging into social media and enforcement campaigns, live reads during major events and other innovative and unique options that helped reach specific segments of our targeted audience.

### High Risk Populations

#### Teens

Ohio planned to target rural teen seat belt usage. Currently, rural school bus shelter locations statewide are also printed with the “Buckle-Up in Your Truck”. These bus shelters are located along rural routes. The message was placed on the outside of the shelter for passing traffic to see.

#### Rural

Ohio worked to target rural seat belt usage. Currently, rural school bus shelter locations statewide are also printed with the same message. These bus shelters are located along rural routes. The message was placed on the outside of the shelter for passing traffic to see.

#### 18 – 34-Year-Old Male

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

The OTSO paid media component consisted of radio buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for seat belts. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 27,881,585.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
Radio	42	42	84	\$ 18,385.50
Internet	N/A	N/A	N/A	\$ 46,350.02
Out of Home/Other	N/A	N/A	N/A	\$ 271,662.50
<b>Total Media Cost</b>				<b>\$ 336,398.02</b>
<b>Awarded:</b>	<b>350,000.00</b>	<b>Expended:</b>	<b>336,398.02</b>	<b>Funding Source: 405b</b>

**Project Number:** PM-2022-00-00-01  
**Project Title:** Motorcycle Safety Paid Media  
**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Ohio’s messaging contained messages to the motorcyclist about riding “SMART” (Sober, Motorcycle endorsed, Alert, with the Right gear, and properly Trained). Ohio’s motorcycle paid media plan complemented the NHTSA National Communications Plan for motorcycle safety and messaging was sustained throughout the riding season.

**Project Results:**

The OTSO’s paid media components consisted primarily of radio buys, print, and internet combined with earned media. The following is a summary of information from the paid media plan for motorcycle safety. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 7,115,526.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
Radio	96	59	155	\$ 36,771.00
Print	N/A	N/A	N/A	\$ 13,184.00
Internet	N/A	N/A	N/A	\$ 41,200.01
<b>Total Media Cost</b>				<b>\$ 91,155.01</b>

**Awarded:** 100,000.00 **Expended:** 91,155.01 **Funding Source:** 402 PM

**Project Number:** M11MA-2022-00-00-01  
**Project Title:** Motorcycle Awareness Paid Media  
**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Ohio’s messaging contained messages to the motoring public about sharing the road with motorcyclists. Ohio’s motorcycle paid media plan complemented the NHTSA National Communications Plan for motorcycle safety and messaging was sustained throughout the riding season.

**Project Results:**

The OTSO’s paid media components consisted of out of home combined with earned media. The following is a summary of information from the paid media plan for motorcycle safety. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 286,020.



Medium	Paid Spots	Bonus Spots	Total Spots	Cost
Out of Home/Other	N/A	N/A	N/A	\$100,000.64
<b>Total Media Cost</b>				<b>\$100,000.64</b>

**Awarded: 125,000.00 Expended: 100,000.64 Funding Source: 405f**

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

**Project Title:** Sustained Distracted Driving Paid Media

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

A limited amount of paid media was used on distracted driving. An emphasis was placed on working with media partners who would reach our target audience, embrace traffic safety messages and were willing to go above and beyond the traditional media buy. Expected efforts included the willingness to provide additional bonus spots, public service announcements with high profile talent, on the ground events and integrating traffic safety messaging into social media and enforcement campaigns, live reads during major events and other innovative and unique options that helped reach specific segments of our targeted audience.

**Project Results:**

Last year, rural school bus shelter locations statewide were printed with the Stay Alive! Don't TXT & Drive message. These bus shelters were located along rural routes. The message was placed on the outside of the shelter for passing traffic to see.

The OTSO's paid media components consisted of television buys, radio buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for distracted driving. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 29,314,467.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
TV/Cable	95	0	95	\$ 25,389.48
Radio	1,732	1,544	3,276	\$ 91,514.90
Internet	N/A	N/A	N/A	\$ 262,392.30
Out of Home	N/A	N/A	N/A	\$ 15,450.00
<b>Total Media Cost</b>				<b>\$ 394,746.68</b>

**Awarded: 400,000.00 Expended: 394,746.68 Funding Source: 402 PM**

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

**Project Title:** Youthful Driver Paid Media

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Ohio used paid media 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.

**Project Results:**

The OTSO's paid media components consisted of television buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for distracted driving. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 20,786,509.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
TV/Cable	100	23	123	\$ 25,750.01
Internet	N/A	N/A	N/A	\$ 211,559.46
Out of Home/Other	N/A	N/A	N/A	\$ 113,245.00
<b>Total Media Cost</b>				<b>\$ 350,554.47</b>

**Awarded:** 400,000.00 **Expended:** 350,554.47 **Funding Source:** 402 PM

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

**Project Title:** Speed Paid Media

**Funded Agency:** Ohio Traffic Safety Office

**Project 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.

**Project Results:**

The OTSO's paid media components consisted of television buys, radio buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for distracted driving. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 7,740,348.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
TV/Cable	61	187	248	\$ 25,389.53
Radio	1,559	1,557	3,116	\$ 86,242.63
Internet	N/A	N/A	N/A	\$ 25,681.75
<b>Total Media Cost</b>				<b>\$ 137,313.91</b>

**Awarded: 140,000.00 Expended: 137,313.91 Funding Source: 402 PM**

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

**Project Title:** Campaign Creative/Design

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

In addition to media placement the Public Safety 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.

**Project Results:**

The media buyer created traffic safety pieces relating to parental involvement in teen driving education.

**Awarded: 300,000.00 Expended: 11,635.00 Funding Source: 402 PM**

## Communications (Media) Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 402 PM Paid Advertising (FAST)</b>				
PM-2022-00-00-01	Motorcycle Safety Paid Media	\$100,000.00	\$91,155.01	\$0.00
PM-2022-00-00-02	Distracted Driving Paid Media	\$400,000.00	\$394,746.68	\$0.00
PM-2022-00-00-03	Youthful Driver Paid Media	\$400,000.00	\$350,554.47	\$0.00
PM-2022-00-00-04	Speed Paid Media	\$140,000.00	\$137,313.91	\$0.00
PM-2022-00-00-05	Campaign Creative/Design	\$300,000.00	\$11,635.00	\$0.00
<b>FAST Act 402 PM Total</b>		<b>\$1,340,000.00</b>	<b>\$985,405.07</b>	<b>\$0.00</b>
<b>FAST Act 405b OP Low</b>				
M2X-2022-00-00-01	Holiday Click It or Ticket Paid Media	\$180,000.00	\$176,550.99	\$0.00
M2X-2022-00-00-02	Click It or Ticket Paid Media	\$250,000.00	\$247,177.63	\$0.00
M2X-2022-00-00-03	Sustained Belt Paid Media	\$257,382.74	\$257,382.74	\$0.00
<b>FAST Act 405b OP Low Total</b>		<b>\$687,382.74</b>	<b>\$681,111.36</b>	<b>\$0.00</b>
<b>FAST Act 405d Impaired Driving Low</b>				
M6OT-2022-00-00-01	Holiday Drive Sober or Get Pulled Over Paid Media	\$180,000.00	\$173,876.42	\$0.00
M6OT-2022-00-00-02	Drive Sober or Get Pulled Over Paid Media	\$250,000.00	\$241,049.43	\$0.00
M6OT-2022-00-00-03	Sustained Impaired Driving Paid Media	\$350,000.00	\$348,544.70	\$0.00
<b>FAST Act 405d Impaired Driving Low Total</b>		<b>\$780,000.00</b>	<b>\$763,470.55</b>	<b>\$0.00</b>
<b>FAST Act 405f Motorcycle Programs</b>				
M11MA-2022-00-00-01	Motorcycle Awareness Paid Media	\$14,896.95	\$14,896.95	\$0.00
<b>FAST Act 405f Motorcycle Programs Total</b>		<b>\$14,896.95</b>	<b>\$14,896.95</b>	<b>\$0.00</b>
<b>BIL 405b OP Low</b>				
M2X-2022-00-00-03	Sustained Belt Paid Media	\$92,617.26	\$79,015.28	\$0.00
<b>FAST Act 405b OP Low Total</b>		<b>\$92,617.26</b>	<b>\$79,015.28</b>	<b>\$0.00</b>
<b>BIL 405f Motorcycle Programs</b>				
M11MA-2022-00-00-01	Motorcycle Awareness Paid Media	\$110,103.05	\$85,103.69	\$0.00
<b>FAST Act 405f Motorcycle Programs Total</b>		<b>\$110,103.05</b>	<b>\$85,103.69</b>	<b>\$0.00</b>
<b>Total Funding Communications (Media) Program Area</b>		<b>\$3,025,000.00</b>	<b>\$2,609,002.90</b>	<b>\$0.00</b>

The Communication and Marketing Plan was intended to guide the overall communication, collaboration, and coordination of traffic safety initiatives at the state and local level. The Communications Calendar developed by NHTSA served as the overarching tool that guided the dissemination of safety messaging during specific timeframes.

All forms of media were utilized to increase traffic safety awareness and knowledge for key emphasis areas—Occupant Protection, Impaired Driving, Speed, Youthful Drivers, Distracted Driving, Motorcycle safety, and Motorcycle awareness. Strategically, this plan laid out core messaging placement of paid media for all of the seat belt and impaired driving mobilization campaigns to reach targeted audiences at specific timeframes.

Across all the paid media campaigns, it is estimated by the media buyer that the size of the audience reached in this buy exceeded 156,748,329.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
TV/Cable	414	864	1,278	\$ 377,175.56
Radio	4,976	4,659	9,635	\$ 357,463.82
Print	N/A	N/A	N/A	\$ 13,184.00
Internet	N/A	N/A	N/A	\$ 718,424.61
Out of Home/Other	N/A	N/A	N/A	\$1,131,119.91
Campaign Creative	N/A	N/A	N/A	\$ 11,635.00
<b>Total Media Cost</b>				<b>\$2,609,002.90</b>

# Community Traffic Safety Program

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

**Project Title:** Safe Communities

**Funded Agencies:** See chart below under Project Results

## Project Description:

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.

## Project Results:

### Funded Agencies

Agency	County	Population	Awarded Amount	Expended Amount
Adena Health Systems	Ross	77,093	39,948.00	17,562.96
Anazao Community Partners	Holmes	44,223	25,000.00	22,801.63
Anazao Community Partners	Wayne	116,894	42,000.00	35,825.92
Atrium Medical Center	Warren	242,337	50,000.00	25,338.14
Bethesda North Hospital	Hamilton	830,639	102,000.00	70,519.46
Bowling Green State University	Wood	132,248	42,000.00	35,261.03
Clark County Combined Health	Clark	136,001	42,000.00	32,523.81
Columbus Health Department	Franklin	1,323,807	125,000.00	71,014.29
Defiance Co. General Health District	Defiance	38,286	25,000.00	12,916.42
Delaware General Health District	Delaware	214,124	41,999.50	41,403.16
Educational Service Center of Lake Erie West	Lucas	431,279	85,000.00	64,579.13
Erie County Health Department	Erie	75,622	35,000.00	24,070.00
Fairfield County Family, Adult and Children	Fairfield	158,921	42,000.00	39,238.39
Fowler Township Police Department	Trumbull	201,977	50,000.00	48,768.20
Fulton County Health Department	Fulton	42,713	35,000.00	21,443.17
Geauga Public Health	Geauga	95,397	35,000.00	12,245.14
Greene County Combined Health District	Greene	167,966	41,476.63	19,214.80
Hancock Public Health	Hancock	74,920	35,000.00	17,382.42
Henry County Health Department	Henry	27,662	25,000.00	21,704.71
Knox County Health Department	Knox	62,721	35,000.00	25,605.95
Lake County General Health	Lake	232,603	42,000.00	41,789.43
Licking County Health Department	Licking	178,519	50,000.00	49,613.17
Lima-Allen County Regional Planning Comm.	Allen	102,206	35,000.00	19,372.15
Lorain County General Health District	Lorain	312,964	50,000.00	49,501.08
Madison County Public Health	Madison	43,824	35,000.00	17,780.60
Medina County Health Department	Medina	182,470	35,000.00	34,490.32
Miami County Health District	Miami	108,774	42,000.00	34,272.54
Miami Valley Hospital–Injury Prevention Ctr.	Montgomery	537,309	119,355.29	17,126.73
Miami Valley Hospital-Injury Prevention Ctr.	Preble	40,999	34,708.52	0.00
National Safety Council Ohio Chapter	Mahoning	228,614	49,996.24	42,422.97

Agency				
Perry County EMA	Perry	35,408	25,000.00	24,095.32
Portage County General Health District	Portage	161,791	42,000.00	36,416.13
Sandusky County Public Health	Sandusky	58,896	42,000.00	4,590.89
Stark County Sheriff's Office	Stark	374,853	85,000.00	63,729.35
Tuscarawas County Health Department	Tuscarawas	93,263	35,000.00	25,342.91
Union County Health District	Union	62,784	25,000.00	2,072.18
Williams County Combined Health	Williams	37,102	25,000.00	20,927.51

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

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

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

Coordinators reported 767 events, including 64 that were "in-kind." The "in-kind" activities were traffic safety related activities conducted by the coordinators or coalition members that were not charged to the grant. The reported events reached over 2.3 million people in person. These events also received the following gross impressions:

Radio	28,300,714	Twitter	180,569
Web	712,939	Other	941,949

In addition to gross impressions received from events, the charts below show additional media/social messaging achieved throughout the year by Safe Communities.

<b>Media/Press Releases/Social Media</b>	
Press Releases Issued	521
Press Releases Published	378
Additional Media Stories Received	181
Number of Facebook Posts	43,279
Number of Facebook Likes	403,405
Number of Facebook Followers	5,753,328
Number of Instagram Posts	930
Number of Tweets	2,663
Other Social Media	7,516

<b>Gross Impressions</b>	
Print	40,239,589
Radio	19,889,982
Television	7,814,684
Web	3,012,157
Facebook	23,988,496
Instagram	2,117,959
Twitter	290,544
Other	7,698,877

The table below lists the number of print advertising/educational items distributed by message. Examples of materials distributed include posters, flyers, highly visible magnetic car signs, bags, table tents, factsheets, signs, table posters, napkins, coasters, bookmarks, yard signs, pamphlets, bracelets, keychains, kickstand plates, literature, etc. This is not an inclusive list. Not all items distributed were paid for with grant funds; many were donations from the communities.

<b>Message</b>	<b>Number Distributed</b>
Click It or Ticket	99,815
Drive Sober or Get Pulled Over	112,514
Don't TXT & Drive	73,326
Watch Out for Motorcycles	65,853
Other Traffic Safety Related Messaging (Ride SMART, Buckle Up in Your Truck, Distracted Driving, Buzzed Driving, pedestrian, etc.)	50,290



## Crash Data

CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	1,094	829	75.78%	7,061	5,394	76.39%
2018	996	733	73.59%	6,245	4,839	77.49%
2019	1,041	763	73.29%	5,982	4,696	79.26%
2020	1,154	892	77.30%	5,925	4,696	79.26%
2021	1,244	950	76.37%	6,405	5,142	80.28%

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	297	216	72.73%	1,001	743	74.23%
2018	266	206	77.44%	863	663	76.83%
2019	331	252	76.13%	875	654	74.74%
2020	384	303	78.91%	829	620	74.79%
2021	404	310	76.73%	895	696	77.77%

DRUG RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	179	135	75.42%	521	364	69.87%
2018	206	144	69.90%	394	284	72.08%
2019	369	277	75.07%	381	283	74.28%
2020	442	353	79.86%	378	267	70.63%
2021	457	352	77.02%	367	277	75.48%

YOUTHFUL DRIVER CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	290	215	74.14%	2,176	1,662	76.38%
2018	246	178	72.36%	1,877	1,424	75.87%
2019	234	174	74.36%	1,655	1,316	79.52%
2020	276	218	78.99%	1,709	1,381	80.81%
2021	296	231	78.04%	1,889	1,541	81.58%

UNRESTRAINED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	541	409	75.60%	2,202	1,698	77.11%
2018	491	362	73.73%	1,891	1,488	78.69%
2019	550	408	74.18%	2,126	1,704	80.15%
2020	592	459	77.53%	2,247	1,837	81.75%
2021	652	496	76.07%	2,438	1,973	80.93%

DISTRACTED DRIVING CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	52	42	80.77%	371	271	73.05%
2018	47	28	59.57%	385	279	72.47%
2019	41	27	65.85%	325	239	73.54%
2020	29	22	75.86%	280	214	76.43%
2021	37	25	67.57%	328	236	71.95%

SPEED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	351	273	77.78%	1,530	1,096	71.63%
2018	305	227	74.43%	1,398	1,018	72.82%
2019	294	199	67.69%	1,367	1,014	74.18%
2020	337	262	77.74%	1,530	1,173	76.67%
2021	360	275	76.39%	1,550	1,194	77.03%

MATURE DRIVER CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	426	324	76.06%	2,548	1,941	76.18%
2018	410	305	74.39%	2,268	1,762	77.69%
2019	429	316	73.66%	2,130	1,664	78.12%
2020	426	326	76.53%	1,933	1,516	78.43%
2021	480	347	72.29%	2,108	1,655	78.51%

MOTORCYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	155	116	74.84%	843	618	73.31%
2018	142	104	73.42%	714	539	45.49%
2019	156	109	69.87%	872	667	46.49%
2020	205	154	75.12%	1,085	852	78.53%
2021	215	167	77.67%	1,098	847	77.14%

PEDESTRIAN CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	142	117	82.39%	526	475	90.30%
2018	134	113	84.33%	533	479	89.87%
2019	129	115	89.15%	506	447	88.34%
2020	166	147	88.55%	452	394	87.17%
2021	173	148	85.55%	522	466	89.27%

BICYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	19	15	78.95%	168	146	86.90%
2018	22	20	90.91%	122	114	93.44%
2019	23	19	82.61%	120	109	90.83%
2020	16	14	87.50%	148	126	85.14%
2021	28	25	89.29%	152	134	88.16%

In FFY2022, Ohio funded 45 countywide Safe Communities programs which involved almost 1,300 communities. These counties reached 82.02 percent of Ohio’s population (approximately 9.7 million people) through earned media and education.

COVID-19 continues to impact the Safe Communities program. Safe Community grants are largely housed in local health departments and hospitals and staffing continues to be an issue. One of the main priorities of Safe Communities is to conduct in person education at community events, while many public events were scheduled again in FFY2022, some community events remain virtual or are still not back in person. Overall, activities and reach are greatly increased in FFY2022 compared to FFY2020 and FFY2021, but are still not back to pre-COVID levels.

**Awarded: 2,172,484.18 Expended: 1,444,188.19 Funding Source: 402 SA**

## Community Traffic Safety Program Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
FAST Act 402 SA	Safe Communities (FAST)			
SA-2022-00-00-01	Safe Communities	\$2,172,484.18	\$1,444,188.19	\$1,444,188.19
FAST Act 402 SA Total		\$2,172,484.18	\$1,444,188.29	\$1,444,188.19
Total Funding Community Traffic Safety Program Area		\$2,172,484.18	\$1,444,188.29	\$1,444,188.19

Ohio’s 45 Safe Community programs received 80,434,099 gross impressions during 767 events and 105,052,288 gross impressions outside of events. This is a total of 185,486,387 gross impressions in FFY2022. These gross impressions covered a variety of traffic safety topics including, but not limited to: impaired driving, seat belt usage, distracted driving, motorcyclist safety, motorcycle awareness, youthful driver, speed, pedestrian safety, etc.

## Distracted Driving

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

**Project Title:** Statewide Distracted Driving Enforcement

**Funded Agency:** Ohio State Highway Patrol

**Project 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) worked overtime with a focus on distracted driving with the majority of the hours being scheduled during National Distracted Driving Month (April 2022).

**Project Results:**

The Ohio State Highway Patrol conducted 2,730 hours of distracted driving enforcement during FFY2022. These efforts resulted in 255 distracted driving citations.

Total Overtime Enforcement	FFY2018	FFY2019	FFY2020	FFY2021	FFY2022
Total Overtime Hours	8,689	6,803	1,200	3,613	2,730
Number of Traffic Stops	15,453	12,380	1,946	6,625	4,792
Driving Under the Influence of Drugs	N/A	20	2	7	2
OVI Arrests Under 21	3	2	0	0	0
OVI Arrests 21 and Over	35	34	10	13	4
Refusals	6	9	1	2	0
Adult Restraint Citations	2,616	2,336	277	1,058	714
Child Restraint Citations	48	48	6	12	15
Speed Citations	7,623	5,984	914	3,525	2,486
Distracted Driving	4,547	977	166	417	255
Driving Under Suspension	283	258	54	149	110
No Operator License Citations	105	106	29	86	45
Felony Arrests	39	34	8	19	3
Other Citations Issued	1,529	1,629	288	790	616

See Appendix C for summary of all FFY2022 enforcement details.

COVID-19 continued to significantly change the regular operations of law enforcement with decreased use of overtime, traffic enforcement in general, and staffing shortages.

**Awarded: 416,839.42 Expended: 169,804.72 Funding Source: 402 DD**

## Distracted Driving Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
FAST Act 402 DD	Distracted Driving (FAST)			
DD-2022-00-00-01	Statewide Distracted Driving Enforcement	\$416,839.42	\$169,804.72	\$0.00
	<b>FAST Act 402 DD Total</b>	<b>\$416,839.42</b>	<b>\$169,804.72</b>	<b>\$0.00</b>
	<i>Total Funding Distracted Driving Program Area</i>	<i>\$416,839.42</i>	<i>\$169,804.72</i>	<i>\$0.00</i>

In addition to the enforcement results listed above, Safe Community programs conducted distracted driving education at 536 events. These events reached almost 850,000 people. Events reached all audiences, however many events were conducted at high schools or intended to reach high school students. Safe Community programs also distributed 73,326 print advertising / educational materials.

Type of Media	Gross Impressions
Print	9,133,873
Radio	20,655,694
Television	8,880,422
Web	419,227
Facebook	4,199,002
Twitter	157,341
Instagram	311,250
Other	850

DISTRACTED DRIVING CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Distracted Related	Percent	Total	Distracted Related	Percent
2017	1,094	52	4.75%	7,061	371	5.25%
2018	996	47	4.72%	6,245	385	6.16%
2019	1,041	41	3.94%	5,982	325	5.43%
2020	1,154	29	2.51%	5,925	280	4.73%
2021	1,244	37	2.97%	6,405	328	5.12%

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## Driver Education and Behavior

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

**Project Title:** Impaired Driving Print Advertising / Educational Materials

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Impaired driving print advertising / educational materials were one of Ohio's communication and outreach strategies to inform the public of the dangers of impaired driving. The national Drive Sober or Get Pulled Over alcohol crackdown around the Labor Day Holiday combined highly visible enforcement with both local and national media exposure. Paid media during the crackdown highlighted that law enforcement would be strictly enforcing impaired driving laws. All law enforcement agencies across the state were encouraged and funded agencies were required to participate in the crackdown.

**Project Results:**

Ohio used the Drive Sober or Get Pulled Over (DSOGPO) campaign messages for its sustained impaired driving campaign throughout the year. Sustained materials were used in conjunction with high visibility enforcement efforts during time periods outside of the DSOGPO mobilization to help decrease statewide impaired driving fatalities.

OTSO allocated funds to purchase print advertising and / or educational materials to promote the Drive Sober or Get Pulled Over campaign. Available materials were distributed to Safe Communities, Law Enforcement, and business partners to raise awareness among their community and / or employees of the dangers of impaired driving. The materials provided a visual reminder to the public and provided our partners a great educational opportunity while engaging the public. Uniform collateral pieces were used throughout the state to provide earned media to complement the paid media and enforcement efforts aimed at reducing impaired driving.

Due to COVID-19 restrictions on in-person events during much of FFY2021 and FFY2022, OTSO had materials on hand to cover demand.

<b>Awarded:</b>	<b>225,000.00</b>	<b>Expended:</b>	<b>0.00</b>	<b>Funding Source:</b>	<b>405d</b>
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**Project Number:** M2X-2022-00-00-04

**Project Title:** Seat Belt Print Advertising / Educational Materials

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Seat belt print advertising / educational materials were one of Ohio's communication and outreach strategies to inform the public of the importance of wearing a seat belt. The national Click It or Ticket mobilization around the Memorial Day Holiday combined highly visible enforcement with

both local and national media exposure. Paid media during the mobilization highlighted that law enforcement would be strictly enforcing seat belt laws. All law enforcement agencies across the state were encouraged and funded agencies were required to participate in the mobilization.

**Project Results:**

Sustained materials were used in conjunction with high visibility enforcement efforts during time periods outside of the CIOT mobilization to help increase statewide seat belt usage. OTSO allocated funds to purchase print advertising and/or educational materials to promote the Click It or Ticket campaign. Available materials were distributed to Safe Communities, law enforcement, and business partners to raise awareness among their community and / or employees of the importance of buckling up. The materials provided a visual reminder to the public and provided our partners a great educational opportunity while engaging the public. Uniform collateral pieces were used throughout the state to provide earned media to complement the paid media and enforcement efforts aimed at increasing seat belt usage.

Due to COVID-19 restrictions on in-person events during much of FFY2021 and FFY2022, OTSO had materials on hand to cover demand and ordered a limited amount of materials.

**Awarded: 225,000.00 Expended: 420.00 Funding Source: 405b**

**Project Number:** M11MA-2022-00-00-02

**Project Title:** Motorcycle Awareness Print Advertising / Educational Materials

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Look Out for Motorcycle print advertising / educational materials were one of Ohio's communication and outreach strategies to inform the public about sharing the road.

**Project Results:**

Section 405f funds were allocated to purchase print advertising and / or educational materials aimed to increase motorists' awareness of motorcyclists. Materials purchased included banners and yard signs with the Watch Out for Motorcycles logo. Materials were distributed to Safe Communities, law enforcement, and business partners to raise awareness among their community and / or employees of the importance of sharing the road. The materials provided a visual reminder to the public and provide our partners an educational opportunity while engaging the public. Uniform collateral pieces were used throughout the state to provide earned media to complement the paid media and enforcement efforts aimed at increasing motorcycle awareness.

Due to COVID-19 restrictions on in-person events during much of FFY2021 and FFY2022, OTSO had materials on hand to cover demand and ordered a limited amount of materials.

**Awarded: 100,000.00 Expended: 47,500.00 Funding Source: 405f**

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**Project Number:** SC-2022-00-00-01

**Project Title:** Speed Print Advertising / Educational Materials

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Speed print advertising/educational materials were one of Ohio’s communication and outreach strategies to inform the public of the dangers of speeding.

**Project Results:**

OTSO allocated funds to purchase print advertising and / or educational materials to promote speed messaging. Materials purchased included posters and banners. Materials were distributed to Safe Communities, Law Enforcement, and business partners to raise awareness among their community and / or employees of the dangers of speeding. The materials provided a visual reminder to the public and provided our partners a great educational opportunity while engaging the public. Uniform collateral pieces were used throughout the state to provide earned media to compliment the paid media and enforcement efforts aimed at reducing speeding.

Due to COVID-19 restrictions on in-person events during much of FFY2021 and FFY2022, OTSO had materials on hand to cover demand and ordered a limited amount of materials.

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<b>Awarded:</b>	<b>100,000.00</b>	<b>Expended:</b>	<b>210.00</b>	<b>Funding Source:</b>	<b>402 SC</b>
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**Project Number:** DD-2022-00-00-02

**Project Title:** Distracted Driving Print Advertising / Educational Materials

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Funds were allocated to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with print advertising / educational materials (e.g., banners, signs, posters, etc.) to promote the distracted driving message.

**Project Results:**

OTSO allocated funds to purchase print advertising and / or educational materials to promote the distracted driving message. Materials purchased included posters. Materials were distributed to Safe Communities, Law Enforcement, and business partners to raise awareness among their community and / or employees of the dangers of distracted driving. The materials provided a visual reminder to the public and provided our partners a great educational opportunity while engaging the public. Uniform collateral pieces were used throughout the state to provide earned media to compliment the paid media and enforcement efforts aimed at reducing distracted driving.



Due to COVID-19 restrictions on in-person events during much of FFY2021 and FFY2022, OTSO had materials on hand to cover demand.

**Awarded:** 225,000.00 **Expended:** 0.00 **Funding Source:** 402 DD

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

**Project Title:** Youthful Driver Print Advertising / Educational Materials

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Funds were allocated to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with print advertising / educational materials (e.g., banners, signs, posters, etc.) to address youthful drivers.

**Project Results:**

OTSO allocated funds to purchase print advertising and / or educational materials to promote traffic safety messaging to youthful drivers. Available materials were distributed to Safe Communities, Law Enforcement, and business partners to raise awareness among their community and / or employees of youthful driving issues. The materials provided a visual reminder to the public and provided our partners a great educational opportunity while engaging the public. Uniform collateral pieces were used throughout the state to provide earned media to compliment the paid media and enforcement efforts aimed at reducing youthful driver fatalities/injuries.

Due to COVID-19 restrictions on in-person events during much of FFY2021, OTSO had enough materials on hand to cover demand.

**Awarded:** 100,000.00 **Expended:** 0.00 **Funding Source:** 402 DE

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

**Project Title:** Mature Driver Print Advertising / Educational Materials

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Funds were allocated to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with print advertising / educational materials (e.g., banners, signs, posters, etc.) to address mature drivers.

**Project Results:**

OTSO allocated funds to purchase print advertising and / or educational materials to promote traffic safety messaging to mature drivers. Available materials were distributed to Safe Communities, Law Enforcement, and business partners to raise awareness among their community and / or employees of mature driving issues.

Due to COVID-19 restrictions on in-person events during much of FFY2021 and FFY2022, OTSO had materials on hand to cover demand.

**Awarded: 25,000.00 Expended: 0.00 Funding Source: 402 DE**

## Driver Education and Behavior Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 402 DD Distracted Driving (FAST)</b>				
DD-2022-00-00-02	Distracted Driving Print Advertising/Educational	\$225,000.00	\$0.00	\$0.00
<b>FAST Act 402 DD Total</b>		<b>\$225,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>FAST Act 402 DE Driver Education</b>				
DE-2022-00-00-01	Youthful Driver Print Advertising/Educational	\$100,000.00	\$0.00	\$0.00
DE-2022-00-00-02	Mature Driver Print Advertising/Educational	\$25,000.00	\$0.00	\$0.00
<b>FAST Act 402 DE Total</b>		<b>\$125,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>FAST Act 402 SC Speed Management (FAST)</b>				
SC-2022-00-00-01	Speed Print Advertising/Educational	\$100,000.00	\$210.00	\$0.00
<b>FAST Act 402 SC Total</b>		<b>\$100,000.00</b>	<b>\$210.00</b>	<b>\$0.00</b>
<b>FAST Act 405b OP Low</b>				
M2X-2022-00-00-04	Seat Belt Print Advertising/Education	\$225,000.00	\$420.00	\$0.00
<b>FAST Act 405b OP Low Total</b>		<b>\$225,000.00</b>	<b>\$420.00</b>	<b>\$0.00</b>
<b>FAST Act 405d Impaired Driving Low</b>				
M6OT-2022-00-00-04	Impaired Driving Print Advertising/Educational	\$225,000.00	\$0.00	\$0.00
<b>FAST Act 405d Impaired Driving Low Total</b>		<b>\$225,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>FAST Act 405f Motorcycle Programs</b>				
M11MA-2022-00-00-02	Motorcycle Awareness Print Advertising/Educational	\$100,000.00	\$47,500.00	\$0.00
<b>FAST Act 405f Motorcycle Programs Total</b>		<b>\$100,000.00</b>	<b>\$47,500.00</b>	<b>\$0.00</b>
<b>Total Funding Driver Education and Behavior Program Area</b>		<b>\$1,000,000.00</b>	<b>\$48,130.00</b>	<b>\$0.00</b>

The Ohio Traffic Safety Office (OTSO) continues to produce / print uniform collateral print advertising and educational materials for sub-recipients and other traffic safety partners to distribute at a local level. These pieces provide earned media to compliment paid media and enforcement efforts.

## Impaired Driving (Drug and Alcohol)

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

**Project Title:** Impaired Driving Enforcement Program

**Funded Agency:** See chart below under Project Results

### Project Description:

High Visibility is designed to convince the public that there are consequences to traffic violations. Grants were awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2018, 2019 and 2020. Each agency conducted impaired driving enforcement activity to impact their fatal crashes.

### Project Results:

#### Funded Agencies

56 Sheriff Offices and 33 local jurisdictions

Agency	County	Population	Awarded	Expended
Allen Co. Sheriff's Office	Allen	102,206	25,345.93	16,843.76
Ashland Co. Sheriff's Office	Ashland	52,447	18,117.04	14,265.84
Ashtabula Co. Sheriff's Office	Ashtabula	97,574	29,510.88	7,108.11
Athens Co. Sheriff's Office	Athens	62,431	19,930.49	17,817.73
Brown Co. Sheriff's Office	Brown	43,676	15,684.58	10,222.42
Butler Co. Sheriff's Office	Butler	390,357	48,979.29	46,832.30
Fairfield Twp. Police Dept.	Butler		15,279.18	2,804.57
Hamilton Police Dept.	Butler		23,006.66	21,384.23
Middletown Police Dept.	Butler		22,874.64	1,080.95
Clark Co. Sheriff's Office	Clark	136,001	37,340.84	10,704.68
Springfield Police Dept.	Clark		22,096.87	9,018.59
Clermont Co. Sheriff's Office	Clermont	208,601	34,914.58	12,349.69
Miami Twp. Police Dept.	Clermont		28,239.22	26,780.13
Columbiana Co. Sheriff's Office	Columbiana	101,877	31,166.69	9,933.38
Crawford Co. Sheriff's Office	Crawford	42,025	11,209.50	5,903.69
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,264,817	38,349.57	34,774.13
Cleveland Police Dept.	Cuyahoga		31,676.43	3,780.49
Euclid Police Dept.	Cuyahoga		29,187.34	7,069.29
Defiance Co. Sheriff's Office	Defiance	38,286	17,437.00	13,855.76
Delaware Co. Sheriff's Office	Delaware	214,124	38,613.96	12,414.67
Erie Co. Sheriff's Office	Erie	75,622	21,758.10	5,732.76
Franklin Co. Sheriff's Office	Franklin	1,323,807	60,176.69	29,479.12
Columbus Police Dept.	Franklin		61,389.91	42,182.78
Mifflin Twp. Police Dept.	Franklin		19,894.88	4,414.78
Fulton Co. Sheriff's Office	Fulton	42,713	17,532.01	11,265.55
Geauga Co. Sheriff's Office	Geauga	95,397	27,838.17	19,839.33

Agency	County	Population	Awarded	Expended
Greene Co. Sheriff's Office	Greene	167,966	40,194.50	21,155.91
Beavercreek Police Dept.	Greene		31,549.85	17,168.39
Hamilton Co. Sheriff's Office	Hamilton	830,639	54,605.84	4,694.74
Cincinnati Police Dept.	Hamilton		44,469.25	7,879.27
Colerain Twp. Police Dept.	Hamilton		15,476.58	0.00
Springfield Twp. Police Dept.	Hamilton		27,394.28	25,420.23
Hancock Co. Sheriff's Office	Hancock	74,920	18,627.84	11,210.79
Hardin Co. Sheriff's Office	Hardin	30,696	11,966.96	11,567.59
Harrison Co. Sheriff's Office	Harrison	14,483	17,437.00	15,544.98
Henry Co. Sheriff's Office	Henry	27,662	19,395.60	4,289.68
Highland Co. Sheriff's Office	Highland	43,317	15,017.62	8,048.23
Hocking Co. Sheriff's Office	Hocking	28,050	24,577.45	1,740.54
Holmes Co. Sheriff's Office	Holmes	44,223	12,872.87	9,938.41
Jefferson Co. Sheriff's Office	Jefferson	65,249	16,900.82	14,271.41
Mentor Police Dept.	Lake	47,450	28,653.63	4,432.42
Licking Co. Sheriff's Office	Licking	178,519	14,727.64	2,705.51
Newark Police Dept.	Licking		11,781.95	6,718.78
Logan Co. Sheriff's Office	Logan	46,150	17,872.93	12,950.32
Lorain Co. Sheriff's Office	Lorain	312,964	44,235.18	22,864.70
Lorain Police Dept.	Lorain		24,161.62	8,497.74
Lucas Co. Sheriff's Office	Lucas	431,279	34,332.48	19,441.08
Oregon Police Division	Lucas		27,467.81	22,328.68
Sylvania Twp. Police Dept.	Lucas		13,972.34	5,927.36
Toledo Police Dept.	Lucas		38,279.98	28,732.87
Mahoning Co. Sheriff's Office	Mahoning	228,614	35,854.95	32,792.33
Boardman Police Dept.	Mahoning		6,755.59	5,110.54
Youngstown Police Dept.	Mahoning		21,701.82	6,794.80
Marion Co. Sheriff's Office	Marion	65,359	22,328.08	16,442.77
Medina Co. Sheriff's Office	Medina	182,470	37,676.38	25,485.79
Mercer Co. Sheriff's Office	Mercer	42,528	19,682.02	18,649.76
Miami Co. Sheriff's Office	Miami	108,774	34,906.42	34,294.53
Montgomery Co. Sheriff's Office	Montgomery	537,309	46,299.60	21,659.47
Dayton Police Dept.	Montgomery		36,887.61	31,807.94
Miami Township Police Dept.	Montgomery		24,006.39	14,846.74
Riverside Police Dept.	Montgomery		10,232.37	818.59
Paulding Co. Sheriff's Office	Paulding	18,806	16,129.23	4,569.13
Pickaway Co. Sheriff's Office	Pickaway	58,539	16,749.61	694.65
Portage Co. Sheriff's Office	Portage	161,791	18,308.85	2,823.11
Putnam Co. Sheriff's Office	Putnam	34,451	15,595.21	13,636.94
Richland Co. Sheriff's Office	Richland	124,936	33,422.37	21,923.16
Mansfield Police Dept.	Richland		26,236.99	1,277.78
Sandusky Co. Sheriff's Office	Sandusky	58,896	20,488.48	17,649.06
Scioto Co. Sheriff's Office	Scioto	74,008	18,308.85	14,038.80
Seneca Co. Sheriff's Office	Seneca	55,069	17,001.08	3,958.45
Stark Co. Sheriff's Office	Stark	374,853	38,929.80	22,467.42
Canton Police Dept.	Stark		23,702.53	12,647.98
Jackson Twp. Police Dept.	Stark		23,557.39	15,653.81
Massillon Police Dept.	Stark		12,501.22	1,624.49

Summit Co. Sheriff's Office	Summit	540,428	42,907.48	6,388.17
Cuyahoga Falls Police Dept.	Summit		23,784.07	9,044.10
Howland Twp. Police Dept.	Trumbull		22,079.61	6,787.93
Tuscarawas Co. Sheriff's Office	Tuscarawas	93,263	17,075.19	8,081.26
Vinton Co. Sheriff's Office	Vinton	12,800	12,761.96	3,014.40
Wayne Co. Sheriff's Office	Wayne	116,894	16,482.05	10,341.13
Wood Co. Sheriff's Office	Wood	132,248	29,887.65	3,467.08
Wyandot Co. Sheriff's Office	Wyandot	21,900	21,701.82	6,794.80

Note: Police departments are indented underneath their county with a blank population; population has already been accounted for under the county agency.

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

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 <sup>th</sup> of July
August 19 – September 5, 2022	Drive Sober or Get Pulled Over
October 2021 and/or September 2022	Homecoming

Total Overtime Enforcement	FFY2018	FFY2019	FFY2020	FFY2021	FFY2022
Total Overtime Hours	29,134	29,816	14,588	13,728	11,766
Number of Traffic Stops	40,486	41,029	17,818	16,653	14,441
DUID	*	50	13	21	17
OVI Arrests Under 21	96	82	36	26	34
OVI Arrests 21 and Over	477	543	203	180	113
Refusals	140	160	80	76	70
Adult Restraint Citations	1,235	1,008	522	459	398
Child Restraint Citations	125	178	46	52	51
Speed Citations	9,467	8,818	4,212	4,010	2,959
Distracted Driving	87	78	33	24	15
Driving Under Suspension	2,250	2,279	1,010	943	710
No Operator License Citations	715	859	460	509	478
Felony Arrests	220	312	171	143	125
Other Citations Issued	4,606	5,273	2,250	1,792	1,630

\* Data not collected

See Appendix C for summary of all FFY2022 enforcement details.

## Crash Data

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
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%
2021	404	348	86.14%	895	732	81.79%

IDEP agencies reached 84.81 percent of Ohio’s population (approximately 10 million people) through earned media and high visibility enforcement.

COVID-19 continued to significantly change the regular operations of law enforcement with decreased use of overtime, traffic enforcement in general, and staffing shortages.

**Awarded: 2,270,275.16 Expended: 1,119,024.18 Funding Source: 164 AL**

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

**Project Title:** Statewide Impaired Driving Enforcement Program

**Funded Agency:** Ohio State Highway Patrol

**Project Description:**

There were 1,591 alcohol related fatal crashes and 4,559 alcohol related serious injury crashes in Ohio between 2016 and 2020. In FFY2022, the Ohio State Highway Patrol (OSHP) continued with their Impaired Driving Enforcement grant.

**Project Results:**

The Ohio State Highway Patrol (OSHP) continued their Impaired Driving Enforcement grant. The OSHP focused on increasing manpower at problem locations throughout the year and used low manpower sobriety checkpoints to be more visible on Ohio roads during blitz periods and mandatory campaigns. They conducted 55 checkpoints and 10,343 hours of saturation patrols. Fifty of the 55 (90.9 percent) checkpoints were low manpower checkpoints. Nineteen of the checkpoints occurred during Driver Sober or Get Pulled Over. All activity in FFY2022 occurred between 6 p.m. and 6 a.m.

Total Overtime Enforcement	FFY2018	FFY2019	FFY2020	FFY2021	FFY2022
Total Overtime Hours	24,957	24,683	13,094	14,616	10,343
Number of Traffic Stops	42,817	34,574	17,606	22,093	16,820
DUID	*	350	229	272	139
OVI Arrests Under 21	215	120	6	6	6
OVI Arrests 21 and Over	1,545	1,261	644	847	558
Refusals	485	329	86	89	80
Adult Restraint Citations	3,978	2,770	1,148	1,555	1,252
Child Restraint Citations	181	113	50	76	43
Speed Citations	9,995	7,843	4,347	6,085	5,061
Distracted Driving	1,445	422	188	228	211
Driving Under Suspension	1,549	1,226	630	750	523
No Operator License Citations	421	399	268	375	310
Felony Arrests	378	340	187	275	165
Other Citations Issued	4,101	3,706	2,507	2,905	2,222

Total Checkpoint Activity	FFY2018	FFY2019	FFY2020	FFY2021	FFY2022
OVI Checkpoints Conducted	99	105	8	47	55
Vehicles Through Checkpoint	47,385	47,843	4,668	17,710	22,969
Vehicles Checked	44,886	42,908	4,263	15,877	21,031
DUID	*	18	8	11	6
OVI Arrests Under 21	12	13	4	6	2
OVI Arrests 21 and Over	108	102	19	21	28
Refusals	27	33	7	9	8
Driving Under Suspension	52	41	4	12	14
No Operator License Citations	28	15	0	8	2
Restraint Citations	32	8	2	4	10
Other Citations Issued	132	94	11	30	22
Vehicles Seized	7	3	0	0	2
Felony Arrests	27	15	0	9	3

\* Data not collected

See Appendix C for summary of all FFY2022 enforcement details.

COVID-19 continued to significantly change the regular operations of law enforcement with decreased use of overtime, traffic enforcement in general, and staffing shortages.

**Total Awarded: 2,084,197.09 Expended: 688,43.49 Funding Source: 405d**

**Project Number:** M6OT-2022-00-00-06

**Project Title:** OVI Task Force Program

**Funded Agencies:** See chart below under Project Results

**Project Description:**

Ohio's OVI Task Force program is a countywide initiative to conduct high visibility enforcement, public awareness and education focusing on impaired driving. In order to reach our goal of reducing fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher, Ohio concentrated its OVI Task Force program in the counties that experienced the highest number of alcohol-related crashes. The counties that had a yearly

average of at least six alcohol related fatal crashes were eligible to apply. Each OVI Task Force was required to conduct a minimum of 16 checkpoints (two during the Drive Sober or Get Pulled Over Crackdown) and three press events (one during Drive Sober or Get Pulled Over). Saturation patrols were conducted in conjunction with the checkpoints.

## Project Results:

### Funded Agencies

Agency	County	Population	Awarded	Expended
Oxford Division of Police	Butler	390,357	225,000.00	181,912.61
University Hospitals of Cleveland	Cuyahoga	1,264,817	225,000.00	143,360.06
Franklin County Sheriff's Office	Franklin	1,323,807	224,958.35	120,360.14
Blue Ash Police Department	Hamilton	830,639	225,000.00	190,939.23
North Ridgeville Police Department	Lorain	312,964	224,943.22	145,143.11
Lucas County Sheriff's Office	Lucas	431,279	225,000.00	148,552.46
Canfield Police Department	Mahoning	228,614	225,000.00	191,855.52
Dayton Police Department	Montgomery	537,309	224,999.19	143,402.18
Stark County Sheriff's Office	Stark	374,853	225,000.00	130,763.59
Summit County Sheriff's Office	Summit	540,428	225,000.00	114,296.33

Total Checkpoint Activity	FFY2018	FFY2019	FFY2020	FFY2021	FFY2022
OVI Checkpoints Conducted	210	201	92	118	145
Vehicles Through Checkpoint	94,813	81,183	33,014	45,413	50,295
Vehicles Checked	80,452	72,821	31,223	44,113	43,366
DUID	*	8	4	16	20
OVI Arrests Under 21	4	5	2	3	3
OVI Arrests 21 and Over	155	145	69	88	90
Refusals	44	36	23	33	33
Driving Under Suspension	497	425	256	395	372
No Operator License Citations	256	192	107	186	244
Restraint Citations	154	75	23	41	63
Other Citations Issued	563	477	222	192	367
Vehicles Seized	185	216	97	128	137
Felony Arrests	51	41	21	35	52

Total Saturation Patrol Activity	FFY2018	FFY2019	FFY2020	FFY2021	FFY2022
Total Overtime Hours	18,741	20,785	15,647	15,526	16,259
Number of Traffic Stops	28,031	30,360	20,889	20,070	21,016
DUID	*	20	30	32	32
OVI Arrests Under 21	70	82	48	46	50
OVI Arrests 21 and Over	517	461	317	348	382
Refusals	130	135	117	134	129
Adult Restraint Citations	987	1,001	590	584	568
Child Restraint Citations	101	92	71	76	66
Speed Citations	4,500	4,985	3,624	3,822	4,044
Distracted Driving	108	78	54	59	48
Driving Under Suspension	1,816	1,883	1,399	1,374	1,289
No Operator License	620	677	545	589	630
Felony Arrests	250	255	181	284	225
Other Citations	5,893	5,454	3,560	3,774	4,232

\* Data not collected



See Appendix C for summary of all FFY2022 enforcement details.

Of the 145 checkpoints conducted by the Countywide OVI Task forces, 140 or 96.6 percent were low-manpower (14 officers or less). Twenty checkpoints were conducted during Drive Sober or Get Pulled Over.

### Crash Data

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
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%
2021	404	193	47.77%	895	387	43.24%

OVI Task Forces reached 52.84 percent of Ohio’s population (approximately 6.2 million people) through earned media, education and high visibility enforcement.

COVID-19 continued to significantly change the regular operations of law enforcement with decreased use of overtime, traffic enforcement in general, and staffing shortages.

**Awarded: 2,249,900.76 Expended: 1,510,585.23 Funding Source: 405d**

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

**Project Title:** Statewide Drugged Driving Enforcement Program

**Funded Agency:** Ohio State Highway Patrol

**Project Description:**

There were 1,382 drugged driving fatal crashes and 2,138 drugged driving serious injury crashes in Ohio between 2016 and 2020. The Ohio State Highway Patrol (OSHP) focused enforcement efforts on drugged drivers.

**Project Results:**

The Ohio State Highway Patrol conducted 3,087 hours of drugged driving enforcement during FFY2022. These efforts resulted in 21 OVIs with 16 suspected of driving under the influence of drugs between 10:00 am and 6:00 pm.

Total Overtime Enforcement	FFY2020	FFY2021	FFY2022
Overtime Hours	2,278	4,512	3,087
Number of Traffic Stops	4,157	7,252	5,416
DUID	23	28	16
OVI Arrests Under 21	0	0	0
OVI Arrests 21 and Over	32	39	21
Refusals	4	0	2
Adult Restraint Citations	861	1,003	706
Child Restraint Citations	18	27	15
Speed Citations	1,346	3,328	2,832
Distracted Driving	83	129	37
Driving Under Suspension	157	231	140
No Operator License Citations	67	81	51
Felony Arrests	27	55	27
Other Citations Issued	554	887	541

See Appendix C for summary of all FFY2022 enforcement details.

COVID-19 continued to significantly change the regular operations of law enforcement with decreased use of overtime, traffic enforcement in general, and staffing shortages.

**Awarded: 562,733.21 Expended: 201,375.53 Funding Source: 405d**

**Project Number:** M6OT-2021-00-00-08

**Project Title:** Trace Back Program

**Funded Agency:** Ohio State Highway Patrol

**Project Description:**

The Ohio State Highway Patrol, Ohio Investigative Unit continued to implement a statewide Trace Back Program that was initiated in FFY2013, where Agents were called out to alcohol-involved fatal and serious injury crashes to interview suspects / witnesses to “trace back” where the alcohol was consumed prior to crash. Agents opened a case to determine if alcohol was served or consumed in violation of the law in an effort to hold establishments accountable for over serving and / or selling to minors. Grant funding paid for trace back investigations that were completed in an overtime status.

**Project Results:**

OIU received 139 trace-back investigation requests, all of which were investigated. The breakdown of requesting agency is listed below. These investigations have resulted in enforcement action being taken against the establishment as well as positive media coverage. Federal funding is only used for overtime.

Requesting Agency Type	Number of Requests
State Patrol	106
Local Police Department	25
County Sheriff's Office	8
Citizen	0
Total	139

Result	FFY2018	FFY2019	FFY2020	FFY2021	FFY2022
Dismissed – Paid Court Costs	10	2	2	2	5
Dismissed with Prejudice	0	0	2	0	0
Guilty	27	7	11	19	10
Guilty of Lesser	1	0	6	2	1
Nolle Pros	7	8	0	9	7
Pending	25	39	61	31	30
Reprimanded & Released	11	1	0	1	1
Sealed	4	1	0	1	3
Civil Citations	17	22	19	15	17
Diversion	4	2	0	1	0
Unfounded	138	122	115	118	104

### **Highlights**

OIU Athens – Agents arrested one individual and criminally charged one business out of a crash related Trace-Back investigation. This case involved an injury crash where a patron had consumed six beers and four shots in approximately a 90-minute time period at Mel's Roadhouse in Athens prior to crashing their vehicle. Agents conducted interviews and retrieved video surveillance from the business. During the investigation, agents determined that the patron had been overserved while at the bar. Charges included sale and furnishing beer or intoxicating liquor to an intoxicated person on both the bartender involved and the business. Additionally, one administrative citation was issued to Mel's Roadhouse for Sale / Furnish Beer or Intoxicating Liquor to an Intoxicated Person.

Agents completed the Trace-Back investigation of Slater's Bar, Port Clinton. Four subjects were involved in a motor vehicle crash after consuming alcohol at the bar in November. The subjects are members of the Air National Guard assigned to Camp Perry and were on leave during drill weekend. The underage driver was charged with OVI by OSHP. A 19-year-old female passenger was also intoxicated. Surveillance video from Slater's Bar showed a female barmaid sell/furnish alcohol to the 20-year-old driver on five occasions. An administrative citation was issued against the liquor permit for the violations: Sale of Beer to a Person Under 21 Years of Age, Furnishing Beer to a Person Under 21 Years of Age, Sale of Intoxicating liquor to a Person Under 21 Years of Age, and Furnishing Intoxicating Liquor to a Person Under 21 Years of Age. Agents presented criminal charges to the Ottawa County Prosecutor's office. One individual was charged with Sale and/or Furnishing Beer to a Person under 21 Years of Age, one individual was charged with Buying Intoxicating Liquor for a Person under 21 Years of Age and one individual was charged with Person under 21 Years of Age Purchasing Beer.

<b>Total Awarded:</b>	<b>44,947.02</b>	<b>Expended:</b>	<b>19,807.71</b>	<b>Funding Source:</b>	<b>405d</b>
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**Project Number:** M6OT-2022-00-00-09

**Project Title:** Officer Training (Impaired)

**Funded Agency:** Ohio Attorney General’s Office – Ohio Peace Officer’s Training Academy

**Project Description:**

The Attorney General’s Office / Ohio Peace Officer Training Academy (OPOTA) offered training to law enforcement throughout the state. Training Ohio’s officers allows them to conduct effective enforcement programs to remove impaired, speeding and drivers displaying other unsafe driving behaviors from Ohio’s roads before fatal crashes occur.

**Project Results:**

OPOTA continued to train Ohio officers in Standardized Field Sobriety Testing (SFST) and Advanced Roadside Impaired Driving Enforcement (ARIDE). Under grant, OPOTA provided law enforcement training to 223 officers in the courses listed in the following chart.

Grant Funded Training Course	Number of Courses	Number of Students Taught	Number of Agencies
SFST	3	54	46
Advanced Roadside Impaired Driving Enforcement (ARIDE)	5	169	83

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**Awarded:** 200,000.00 **Expended:** 58,950.00 **Funding Source:** 405d

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**Project Number:** M6OT-2022-00-00-10

**Project Title:** Drug Recognition Expert Program

**Funded Agency:** Ohio State Highway Patrol

**Project Description:**

Ohio currently has 178 certified DREs. Two DRE classes and one DRE Instructor class were planned in FFY2022. Ohio currently has 26 DRE instructors. The OSHP is the statewide DRE Coordinator.

**Project Results:**

Drug Category Name	Total Opinions	Evaluations with completed Toxicology	Confirmed Matches of Completed Toxicology	Rate of Accuracy of Completed Toxicology
Stimulants	41	62	36	87.8%
Depressants	34	38	21	61.8%
Hallucinogens	0	0	0	N/A
Dissociative Anesthetic	2	1	1	50.00%
Narcotic	35	51	28	80.0%
Inhalant	1	0	0	0.0%
Cannabis	60	78	54	90.0%

Other	
Poly Drug Use	83
Alcohol Rule Outs	28
Medical Impairment	7
No Opinion of Impairment	13
Toxicology Results Pending	104
Toxicology Found No Drugs	8
Toxicology Refused	70

Agency Type	Number of DREs
State Patrol	59
City Police Department	106
County Sheriff's Office	13
Total	178

Two DRE training courses were conducted; training an additional 16 DREs in FFY2022. Ohio currently has 26 DRE Instructors. The DRE program conducted 27 ARIDE training classes training 534 students. This is in addition to the Ohio Attorney General's Office – Ohio Peace Officer's Training Academy grant that conducted five classes training 169 students. The DRE program responded to 142 calls for service through an extensive call-out system. COVID-19 continued to significantly change the regular operations of law enforcement with decreased use of overtime, traffic enforcement in general, and staffing shortages.

<b>Awarded:</b>	<b>638,624.60</b>	<b>Expended:</b>	<b>480,179.71</b>	<b>Funding Source:</b>	<b>405d</b>
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**Project Number:** M6OT-2022-00-00-11  
**Project Title:** Ignition Interlock Device Program  
**Funded Agency:** Ohio Traffic Safety Office

**Project 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.

**Project Results:**

The IID compliance officer funded under this grant conducted 222 inspections, at least one inspection for every IID installation service center in Ohio. The compliance officer also conducted follow-up and spot inspections as needed based on the annual inspection results. Finally, the inspection officer served as the point of contact for service centers and IID manufacturers for questions concerning compliance and best practices involving IID.

<b>Awarded:</b>	<b>50,000.00</b>	<b>Expended:</b>	<b>39,550.00</b>	<b>Funding Source:</b>	<b>405d</b>
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**Project Number:** M6OT-2022-00-00-12

**Project Title:** Breath Testing Instrument Training

**Funded Agency:** Ohio Department of Health

**Project Description:**

The Ohio Department of Health (ODH) certified two new breath testing instruments to be available to law enforcement agencies across the state to better address impaired driving. ODH 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.

**Project Results:**

A delay in the rules process has caused a delay in the training and certification of law enforcement. This program is on hold until the final rules are completed. There was no activity on this project in FFY2022.

<b>Awarded:</b>	<b>150,000.00</b>	<b>Expended:</b>	<b>0.00</b>	<b>Funding Source:</b>	<b>405d</b>
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**Project Number:** M6OT-2022-00-00-13

**Project Title:** Oral Fluid Testing

**Funded Agency:** Bowling Green State University

**Project Description:**

Ohio worked with Bowling Green State University (BGSU), the Ohio State Highway Patrol, and the Ohio Department of Health 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 are 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.

**Project Results:**

BGSU continues to focus on oral fluid testing. As Ohio continues to see an increase in the number of drug impaired drivers, it is important to have data and research specific to our state. Studies currently underway include: climate and storage stability under varying conditions, storage and shipping protocols for samples, and identification of other impairing compounds. BGSU continues to work closely with Ohio’s DRE program in an effort to prepare current and future DREs with data and emerging trends.

**Awarded: 173,716.12 Expended: 109,335.33 Funding Source: 405d**

**Impaired Driving Summary**

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>164 Transfer Funds 164 Alcohol</b>				
164 AL-2022-00-00-01	Impaired Driving Enforcement Program	\$2,270,275.16	\$1,119,024.18	\$1,119,024.18
<b>164 Transfer Funds Total</b>		<b>\$2,270,275.16</b>	<b>\$1,119,024.18</b>	<b>\$1,119,024.18</b>
<b>FAST Act 405d Impaired Driving Low</b>				
M6OT-2022-00-00-05	Statewide Impaired Driving Enforcement Program	\$2,084,197.09	\$688,433.49	\$0.00
M6OT-2022-00-00-06	OVI Task Force Program	\$2,249,900.76	\$1,510,585.23	\$1,510,585.23
M6OT-2022-00-00-07	Statewide Drugged Driving Enforcement	\$562,733.21	\$201,375.53	\$0.00
M6OT-2022-00-00-08	Trace Back Program	\$44,947.02	\$19,807.71	\$0.00
M6OT-2022-00-00-09	Officer Training (Impaired)	\$200,000.00	\$58,950.00	\$58,950.00
M6OT-2022-00-00-10	Drug Recognition Expert Program	\$638,624.60	\$480,179.71	\$0.00
M6OT-2022-00-00-11	Ignition Interlock Program	\$50,000.00	\$39,550.00	\$0.00
M6OT-2022-00-00-12	Breath Instrument Training	\$150,000.00	\$0.00	\$0.00
M6OT-2022-00-00-13	Oral Fluid Testing	\$173,716.12	\$109,335.33	\$0.00
<b>FAST Act 405d Impaired Driving Low Total</b>		<b>\$6,154,118.80</b>	<b>\$3,108,217.00</b>	<b>\$1,569,535.23</b>
<b>Total Funding Impaired Driving (Alcohol and Drug) Program Area</b>		<b>\$8,424,393.96</b>	<b>\$4,227,241.18</b>	<b>\$2,688,559.41</b>

In addition to the enforcement results listed above, Safe Community programs conducted impaired driving education at 538 events. These events reached over 1.6 million people. Events reached all audiences. Safe Community programs also distributed 112,514 print advertising / educational materials.

Type of Media	Gross Impressions
Print	9,819,604
Radio	21,450,064
Television	12,542,447
Web	580,748
Facebook	4,356,038
Twitter	130,796
Instagram	326,376
Other	520,410

**Crash Data**

<b>ALCOHOL RELATED CRASHES</b>						
<b>Year</b>	<b>Fatal Crashes</b>			<b>Serious Injury Crashes</b>		
	<b>Total</b>	<b>Alcohol Related</b>	<b>Percent</b>	<b>Total</b>	<b>Alcohol Related</b>	<b>Percent</b>
<b>2017</b>	1,094	297	27.15%	7,061	1,001	14.18%
<b>2018</b>	996	266	26.71%	6,245	863	13.82%
<b>2019</b>	1,041	331	31.80%	5,982	875	14.62%
<b>2020</b>	1,154	384	33.28%	5,925	829	14.00%
<b>2021</b>	1,244	404	32.18%	6,405	895	13.97%

<b>DRUG RELATED CRASHES</b>						
<b>Year</b>	<b>Fatal Crashes</b>			<b>Serious Injury Crashes</b>		
	<b>Total</b>	<b>Drug Related</b>	<b>Percent</b>	<b>Total</b>	<b>Drug Related</b>	<b>Percent</b>
<b>2017</b>	1,094	179	16.36%	7,061	521	7.38%
<b>2018</b>	996	206	20.68%	6,245	394	6.31%
<b>2019</b>	1,041	369	35.45%	5,982	381	6.37%
<b>2020</b>	1,153	442	38.33%	5,925	378	6.38%
<b>2021</b>	1,244	457	36.74%	6,405	367	5.73%



## Motorcycle Safety

**Project Number:** M11MT-2022-00-00-01  
**Project Title:** Motorcycle Training  
**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

In FFY2022, Motorcycle Ohio is updating its motorcycle training curriculum for BRS, BRS-RR, BRS-2, and ARS. Funds will be utilized to print the new student workbooks, instructor guides, range cards, activity cards, range support materials, range set-up supplies, paint and labor to paint the road surface marking on the motorcycle training ranges.

**Project Results:**

Minimal funds were utilized for range set-up supplies.

**Awarded: 50,000.00 Expended: 440.00 Funding Source: 405f**

## Motorcycle Safety Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 405f Motorcycle Training (FAST)</b>				
M11MT-2022-00-00-01	Motorcycle Training	\$50,000.00	\$440.00	\$0.00
<b>FAST Act 405f Motorcycle Safety Total</b>		<b>\$50,000.00</b>	<b>\$440.00</b>	<b>\$0.00</b>
<i>Total Funding Motorcycle Safety Program Area</i>		<i>\$50,000.00</i>	<i>\$440.00</i>	<i>\$0.00</i>

Safe Community programs conducted motorcycle safety / awareness education at 244 events, reaching over almost 775,000 people. Events reached all audiences. Safe Community programs also distributed 65,853 print advertising / educational materials.

Type of Media	Gross Impressions
Print	6,778,514
Radio	22,896,754
Television	9,780,341
Web	258,119
Facebook	3,485,976
Twitter	147,782
Instagram	307,745
Other	242,858

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## Non-Motorized (Pedestrians)

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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.

Safe Community programs conducted pedestrian education at 114 events. These events reached almost 70,000 people. Events reached all audiences. Safe Community programs also distributed pedestrian related print advertising / educational materials.

Type of Media	Gross Impressions
Print	1,099,100
Radio	175,500
Television	2,526,294
Web	36,400
Facebook	49,121
Twitter	258
Instagram	1,100

## Occupant Protection (Adult and Child Passenger Safety)

**Project Number:** M2X-2022-00-00-05  
**Project Title:** State Seat Belt Tac Squads  
**Funded Agency:** Ohio State Highway Patrol

### Project Description:

The Ohio State Highway Patrol conducted seat belt tac squads in all nine districts. Each district utilized hours in November and during the National May CIOT mobilization for seat belt tac squads between 6 a.m. and 6 p.m. in areas that had high numbers of unrestrained fatalities.

### Project Results:

The Ohio State Highway Patrol conducted 7,649 hours of seat belt enforcement during November CIOT and the National CIOT mobilization of FFY2022. These efforts resulted in 3,815 adult restraint citations and 49 child restraint citations.

Overtime Enforcement	FFY2018	FFY2019	FFY2020	FFY2021	FFY2022
Overtime Hours	10,616	10,981	6,788	7,276	7,649
Number of Traffic Stops	20,571	18,709	12,068	10,799	13,535
DUID	N/A	19	20	20	16
OVI Arrests Under 21	12	3	0	0	0
OVI Arrests 21 and Over	48	50	36	38	26
Refusals	19	8	3	2	2
Adult Restraint Citations	8,893	7,448	4,720	3,926	3,815
Child Restraint Citations	97	59	52	45	49
Speed Citations	6,350	6,046	3,874	4,005	5,693
Distracted Driving	892	514	106	163	131
Driving Under Suspension	669	639	458	316	336
No Operator License Citations	170	218	155	152	170
Felony Arrests	40	67	32	33	29
Other Citations Issued	1,216	1,854	1,143	884	1,274

See Appendix C for summary of all FFY2022 enforcement details.

COVID-19 continued to significantly change the regular operations of law enforcement with decreased use of overtime, traffic enforcement in general, and staffing shortages.

**Awarded:** 967,067.45 **Expended:** 468,944.51 **Funding Source:** 405b

**Project Number:** OP-2022-00-00-01  
**Project Title:** Occupant Protection Coordinator Program  
**Funded Agency:** Ohio Department of Health

### Project Description:

The Ohio Department of Health (ODH) continued to be the lead agency for the Occupant Protection Coordinator (OPC) program. ODH contracted with eight OPC Coordinators to provide occupant restraint programming to all 88 Ohio counties. The OPC responsibilities included coordinating a child safety seat distribution program for low-income families, conducting car seat check-up events, coordinating the NHTSA 32-hour Standardized 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.

### Project Results:

This program was responsible for coordinating the child safety seat distribution program for low-income families. This program distributed a total of 8,491 seats. OPC Coordinators conducted 86 OBB on-site visits and provided technical assistance 814 times to fitting stations (virtual and on-site). An annual regional meeting was conducted in each of the eight regions. Coordinators distributed over 9,000 materials.

Activity	FFY2018	FFY2019	FFY2020	FFY2021	FFY2022
Car Seat Check Events	87	246	69	60	86
Car Seats Checked	5,353	6,200	6,118	5,502	7,445
New Technician Classes	13	16	10	12	12
New CPS Technicians	132	213	69	106	219

Additional activities include: eight refresher courses training 46, twelve continuing education opportunities with 112 participants, providing support for an additional 46 car seat checks.

**Awarded: 599,752.21 Expended: 585,978.69 Funding Source: 402 OP**

**Project Number:** OP-2022-00-00-02  
**Project Title:** Occupant Protection Assessment  
**Funded Agency:** Ohio Traffic Safety Office

### Project 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.

### Project Results:

OTSO successfully completed a virtual OP Assessment in FFY2022.

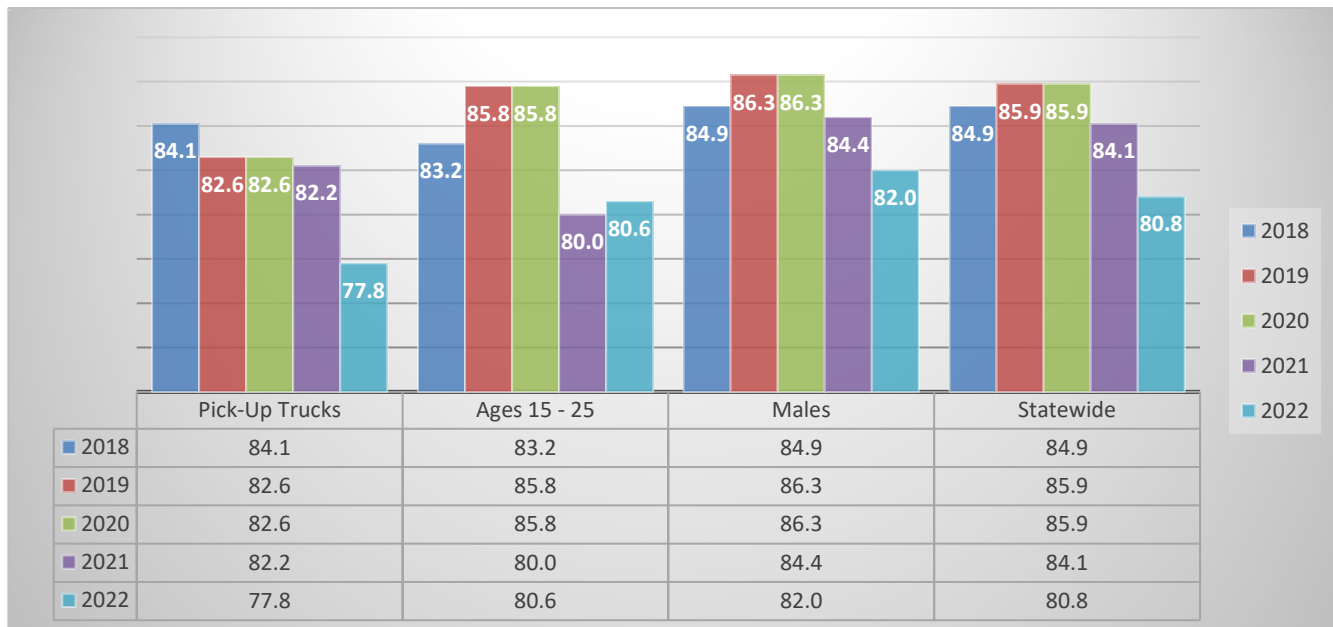
**Awarded: 50,000.00 Expended: 15,600.00 Funding Source: 402 OP**

## Occupant Protection Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 402 OP Occupant Protection (FAST)</b>				
OP-2022-00-00-01	Occupant Protection Coordinator Program	\$599,752.21	\$585,978.69	\$502,265.00
OP-2022-00-00-02	Occupant Protection Assessment	\$50,000.00	\$15,600.00	\$0.00
<b>FAST Act 402 OP Total</b>		<b>\$649,752.21</b>	<b>\$601,578.69</b>	<b>\$502,265.00</b>
<b>FAST Act 405b OP Low</b>				
M2X-2022-00-00-05	Statewide Seat Belt Tac Squads	\$967,067.45	\$468,944.51	\$0.00
<b>FAST Act 405b OP Low Total</b>		<b>\$967,067.45</b>	<b>\$468,944.51</b>	<b>\$0.00</b>
<b>Total Funding Occupant Protection (Adult and Child) Program Area</b>		<b>\$1,616,819.66</b>	<b>\$1,070,523.20</b>	<b>\$502,265.00</b>

In addition to the projects listed above, Safe Community programs conducted seat belt education at 572 events. These events reached over 1.4 million people. Events reached all audiences. Safe Community programs also distributed 99,815 print advertising / educational materials.

Type of Media	Gross Impressions
Print	26,130,419
Radio	21,218,608
Television	10,187,350
Web	475,736
Facebook	4,280,972
Twitter	155,718
Instagram	314,907
Other	178,681



\*2022 rate has not yet been certified

<b>UNRESTRAINED CRASHES</b>						
<b>Year</b>	<b>Fatal Crashes</b>			<b>Serious Injury Crashes</b>		
	<b>Total</b>	<b>Unrestrained Related</b>	<b>Percent</b>	<b>Total</b>	<b>Unrestrained Related</b>	<b>Percent</b>
<b>2017</b>	1,094	541	49.45%	7,061	2,202	31.19%
<b>2018</b>	996	491	49.30%	6,245	1,891	30.28%
<b>2019</b>	1,041	550	52.83%	5,982	2,126	35.54%
<b>2020</b>	1,154	592	51.30%	5,925	2,247	37.92%
<b>2021</b>	1,244	652	52.41%	6,405	2,438	38.06%

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## Planning & Administration

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**Project Number:** PA-2022-00-00-01  
CP-2022-00-00-01

**Project Title:** Traffic Safety Grant Program Management

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

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

**Project Results:**

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

<b>Awarded:</b>	<b>950,000.00</b>	<b>Expended:</b>	<b>837,827.89</b>	<b>Funding Source:</b>	<b>402 PA</b>
	375,000.00		360,264.62		402 CP
	950,000.00		837,827.89		State Soft Match

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**Project Number:** PA-2022-00-00-02

**Project Title:** Web-Based Grants Management System

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

The Web-based grants management system called GRANTS (Grant Records and Application Network for Traffic Safety) was launched in 2005 to receive grant proposals for FFY2006 and upgraded in 2017 to GRANTS Plus 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, reports, reimbursement claims and grant revisions through the online system. A grant file can be accessed by multiple viewers from different agencies at the same time provided they have the security level to view the grant. The funding allocated to this project is for maintenance service, training and system enhancements.

### Project Results:

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

<b>Awarded:</b>	<b>200,000.00</b>	<b>Expended:</b>	<b>81,285.00</b>	<b>Funding Source:</b>	<b>402 PA</b>
	200,000.00		81,285.00		State Soft Match

**Project Number:** CP-2022-00-00-02  
**Project Title:** Traffic Safety Resource Prosecutor Program  
**Funded Agency:** Stark County Sheriff's Office  
Cincinnati Police Department

### Project Description:

A Traffic Safety Resource Prosecutor's (TSRP) role was designed to increase the ability of prosecutors and law enforcement to effectively present and prosecute traffic safety violations, particularly focusing on impaired driving. The TSRP worked with the Law Enforcement Liaisons (LELs) and were a valuable resource to the office and to all of our partners.

### Project Results:

Activity	FFY2020	FFY2021	FFY2022
Hours of Training	150	322	907
Prosecutors Trained	204	900	933
Law Enforcement / Other Traffic Safety Personnel Trained	900	644	1,667
Technical Assistance Responses	271	515	804
Community Outreach meetings	22	120	58
State and/or Local Task Force meeting	97	120	27
Manuals Written and/or Updated	36	18	32
Appearances in Traffic Safety cases	6	1	0
Appellate Briefs Written/Assisted in Preparing	0	0	0

<b>Awarded:</b>	<b>356,008.53</b>	<b>Expended:</b>	<b>263,191.92</b>	<b>Funding Source:</b>	<b>402 CP</b>
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**Project Number:** CP-2022-00-00-03  
**Project Title:** Judicial Outreach Liaison Program  
**Funded Agency:** The American Bar Association

**Project 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.

**Project Results:**

Judge Huffman continued her role as Ohio's JOL in FFY2022. She expanded partnerships with judges operating OVI Courts and with judges that are interested in starting an OVI Court or adding an OVI tract to an existing Drug Court. Judge Huffman has educated judges on oral fluids and e-warrants.

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<b>Awarded:</b>	<b>71,150.00</b>	<b>Expended:</b>	<b>62,519.50</b>	<b>Funding Source:</b>	<b>402 CP</b>
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**Project Number:** CP-2022-00-00-04  
**Project Title:** Training/Educational Materials  
**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

This grant covered associated costs with training conducted by OTSO.

**Project Results:**

Funds were used to print student manuals for various courses and CLE credits.

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<b>Awarded:</b>	<b>25,000.00</b>	<b>Expended:</b>	<b>3,729.45</b>	<b>Funding Source:</b>	<b>402 CP</b>
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**Project Number:** PA-2022-00-00-03  
**Project Title:** University Evaluation  
**Funded Agency:** University of Akron

**Project Description:**

The University of Akron (UA) was scheduled to complete the Statewide Observation Survey, the County Seat Belt Observation Survey, assist OTSO in problem identification, and the Highway Safety Plan (HSP) data in FFY2022.

**Project Results:**

The UA provided data analysis, performance measure goal setting, and data charts for OTSO to include in the FFY2023 HSP. The UA provided seat belt observer training, completed a pre observational seat belt survey, and a post survey. The UA analyzed the data and provided OTSO with a county usage rate for every county in Ohio, the data used to certify Ohio's statewide usage rate, and a comprehensive report.

<b>Awarded:</b>	<b>192,686.45</b>	<b>Expended:</b>	<b>148,801.89</b>	<b>Funding Source:</b>	<b>402 PA</b>
	192,686.45		148,801.89		State Soft Match

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**Project Number:** PA-2022-00-00-04  
**Project Title:** GHSA Projects  
**Funded Agency:** Governor's Highway Safety Association

**Project Description:**

The OTSO worked with CSI through GHSA for three projects in FFY2022. Project one was to produce an impaired driving resource document detailing Ohio's process from pre-arrest to adjudication. Project two was facilitation and administrative support for the Ohio Traffic Safety Council. Project three was a pre-management review.

**Project Results:**

Projects one and three were completed in FFY2022. Project two will continue in FFY2023.

<b>Awarded:</b>	<b>44,559.39</b>	<b>Expended:</b>	<b>31,242.88</b>	<b>Funding Source:</b>	<b>402 PA</b>
	44,559.39		31,242.88		State Soft Match

## Planning & Administration Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 402 CP Community Traffic Safety Project (FAST)</b>				
CP-2022-00-00-01	Traffic Safety Program Management	\$375,000.00	\$360,264.62	\$0.00
CP-2022-00-00-02	Traffic Safety Resource Prosecutor Program	\$356,008.53	\$263,191.92	\$0.00
CP-2022-00-00-03	Judicial Outreach Liaison	\$71,150.00	\$62,519.50	\$0.00
CP-2022-00-00-04	Training/Educational Materials	\$25,000.00	\$3,729.45	\$0.00
<b>FAST Act 402 CP Total</b>		<b>\$827,158.53</b>	<b>\$689,705.49</b>	<b>\$0.00</b>
<b>FAST Act 402 PA Planning and Administration (FAST)</b>				
PA-2022-00-00-01	Traffic Safety Program Management	\$950,000.00	\$837,827.89	\$0.00
PA-2022-00-00-02	Web-Based Grant Management System	\$200,000.00	\$81,285.00	\$0.00
PA-2022-00-00-03	University Evaluation	\$192,686.45	\$148,801.89	\$0.00
PA-2022-00-00-04	GHSA Projects	\$44,559.39	\$31,242.88	\$0.00
<b>FAST Act 402 PA Total</b>		<b>\$1,387,245.84</b>	<b>\$1,099,157.66</b>	<b>\$0.00</b>
<b>Total Funding Planning and Administration Program Area</b>		<b>\$2,214,404.37</b>	<b>\$1,788,863.15</b>	<b>\$0.00</b>

OTSO continued to experience a staff shortage throughout the majority of FFY2022. As of September 2022, all vacant positions in the Federal Programs Section were filled. Staff continue to work a hybrid schedule between the office and home. Despite the staff shortage, staff was still able to complete expenditure report reviews in an average of 5.17 days. FFY 2021's average was 3.37 days. FFY2020's average was 4.12 days and FFY2019's average was 9.3 days. OTSO staff were able to work with all sub-recipients to ensure FFY2022 grants were completed and closed timely.

## Police Traffic Services

**Project Number:** PT-2022-00-00-01

**Project Title:** Law Enforcement Liaison Program

**Funded Agencies:** Ohio Traffic Safety Office

### Project Description:

The goal of the Law Enforcement Liaison (LEL) Program was to enhance all aspects of OTSO's relationship with Ohio's law enforcement agencies. The LEL Program consisted of a state LEL Coordinator and four field LELs who were placed geographically throughout Ohio.

### Project Results:

In FFY2022, the Ohio Traffic Safety Office (OTSO) continued with four Law Enforcement Liaisons (LEL). The LELs worked with law enforcement agencies across the state to encourage participation in both the *Click It or Ticket* and the *Drive Sober or Get Pulled Over* national mobilizations. In addition to working closely with law enforcement, the LELs worked with the Safe Community programs throughout the state on projects including motorcycle safety, occupant protection, and teen driving. The LELs assisted with the Drug Recognition Expert (DRE) program recruiting applicants and arranging Advanced Roadside Impaired Driving Enforcement (ARIDE) classes and worked with our two traffic safety resource prosecutors (TSRPs) to plan and recruit for multiple courses.

**Awarded: 426,456.61 Expended: 253,956.87 Funding Source: 402 PT**

### Click It or Ticket Mobilization and Drive Sober or Get Pulled Over Crackdown

Enforcement Activity	CIOT	DSOGPO
Enforcement Hours	65,044	76,164
Number of Traffic Stops	46,914	42,958
DUID	156	201
OVI Arrests Under 21	16	18
OVI Arrests 21 and Over	787	985
Refusals	292	370
Adult Restraint Citations	5,604	4,029
Child Restraint Citations	179	107
Speed Citations	24,757	20,959
Distracted Driving	540	498
Driving Under Suspension	987	891
No Operator License Citations	690	670
Felony Arrests	266	302
Other Citations Issued	3,092	3,498

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

**Project Title:** Selective Traffic Enforcement Program

**Funded Agencies:** See chart under Project Results

**Project Description:**

High Visibility is designed to convince the public that there are consequences to traffic violations. Grants were awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2018, 2019, and 2020. Each agency conducted Selective Traffic Enforcement Program (STEP) enforcement activity (e.g., speed, seat belt, aggressive, etc.) to impact their fatal crashes.

**Project Results:**

**Funded Agencies**

56 Sheriff Offices and 33 local jurisdictions

Agency	County	Population	Awarded	Expended
Allen Co. Sheriff's Office	Allen	102,206	27,845.93	21,426.74
Ashland Co. Sheriff's Office	Ashland	52,447	19,617.04	15,805.48
Ashtabula Co. Sheriff's Office	Ashtabula	97,574	32,010.88	9,303.56
Athens Co. Sheriff's Office	Athens	62,431	21,430.49	20,746.66
Brown Co. Sheriff's Office	Brown	43,676	17,184.58	13,756.63
Butler Co. Sheriff's Office	Butler	390,357	59,036.85	54,129.56
Fairfield Twp. Police Dept.	Butler		16,779.18	6,977.12
Hamilton Police Dept.	Butler		24,506.66	22,512.50
Middletown Police Dept.	Butler		24,374.67	64.92
Clark Co. Sheriff's Office	Clark	136,001	39,840.84	16,498.75
Springfield Police Dept.	Clark		23,596.87	14,075.85
Clermont Co. Sheriff's Office	Clermont	208,601	37,414.58	12,744.32
Miami Twp. Police Dept.	Clermont		29,739.22	27,310.45
Columbiana Co. Sheriff's Office	Columbiana	101,877	33,666.69	811.19
Crawford Co. Sheriff's Office	Crawford	42,025	12,709.50	5,955.98
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,264,817	41,849.57	32,991.84
Cleveland Police Dept.	Cuyahoga		38,192.93	4,346.42
Euclid Police Dept.	Cuyahoga		30,687.34	12,808.03
Defiance Co. Sheriff's Office	Defiance	38,286	18,937.00	14,285.60
Delaware Co. Sheriff's Office	Delaware	214,124	41,113.96	12,643.11
Erie Co. Sheriff's Office	Erie	75,622	23,258.10	5,956.56
Franklin Co. Sheriff's Office	Franklin	1,323,807	63,676.69	50,040.61
Columbus Police Dept.	Franklin		64,889.91	48,155.45
Mifflin Twp. Police Dept.	Franklin		21,394.88	3,299.75
Fulton Co. Sheriff's Office	Fulton	42,713	19,032.01	9,789.29
Geauga Co. Sheriff's Office	Geauga	95,397	29,338.17	22,619.57
Greene Co. Sheriff's Office	Greene	167,966	42,694.50	25,430.08
Beavercreek Police Dept.	Greene		33,049.85	23,170.77
Hamilton Co. Sheriff's Office	Hamilton	830,639	58,105.84	20,355.96

Agency	County	Population	Awarded	Expended
Cincinnati Police Dept.	Hamilton		46,969.25	12,717.98
Colerain Twp. Police Dept.	Hamilton		16,976.58	0.00
Springfield Twp. Police Dept.	Hamilton		30,530.33	25,324.63
Hancock Co. Sheriff's Office	Hancock	74,920	20,127.84	15,780.02
Hardin Co. Sheriff's Office	Hardin	30,696	13,466.96	7,793.39
Harrison Co. Sheriff's Office	Harrison	14,483	18,937.00	14,781.07
Henry Co. Sheriff's Office	Henry	27,662	20,895.60	4,824.91
Highland Co. Sheriff's Office	Highland	43,317	16,853.28	8,752.17
Hocking Co. Sheriff's Office	Hocking	28,050	26,077.45	2,839.65
Holmes Co. Sheriff's Office	Holmes	44,223	15,445.25	10,016.30
Jefferson Co. Sheriff's Office	Jefferson	65,249	18,400.82	14,905.89
Mentor Police Dept.	Lake	47,450	30,153.63	7,859.23
Licking Co. Sheriff's Office	Licking	178,519	17,227.64	3,680.17
Newark Police Dept.	Licking		13,281.95	4,401.72
Logan Co. Sheriff's Office	Logan	46,150	19,372.93	14,340.52
Lorain Co. Sheriff's Office	Lorain	312,964	47,735.19	36,624.96
Lorain Police Dept.	Lorain		25,661.62	15,427.49
Lucas Co. Sheriff's Office	Lucas	431,279	37,437.38	16,422.81
Oregon Police Division	Lucas		28,967.81	22,471.29
Sylvania Twp. Police Dept.	Lucas		15,472.34	10,028.47
Toledo Police Dept.	Lucas		40,779.98	38,272.20
Mahoning Co. Sheriff's Office	Mahoning	228,614	44,794.95	38,606.69
Boardman Police Dept.	Mahoning		8,255.59	6,045.94
Youngstown Police Dept.	Mahoning		23,201.82	15,339.97
Marion Co. Sheriff's Office	Marion	65,359	23,828.08	19,285.83
Medina Co. Sheriff's Office	Medina	182,470	40,176.38	31,866.60
Mercer Co. Sheriff's Office	Mercer	42,528	21,182.02	18,909.23
Miami Co. Sheriff's Office	Miami	108,774	37,406.42	34,388.67
Montgomery Co. Sheriff's Office	Montgomery	537,309	49,799.60	38,484.40
Dayton Police Dept.	Montgomery		36,887.61	31,807.94
Miami Township Police Dept.	Montgomery		25,506.39	11,673.83
Riverside Police Dept.	Montgomery		11,732.37	2,387.55
Paulding Co. Sheriff's Office	Paulding	18,806	17,629.23	6,115.44
Pickaway Co. Sheriff's Office	Pickaway	58,539	18,249.61	2,063.79
Portage Co. Sheriff's Office	Portage	161,791	19,937.00	2,880.86
Putnam Co. Sheriff's Office	Putnam	34,451	17,095.21	13,358.73
Richland Co. Sheriff's Office	Richland	124,936	35,922.37	24,680.75
Mansfield Police Dept.	Richland		27,736.99	0.00
Sandusky Co. Sheriff's Office	Sandusky	58,896	21,988.48	18,970.01
Scioto Co. Sheriff's Office	Scioto	74,008	19,808.85	15,857.94
Seneca Co. Sheriff's Office	Seneca	55,069	18,501.08	13,159.65
Stark Co. Sheriff's Office	Stark	374,853	42,429.80	28,503.98
Canton Police Dept.	Stark		25,202.53	19,673.25
Jackson Twp. Police Dept.	Stark		25,057.39	19,177.83
Massillon Police Dept.	Stark		14,001.22	271.52
Summit Co. Sheriff's Office	Summit	540,428	46,407.48	16,484.30
Akron Police Dept.	Summit		39,574.64	21,591.50
Cuyahoga Falls Police Dept.	Summit		25,284.07	15,367.02

Trumbull Co. Sheriff's Office	Trumbull	201,977	25,178.88	14,233.92
Warren Police Dept.	Trumbull		20,965.25	5,954.30
Van Wert Co. Sheriff's Office	Van Wert	28,931	18,937.00	13,606.64
Washington Co. Sheriff's Office	Washington	59,771	19,909.12	6,657.87
Williams Co. Sheriff's Office	Williams	37,102	21,181.84	9,821.84
Lake Twp. Police Dept.	Wood		23,025.98	3,342.02

Note: Police departments are indented underneath their county with a blank population; population has already been accounted for under the county agency.

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

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

Total Overtime Enforcement	FFY2018	FFY2019	FFY2020	FFY2021	FFY2022
Total Overtime Hours	21,533	22,402	12,487	12,476	15,818
Number of Traffic Stops	32,845	33,450	18,089	17,310	21,216
DUID	*	12	8	7	8
OVI Arrests Under 21	16	26	9	16	17
OVI Arrests 21 and Over	106	98	28	35	42
Refusals	27	35	22	16	24
Adult Restraint Citations	1,965	1,658	628	689	835
Child Restraint Citations	118	135	35	69	285
Speed Citations	11,011	11,115	6,269	5,699	6,677
Distracted Driving	32	102	29	44	38
Driving Under Suspension	1,467	1,487	740	789	1,046
No Operator License Citations	500	728	412	407	520
Felony Arrests	144	151	78	86	106
Other Citations Issued	3,047	3,662	1,538	1,391	2,256

\* Data not collected.

See Appendix C for summary of all FFY2022 enforcement details.

## Crash Data

CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	1,094	887	81.08%	7,061	5,912	83.73%
2018	996	788	79.12%	6,245	5,294	84.77%
2019	1,041	813	78.10%	5,982	5,012	83.78%
2020	1,154	960	83.19%	5,925	4,999	84.37%
2021	1,244	1,055	84.81%	6,405	5,458	85.21%

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
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%
2021	404	348	86.14%	895	732	81.79%

DRUG RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
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%
2021	457	397	86.87%	367	300	81.74%

YOUTHFUL DRIVER RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
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	1,396	84.35%
2020	276	240	86.96%	1,709	1,451	84.90%
2021	296	260	87.84%	1,889	1,631	86.34%



UNRESTRAINED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	541	432	79.85%	2,202	1,841	83.61%
2018	491	387	78.82%	1,891	1,604	84.82%
2019	550	431	78.36%	2,126	1,796	84.48%
2020	592	500	84.46%	2,247	1,947	86.65%
2021	652	551	84.51%	2,438	2,110	86.55%

DISTRACTED DRIVING CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
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%
2021	37	31	83.78%	328	263	80.18%

SPEED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	351	288	82.05%	1,530	1,245	81.37%
2018	305	236	77.38%	1,398	1,169	83.62%
2019	294	212	72.11%	1,367	1,113	81.42%
2020	337	288	85.46%	1,530	1,288	84.18%
2021	360	302	83.89%	1,550	1,292	83.35%

MATURE DRIVER CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
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%	2,130	1,770	83.10%
2020	426	344	80.75%	1,933	1,632	84.43%
2021	480	395	82.29%	2,108	1,786	84.72%

MOTORCYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
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%
2021	215	187	86.98%	1,098	907	82.60%

PEDESTRIAN CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
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%
2021	173	160	92.49%	522	482	92.34%

BICYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
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%
2021	28	27	96.43%	152	143	94.08%

STEP agencies reached 84.81 percent of Ohio’s population (approximately 10 million people) through earned media and high visibility enforcement.

COVID-19 continued to significantly change the regular operations of law enforcement with decreased use of overtime, traffic enforcement in general, and staffing shortages.

**Awarded: 2,463,566.37 Expended: 1,398,629.79 Funding Source: 402 PT**

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

**Project Title:** Summer Holiday Enforcement Program

**Funded Agencies:** See chart under Project Results

**Project Description:**

High Visibility is designed to convince the public that there are consequences to traffic violations. Grants were awarded to law enforcement agencies whose jurisdictions experienced an average of 1.67 or more fatal crashes over the three-year period of 2018, 2019, and 2020 and not have a current IDEP/STEP grant. Each agency must HVE conduct activity (e.g., speed, occupant protection, alcohol and drugged driving, aggressive driving, motorcycle crash reductions, failure to yield, etc.) to impact their fatal crashes.

## Project Results:

### Funded Agencies

2 Sheriff Offices and 11 local jurisdictions

Agency	County	Population	Awarded	Expended
Shawnee Twp. Police Dept.	Allen	12,330	18,506.34	0.00
West Chester Police Dept.	Butler	63,918	6,422.23	6,413.02
Cleveland Heights Police Dept.	Cuyahoga	45,312	24,044.86	22,457.62
North Royalton Police Dept.	Cuyahoga	31,322	24,578.25	8,790.61
Parma Police Dept.	Cuyahoga	81,146	24,239.59	21,184.07
Westlake Police Dept.	Cuyahoga	34,228	24,673.44	11,078.04
Franklin Twp. Police Dept.	Franklin	10,244	20,203.75	7,407.21
Fairborn Police Dept.	Greene	34,510	6,966.72	0.00
Madison Twp Police Dept.	Lake	18,743	25,105.50	23,427.93
Madison Co. Sheriff's Office	Madison	43,824	17,510.15	0.00
Meigs Co. Sheriff's Office	Meigs	22,210	12,715.94	1,674.56
Trotwood Police Dept.	Montgomery	23,070	4,074.44	0.00
Perry Twp. Police Dept.	Stark	28,133	18,364.67	8,406.13

### FFY2022 SHEP Required Blitz/National Campaigns

Dates	Blitz/National Campaign
April 2022	Distracted Driving Month
May 23 – June 5, 2022	Click It or Ticket
July 1 – 5, 2022	4 <sup>th</sup> of July
August 19 – September 5, 2022	Drive Sober or Get Pulled Over
April – September	Local Event

Total Overtime Enforcement	FFY2022
Total Overtime Hours	1,662
Number of Traffic Stops	2,131
DUID	0
OVI Arrests Under 21	3
OVI Arrests 21 and Over	3
Refusals	3
Adult Restraint Citations	176
Child Restraint Citations	10
Speed Citations	561
Distracted Driving	67
Driving Under Suspension	121
No Operator License Citations	103
Felony Arrests	10
Other Citations Issued	515

COVID-19 continued to significantly change the regular operations of law enforcement with decreased use of overtime, traffic enforcement in general, and staffing shortages.

**Awarded: 227,405.88 Expended: 110,839.19 Funding Source: 402 PT**

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

**Project Title:** Officer Training

**Funded Agency:** Ohio Attorney General’s Office – Ohio Peace Officer’s Training Academy

**Project Description:**

The Attorney General’s Office / Ohio Peace Officer Training Academy (OPOTA) offered training to law enforcement throughout the state. Training Ohio’s officers allowed them to conduct effective enforcement programs to remove speeding and drivers displaying other unsafe driving behaviors from Ohio’s roads before fatal crashes occur.

**Project Results:**

OPOTA continued to train Ohio officers in crash investigation. Under grant, OPOTA provided law enforcement training to 78 officers in the courses listed in the following chart and provided Radar and Lidar Operator training to eight officers not reimbursed by the grant.

Grant Funded Training Course	Number of Courses	Number of Students Taught	Number of Agencies
Traffic Collision Investigation Level 1	2	46	29
Traffic Collision Investigation Level 2	1	27	19

**Awarded:** 80,000.00 **Expended:** 80,000.00 **Funding Source:** 402PT

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

**Project Title:** Officer Training / Public Education

**Funded Agency:** Ohio State Highway Patrol

**Project Description:**

The Ohio State Highway Patrol (OSHP) used education funds to attend public events (fairs, festivals, high schools, etc.) to speak to the public regarding impaired driving, seat belts, distracted driving, drugged driving, speeding and other traffic safety related safety topics. In addition, funds were used to educate troopers on traffic safety related topics through trainings and / or conferences.

**Project Results:**

The OSHP attended 50 events across the state educating the public on traffic safety topics. The OSHP provided law enforcement training to 66 students in the various courses listed in the following chart. OSHP also brought in Collision and Heavy Truck Reconstruction courses.

Intermediate Traffic Crash Investigation	1	17	15
SFST Refresher	1	11	10

**Awarded: 279,518.90 Expended: 117,985.06 Funding Source: 402PT**

### Police Traffic Services Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
FAST Act 402 PT	Police Traffic Services (FAST)			
PT-2022-00-00-01	Law Enforcement Liaison Program	\$426,456.61	\$253,956.87	\$0.00
PT-2022-00-00-02	Selective Traffic Enforcement Program	\$2,463,566.37	\$1,398,629.79	\$1,398,629.79
PT-2022-00-00-03	Summer Holiday Enforcement Program	\$227,405.88	\$110,839.19	\$110,839.19
PT-2022-00-00-04	Officer Training	\$80,000.00	\$80,000.00	\$80,000.00
PT-2022-00-00-05	Officer Training/Public Education	\$279,518.90	\$117,985.06	\$0.00
<b>FAST Act 402 PT Total</b>		<b>\$3,476,947.76</b>	<b>\$1,961,410.91</b>	<b>\$1,589,468.98</b>
<i>Total Funding Police Traffic Services Program Area</i>		<i>\$3,476,947.76</i>	<i>\$1,961,410.91</i>	<i>\$1,589,648.98</i>

The Ohio State Highway Patrol and the Ohio Peace Officer Training Academy conducted six different courses in a variety of subjects, training 139 students. Selective Traffic Enforcement Program (STEP) sub-recipients conducted 15,818 hours of overtime completing 21,216 traffic stops. In FFY2022, Ohio offered a new pilot overtime enforcement grant opportunity targeted at the agencies that meet the current eligibility requirements, but do not apply. This program was also offered to agencies that don't quite meet the eligibility requirements for STEP. Summer Holiday Enforcement Program (SHEP) sub-recipients conducted 1,662 hours of overtime completing 2,131 traffic stops. OTSO plans to offer this pilot program in FFY2023 in addition to working on a Dedicated Traffic Enforcement Program (DTEP).

## Roadway Safety / Traffic Engineering

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

**Project Title:** Roadway Safety Training

**Funded Agency:** Ohio Department of Transportation (ODOT)

**Project Description:**

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

**Project Results:**

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

Training Course	Number of Courses	Number of Students Taught	Number of Agencies
Signalized Intersection Guidebook Workshop	2	48	28
Geometric Design: Applying Flexibility and Risk Management	1	15	7
Modern Roundabouts: Intersections Designed for Safety	2	55	27
Access Management: Fundamental Principles, Application and Computation	2	30	14
Planning and Designing for Pedestrian Safety	3	84	48
Designing for Pedestrian Safety	1	25	17
Roadway Safety Design	1	13	4

**Awarded:** 144,000.00 **Expended:** 138,950.00 **Funding Source:** 402 RS

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

**Project Title:** Roadway Safety Training Development

**Funded Agency:** Ohio Department of Transportation (ODOT)

**Project 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.

## Project Results:

This grant enabled ODOT to develop an online format for an additional nine courses covering safety fundamentals and the Highway Safety Manual. This was a joint project with ODOT through the SHSP.

**Awarded: 50,000.00 Expended: 49,934.59 Funding Source: 402 RS**

## Roadway Safety / Traffic Engineering Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
FAST Act 402 RS	Roadway Safety (FAST)			
RS-2022-00-00-01	Roadway Safety Training	\$144,000.00	\$138,950.00	\$138,950.00
RS-2022-00-00-02	Roadway Safety Training Development	\$50,000.00	\$49,934.59	\$0.00
	<b>FAST Act 402 RS Total</b>	<b>\$194,000.00</b>	<b>\$188,884.59</b>	<b>\$138,950.00</b>
	<i>Total Funding Roadway Safety Program Area</i>	<i>\$194,600.00</i>	<i>\$188,884.59</i>	<i>\$133,950.00</i>

During FFY2022, 270 students were trained in the various roadway safety / traffic engineering courses listed above. A total of 145 agencies received the training.

## Speed Management

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

**Project Title:** Statewide Speed Enforcement

**Funded Agency:** Ohio State Highway Patrol

**Project 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. The Ohio State Highway Patrol (OSHP) focused on speed.

**Project Results:**

The Ohio State Highway Patrol conducted 9,563 hours of speed enforcement throughout the year. These efforts resulted in 12,571 speed citations. New technology allowed OSHP to address problem areas using airspeed zones without having to set-up a speed zone. Eliminating the need to set-up speed zones (pavement markings) allows OSHP to be more responsive to speed related crash trends and allows airspeed to occur on roadways that could not previously be set-up as a speed zone.

Total Overtime Enforcement	FFY2018	FFY2019	FFY2020	FFY2021	FFY2022
Total Overtime Hours	1,211	8,688	6,153	6,706	9,563
Number of Traffic Stops	2,652	13,501	11,300	13,086	19,013
DUID	*	16	17	24	14
OVI Arrests Under 21	0	0	0	0	1
OVI Arrests 21 and Over	2	26	25	46	41
Refusals	2	3	5	6	3
Adult Restraint Citations	163	1,854	1,031	1,512	2,195
Child Restraint Citations	2	30	17	48	52
Speed Citations	1,726	8,649	8,121	9,005	12,571
Distracted Driving	114	123	72	98	162
Driving Under Suspension	29	243	224	254	352
No Operator License Citations	17	94	113	156	247
Felony Arrests	2	25	113	33	27
Other Citations Issued	133	1,289	691	1,127	1,790

\* Data not collected.

See Appendix C for summary of all FFY2022 enforcement details.

COVID-19 continued to significantly change the regular operations of law enforcement with decreased use of overtime, traffic enforcement in general, and staffing shortages.

**Total Awarded: 1,167,150.37 Expended: 623,658.40 Funding Source: 402 SE**



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**Project Number:** SE-2022-00-00-02

**Project Title:** Pilot Speed Enforcement Project (Madison County)

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

There were 35 fatal crashes and 235 serious injury crashes in Madison County between 2016 and 2020. Of these, 15 fatal crashes and 57 serious injury crashes were speed related. Traditionally, this county does not participate in overtime traffic enforcement grant programming. In an effort to work with agencies that choose not to participate in overtime enforcement grant funding, OTSO purchased up to six speed radar units that were used by Madison County Sheriff's Office's dedicated traffic enforcement units. Madison County provided monthly statistical report detailing speed citations.

In addition, OTSO worked with Madison County Sheriff's Office, OSHP (air and ground), and STEP sub-recipients to conduct a tri-county speed enforcement blitz June 2022, in conjunction with Great Lakes High Stakes. Estimated Funding Amount listed below will be to purchase equipment only; Madison County paid for the enforcement.

**Project Results:**

Six radar units were purchased by OTSO for Madison County Sheriff's Office. Radars will continue to be monitored/inspected by OTSO through the expected life years. Madison County was awarded a SHEP grant, but did not claim any overtime expenses or report any specific activity.

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<b>Total Awarded:</b>	<b>12,000.00</b>	<b>Expended:</b>	<b>11,700.00</b>	<b>Funding Source:</b>	<b>402 SE</b>
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## Speed Management Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
FAST Act 402 SE	Speed Enforcement (FAST)			
SE-2022-00-00-01	Statewide Speed Enforcement	\$1,167,150.37	\$623,658.40	\$0.00
SE-2022-00-00-02	Pilot Speed Enforcement Project (Madison County)	\$12,000.00	\$11,700.00	\$0.00
	<b>FAST Act 402 SE Total</b>	<b>\$1,179,150.37</b>	<b>\$635,358.40</b>	<b>\$0.00</b>
	<i>Total Funding Speed Management Program Area</i>	<i>\$1,179,150.37</i>	<i>\$635,358.40</i>	<i>\$0.00</i>

In addition to the projects listed above, Safe Community programs conducted speed education at 245 events. These events reached over 475,000 people. Events reached all audiences. Safe Community programs also distributed speed related print advertising / educational materials.

Type of Media	Gross Impressions
Print	3,850,661
Radio	3,151,415
Television	5,008,924
Web	69,445
Facebook	682,664
Twitter	69,550
Instagram	48,998
Other	850

SPEED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Speed Related	Percent	Total	Speed Related	Percent
2017	1,094	351	32.08%	7,061	1,530	21.67%
2018	996	305	30.62%	6,245	1,398	22.36%
2019	1,041	294	28.24%	5,982	1,367	22.85%
2020	1,154	337	29.20%	5,925	1,530	25.82%
2021	1,244	360	28.94%	6,405	1,550	24.20%

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## Traffic Records

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

**Project Title:** Traffic Records Coordinating Committee Projects Grant

**Funded Agency:** Ohio State Highway Patrol

### Project Description:

The Ohio State Highway Patrol (OSHP) chaired the Traffic Records Coordinating Committee (TRCC). The TRCC Technical Council met five times and the Executive Council met one time in FFY2022. In an effort to streamline the project management process, the OSHP was awarded a grant to oversee the TRCC grant projects. All project suggestions continued to be submitted to the TRCC Committee. The committee decided whether or not to submit the project(s) to NHTSA for funding approval. The projects funded under the OSHP grant included:

### Travel

#### Description:

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

#### Results:

Funds for travel to the Traffic Records Forum were expended in FFY2022.

<b>Awarded:</b>	<b>10,000.00</b>	<b>Expended:</b>	<b>8,970.20</b>
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### Citation Interfaces with Courts

#### Description:

Ohio's goal for FFY2022 will be to continue this project with additional law enforcement agencies and electronic submission to courts. Currently Ohio has 146 courts receiving E-Citations electronically. This project will enhance the timeliness of the Citation / Adjudication data system.

#### Results:

An additional six courts were interfaced during FFY2022.

<b>Awarded:</b>	<b>102,555.00</b>	<b>Expended:</b>	<b>4,540.00</b>
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### Optical Character Recognition

#### Description:

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

**Results:**

The application was completed and is currently being field tested. This project continued into FFY2022 to make adjustments to issues found in field testing.

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<b>Awarded:</b>	<b>128,394.83</b>	<b>Expended:</b>	<b>18,338.44</b>
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**Court Case Management System Upgrade**

**Description:**

Assist local courts in upgrading case management systems to facilitate e-filing of traffic citations. This project will enhance the timeliness of the Citation / Adjudication data system. Promise Project for FFY2018 funds.

**Results:**

Thirty-two courts were completed during FFY2022. This project will continue to move forward in FFY2023.

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<b>Awarded:</b>	<b>947,750.00</b>	<b>Expended:</b>	<b>619,251.00</b>
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**ODOT Intersection Collection**

**Description:**

Ohio’s goal for FFY2022 will be to continue collecting intersection inventory data to collect data for more than 260,000 intersections. This project will enhance the completeness of the Roadway data system.

**Results:**

This project is almost completed, there are 500-600 intersections remaining.

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<b>Awarded:</b>	<b>570,286.32</b>	<b>Expended:</b>	<b>447,222.60</b>
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**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 will enhance the accessibility of the Driver Safety data system. Promise Project for FFY2018 funds.

**Results:**

This project is currently in final stages and should be deployed December 2022.

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<b>Awarded:</b>	<b>850,000.00</b>	<b>Expended:</b>	<b>661,175.00</b>
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## 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 will enhance the accuracy of the Crash data system.

### Results:

This project was completed in FFY2021. The app is averaging 15 new Android user and 5 Apple users every thirty days.

<b>Awarded:</b>	<b>128,394.83</b>	<b>Expended:</b>	<b>0.00</b>
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## TRCC Pending Projects

### Description:

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.

### Results:

Funds from this category were not utilized in FFY2022.

<b>Awarded:</b>	<b>2,462,619.02</b>	<b>Expended:</b>	<b>0.00</b>
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<b>Awarded:</b>	<b>5,200,000.00</b>	<b>Expended:</b>	<b>1,759,497.24</b>	<b>Funding Source:</b>	<b>405c</b>
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## Traffic Records Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 405c Data Program</b>				
M3DA-2022-00-00-01				\$0.00
M3DA-2022-00-00-02	Traffic Records Coordinating Committee	\$1,509,308.21	\$ 835,917.78	\$0.00
M3DA-2022-00-00-02	Traffic Records Coordinating Committee	\$1,465,595.53	\$0.00	\$0.00
M3DA-2022-00-00-02	Traffic Records Coordinating Committee	\$1,301,516.80	\$0.00	\$0.00
<b>FAST Act 405c Data Program Total</b>		<b>\$5,200,000.00</b>	<b>\$1,759,497.24</b>	<b>\$0.00</b>
<b>Total Funding Traffic Records Program Area</b>		<b>\$5,200,000.00</b>	<b>\$1,759,497.24</b>	<b>\$0.00</b>

The TRCC committee continued to meet throughout the year. Many of the projects listed above are continuation of projects from previous year designed to have all crash reports and traffic citations submitted electronically. Additional projects are requested throughout the year to continue utilizing the grant funds available.

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## Youthful Driver Safety Program

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

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

**Funded Agency:** Students Against Destructive Decisions

**Project Description:**

Students Against Destructive Decisions (SADD) conducted programming statewide in FFY2022. Ohio SADD used evidence-based programming to facilitate peer-to-peer education to educate young drivers on seat belts usages, the dangers of alcohol and drug impaired driving, and distracted driving.

**Project Results:**

In FFY2022, continued partnerships with Safe Communities and schools across the state to reach youthful drivers about traffic safety. SADD presented at statewide conferences like the FCCLA Summer Conference and the Ohio School Safety Center's Safety Summit. These opportunities allowed SADD to reach a large audience with messaging not only about SADD, but also about the importance of including a traffic safety plan into all the plans that a school makes for its students (i.e., fire, active shooter, tornado, etc.). Trainings began for Safe Communities partners and law enforcement on the utilization of three SADD resources for students -- "Shifting Gears: The Blunt Truth About Marijuana Impaired Driving," "DDDDestructive Driving Decisions," and the High School Mentor Guides for middle-school and elementary-school aged students on seat belts and distractions.

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<b>Awarded:</b>	<b>160,025.47</b>	<b>Expended:</b>	<b>101,631.84</b>	<b>Funding Source:</b>	<b>402 TSP</b>
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**Project Number:** TSP-2022-00-00-02

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

**Funded Agency:** Family, Career and Community Leaders of America

**Project Description:**

Family Career and Community Leaders of America (FCCLA) facilitated statewide peer to peer campaigns in high schools. FCCLA developed toolkits focusing on seatbelts, distracted, and impaired driving. Funds were allocated for up to 100 chapters for traffic safety projects.

**Project Results:**

National FCCLA and Ohio FCCLA worked together to sign up 100 chapters to host a peer-to-peer traffic safety project in their school community using Families Acting for Community Traffic Safety (FACTS) teaching resource. Chapters used a community needs assessment tool to identify traffic safety topics that were most important in their community and develop peer-to-peer projects. Topics

covered include distracted driving, impaired driving, pedestrian safety, seat belt safety, and speeding with the majority of projects focusing on distracted driving.

Traffic Safety Programming	FFY2020	FFY2021	FFY2022
Number of Chapter Projects	50	75	97
Chapter Participants	848	1,337	2,397
Project Reach	196,628	109,753	47,862
Public Relations Reach	332,280	1,141,911	202,444

**Awarded: 193,700.00 Expended: 172,094.71 Funding Source: 402 TSP**

**Project Number:** M6OT-2022-00-00-14

**Project Title:** Underage Alcohol Sales Compliance Checks

**Funded Agency:** Ohio State Highway Patrol

**Project Description:**

The Ohio Investigative Unit (OIU) concentrated 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 were used for overtime hours to conduct the checks.

**Project Results:**

OIU conducted alcohol compliance checks at a total of 720 locations in FFY2022, 161 location sold alcohol to an underage purchaser. A total of 161 individuals were charged/arrested, and 161 violation notices were issued to businesses. Agents targeted a mix of counties that had high youthful fatal crashes (Lucas, Summit, Franklin, Cuyahoga, Muskingum, Hamilton) and rural counties (Carroll, Defiance, Gallia, Mercer, Huron, Madison).

**Awarded: 100,000.00 Expended: 80,402.35 Funding Source: 405d**

**Project Number:** M6OT-2022-00-00-15

**Project Title:** College Campus Impaired Driving Program

**Funded Agency:** The Ohio State University

**Project Description:**

The Ohio State University (OSU) partnered with Recording Artists against Drunk Driving (RADD) and the Higher Education Center for Alcohol and Drug Misuse Prevention and Recovery (HECAOD). This pilot project is scheduled to be implemented at three campuses (Cleveland, Cincinnati, and Columbus) to reduce impaired driving among 18–24-year-olds.

**Project Results:**

OSU continued the partnership with RADD and HECAOD in FFY2022 to continue programming at three campuses (OSU, Cleveland State University, and the University of Cincinnati). RADD

worked with local Ohio Bands to film footage. Content from the videos, including messages from the bands, was used to generate awareness of the campaign throughout the rest of the grant year on RADD TV. Ohio RADD set up on-the-ground interaction events at three large events. Classic for Columbus (Basketball), Wonderstruck Music Festival (Cleveland), and Wonderbus Music Festival (Columbus). These three events reached over 50,000 people.

In addition to RADD TV, paid media placement was supplied by OTSO using a media buyer for Halloween / Thanksgiving, Holiday, and a partnership with Radio One. The Radio One partnership increased visibility in the Cleveland market to a diverse audience. Costs for the paid media are included in project number PM-2021-00-00-03, Youthful Driver Paid Media on page 33.

Campaign	Impressions
Halloween / Thanksgiving	3,658,715
Holiday	3,666,282
Radio One	304,093

**Awarded: 267,341.00 Expended: 266,921.15 Funding Source: 405d**

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

**Project Title:** Youthful Driver Skills Assessment Project

**Funded Agency:** Children’s Hospital of Philadelphia

**Project Description:**

OTSO granted 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.

Conduct and analyze surveys of driver training schools, parents, and students to evaluate the best implementation model of the Virtual Driving Assessment (VDA) as the program expands.

Collect VDA data from 54 driver exam stations and approximately 20 driver training schools currently using the VDAs. Collect data from the driver training schools included in the pilot implementation project.

**Project Results:**

In FFY2022, CHOP conducted surveys of driver training schools, parents, and students to evaluate the implementation model of the Virtual Driving Assessment (VDA). The data collection / survey period concluded September 30, 2022. The final report will be provided in FFY2023.

**Awarded: 634,461.00 Expended: 633,918.91 Funding Source: 402 DE**



## Youthful Driver Safety Program Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 402 DE Driver Education (FAST)</b>				
DE-2022-00-00-02	Youthful Driver Skills Assessment Program	\$634,461.00	\$633,918.91	\$0.00
<b>FAST Act 402 DE Total</b>		<b>\$634,461.00</b>	<b>\$633,918.91</b>	<b>\$0.00</b>
<b>FAST Act 402 TSP Teen Safety Program (FAST)</b>				
TSP-2022-00-00-01	Peer to Peer Youth Programming – SADD	\$160,025.47	\$101,631.84	\$0.00
TSP-2022-00-00-02	Peer to Peer Youth Programming - FCCLA	\$193,700.00	\$172,094.71	\$0.00
<b>FAST Act 402 TSP Total</b>		<b>\$353,725.47</b>	<b>\$273,726.55</b>	<b>\$0.00</b>
<b>FAST Act 405d Impaired Driving Low</b>				
M6OT-2022-00-00-14	Underage Alcohol Sales Compliance Checks	\$100,000.00	\$80,402.35	\$0.00
M6OT-2022-00-00-15	College Campus Impaired Driving Program	\$267,341.00	\$266,921.15	\$0.00
<b>FAST Act 405d Impaired Driving Low Total</b>		<b>\$367,341.00</b>	<b>\$347,323.50</b>	<b>\$0.00</b>
<b>Total Funding Youthful Driver Safety Program Area</b>		<b>\$1,355,527.47</b>	<b>\$1,254,968.96</b>	<b>\$0.00</b>

In FFY2022, Ohio continued partnerships with CHOP, SADD, FCCLA, and the Ohio State University. These projects address driver training, peer-to-peer high school programming, and college-aged impaired driving. All of these projects will continue in FFY2023.

In addition to the projects listed above, Safe Community programs conducted youthful driver education at 225 events. These events reached over 225,000 people.

Type of Media	Gross Impressions
Print	1,896,908
Radio	1,969,416
Television	3,281,748
Web	76,831
Facebook	357,904
Twitter	31,621
Instagram	47,792
Other	850

YOUTH-RELATED CRASHES						
Year				Serious Injury Crashes		
	Total		Percent	Total		Percent
2017	1,094	290	26.51%	7,061	2,176	30.82%
2018	996	246	24.70%	6,245	1,877	30.06%
2019	1,041	234	22.48%	5,982	1,655	27.67%
2020	1,154	276				28.84%
2021	1,244	296	23.79%	6,405	1,889	29.49%

## Appendix A – Financial Summary

### FFY2022 Financial Summary Table

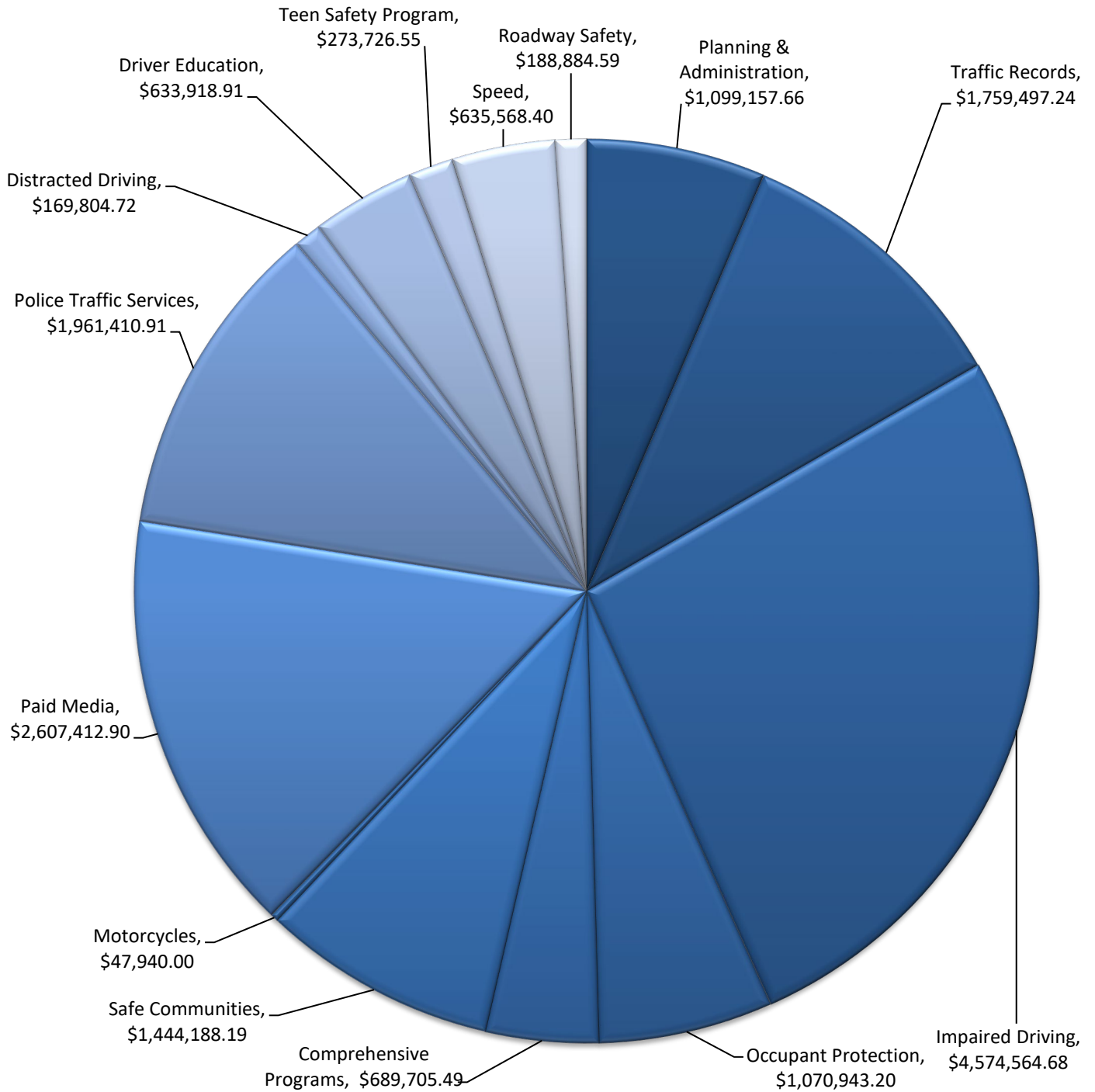
Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>164 Transfer Funds 164 Alcohol</b>				
164 AL-2022-00-00-01	Impaired Driving Enforcement Program	\$2,270,275.16	\$1,119,024.18	\$1,119,024.18
<b>164 Transfer Funds Total</b>		<b>\$2,270,275.16</b>	<b>\$1,119,024.18</b>	<b>\$1,119,024.18</b>
<b>FAST Act 402 CP Community Traffic Safety Project (FAST)</b>				
CP-2022-00-00-01	Traffic Safety Program Management	\$375,000.00	\$360,264.62	\$0.00
CP-2022-00-00-02	Traffic Safety Resource Prosecutor Program	\$356,008.53	\$263,191.92	\$0.00
CP-2022-00-00-03	Judicial Outreach Liaison Training/Educational Materials	\$71,150.00	\$62,519.50	\$0.00
CP-2022-00-00-04	Training/Educational Materials	\$25,000.00	\$3,729.45	\$0.00
<b>FAST Act 402 CP Total</b>		<b>\$827,158.53</b>	<b>\$689,705.49</b>	<b>\$0.00</b>
<b>FAST Act 402 DD Distracted Driving (FAST)</b>				
DD-2022-00-00-01	Statewide Distracted Driving Enforcement	\$416,839.42	\$169,804.72	\$0.00
DD-2022-00-00-02	Distracted Driving Print Advertising/Educational	\$225,000.00	\$0.00	\$0.00
<b>FAST Act 402 DD Total</b>		<b>\$641,839.42</b>	<b>\$169,804.72</b>	<b>\$0.00</b>
<b>FAST Act 402 DE Driver Education</b>				
DE-2022-00-00-01	Youthful Driver Print Advertising/Educational	\$100,000.00	\$0.00	\$0.00
DE-2022-00-00-02	Mature Driver Print Advertising/Educational	\$25,000.00	\$0.00	\$0.00
DE-2022-00-00-02	Youthful Driver Skills Assessment Program	\$634,461.00	\$633,918.91	\$0.00
<b>FAST Act 402 DE Total</b>		<b>\$759,461.00</b>	<b>\$633,918.91</b>	<b>\$0.00</b>
<b>FAST Act 402 OP Occupant Protection (FAST)</b>				
OP-2022-00-00-01	Occupant Protection Coordinator Program	\$599,752.21	\$585,978.69	\$502,265.00
OP-2022-00-00-02	Occupant Protection Assessment	\$50,000.00	\$15,600.00	\$0.00
<b>FAST Act 402 OP Total</b>		<b>\$649,752.21</b>	<b>\$601,578.69</b>	<b>\$502,265.00</b>
<b>FAST Act 402 PA Planning and Administration (FAST)</b>				
PA-2022-00-00-01	Traffic Safety Program Management	\$950,000.00	\$837,827.89	\$0.00
PA-2022-00-00-02	Web-Based Grant Management System	\$200,000.00	\$81,285.00	\$0.00
PA-2022-00-00-03	University Evaluation	\$192,686.45	\$148,801.89	\$0.00
PA-2022-00-00-04	GHSA Projects	\$44,559.39	\$31,242.88	\$0.00
<b>FAST Act 402 PA Total</b>		<b>\$1,387,245.84</b>	<b>\$1,099,157.66</b>	<b>\$0.00</b>
<b>FAST Act 402 PM Paid Advertising (FAST)</b>				
PM-2022-00-00-01	Motorcycle Safety Paid Media	\$100,000.00	\$91,155.01	\$0.00
PM-2022-00-00-02	Distracted Driving Paid Media	\$400,000.00	\$394,746.68	\$0.00
PM-2022-00-00-03	Youthful Driver Paid Media	\$400,000.00	\$350,554.47	\$0.00
PM-2022-00-00-04	Speed Paid Media	\$140,000.00	\$137,313.91	\$0.00
PM-2022-00-00-05	Campaign Creative/Design	\$300,000.00	\$11,635.00	\$0.00
<b>FAST Act 402 PM Total</b>		<b>\$1,340,000.00</b>	<b>\$985,405.07</b>	<b>\$0.00</b>
<b>FAST Act 402 PT Police Traffic Services (FAST)</b>				
PT-2022-00-00-01	Law Enforcement Liaison Program	\$426,456.61	\$253,956.87	\$0.00
PT-2022-00-00-02	Selective Traffic Enforcement Program	\$2,463,566.37	\$1,398,629.79	\$1,398,629.79
PT-2022-00-00-03	Summer Holiday Enforcement Program	\$227,405.88	\$110,839.19	\$110,839.19
PT-2022-00-00-04	Officer Training	\$80,000.00	\$80,000.00	\$80,000.00
PT-2022-00-00-05	Officer Training/Public Education	\$279,518.90	\$117,985.06	\$0.00
<b>FAST Act 402 PT Total</b>		<b>\$3,476,947.76</b>	<b>\$1,961,410.91</b>	<b>\$1,589,468.98</b>
<b>FAST Act 402 RS Roadway Safety (FAST)</b>				
RS-2022-00-00-01	Roadway Safety Training	\$144,000.00	\$138,950.00	\$138,950.00
RS-2022-00-00-02	Roadway Safety Training Development	\$50,000.00	\$49,934.59	\$0.00
<b>FAST Act 402 RS Total</b>		<b>\$194,000.00</b>	<b>\$188,884.59</b>	<b>\$138,950.00</b>

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 402 SA Safe Communities (FAST)</b>				
SA-2022-00-00-01	Safe Communities	\$2,172,484.18	\$1,444,188.19	\$1,444,188.19
<b>FAST Act 402 SA Total</b>		<b>\$2,172,484.18</b>	<b>\$1,444,188.19</b>	<b>\$1,444,188.19</b>
<b>FAST Act 402 SC Speed Management (FAST)</b>				
SC-2022-00-00-01	Speed Print Advertising/Educational	\$100,000.00	\$210.00	\$0.00
<b>FAST Act 402 SC Total</b>		<b>\$100,000.00</b>	<b>\$210.00</b>	<b>\$0.00</b>
<b>FAST Act 402 SE Speed Enforcement (FAST)</b>				
SE-2022-00-00-01	Statewide Speed Enforcement	\$1,167,150.37	\$623,658.40	\$0.00
SE-2022-00-00-02	Pilot Speed Enforcement Project	\$12,000.00	\$11,700.00	\$0.00
<b>FAST Act 402 SE Total</b>		<b>\$1,179,150.37</b>	<b>\$635,358.40</b>	<b>\$0.00</b>
<b>FAST Act 402 TSP Teen Safety Program (FAST)</b>				
TSP-2022-00-00-01	Peer to Peer Youth Programming – SADD	\$160,025.47	\$101,631.84	\$0.00
TSP-2022-00-00-02	Peer to Peer Youth Programming - FCCLA	\$193,700.00	\$172,094.71	\$0.00
<b>FAST Act 402 TSP Total</b>		<b>\$353,725.47</b>	<b>\$273,726.55</b>	<b>\$0.00</b>
<b>FAST Act 402 Total</b>		<b>\$13,081,764.78</b>	<b>\$8,683,349.18</b>	<b>\$3,674,872.17</b>
<b>FAST Act 405b OP Low</b>				
M2X-2022-00-00-01	Holiday Click It or Ticket Paid Media	\$180,000.00	\$176,550.99	\$0.00
M2X-2022-00-00-02	Click It or Ticket Paid Media	\$250,000.00	\$247,177.63	\$0.00
M2X-2022-00-00-03	Sustained Belt Paid Media	\$257,382.74	\$257,382.74	\$0.00
M2X-2022-00-00-04	Seat Belt Print Advertising/Education	\$225,000.00	\$420.00	\$0.00
M2X-2022-00-00-05	Statewide Seat Belt Tac Squads	\$967,067.45	\$468,944.51	\$0.00
<b>FAST Act 405b OP Low Total</b>		<b>\$1,879,450.19</b>	<b>\$1,150,475.87</b>	<b>\$0.00</b>
<b>FAST Act 405c Data Program</b>				
M3DA-2022-00-00-01	Traffic Records Coordinating Committee	\$923,579.46	\$923,579.46	\$0.00
M3DA-2022-00-00-02	Traffic Records Coordinating Committee	\$1,509,308.21	\$835,917.78	\$0.00
M3DA-2022-00-00-02	Traffic Records Coordinating Committee	\$1,465,595.53	\$0.00	\$0.00
M3DA-2022-00-00-02	Traffic Records Coordinating Committee	\$1,301,516.80	\$0.00	\$0.00
<b>FAST Act 405c Data Program Total</b>		<b>\$5,200,000.00</b>	<b>\$1,759,497.24</b>	<b>\$0.00</b>
<b>FAST Act 405d Impaired Driving Low</b>				
M6OT-2022-00-00-01	Holiday Drive Sober or Get Pulled Over Paid Media	\$180,000.00	\$173,876.42	\$0.00
M6OT-2022-00-00-02	Drive Sober or Get Pulled Over Paid Media	\$250,000.00	\$241,049.43	\$0.00
M6OT-2022-00-00-03	Sustained Impaired Driving Paid Media	\$350,000.00	\$348,544.70	\$0.00
M6OT-2022-00-00-04	Impaired Driving Print Advertising/Educational	\$225,000.00	\$0.00	\$0.00
M6OT-2022-00-00-05	Statewide Impaired Driving Enforcement Program	\$2,084,197.09	\$688,433.49	\$0.00
M6OT-2022-00-00-06	OVI Task Force Program	\$2,249,900.76	\$1,510,585.23	\$1,510,585.23
M6OT-2022-00-00-07	Statewide Drugged Driving Enforcement	\$562,733.21	\$201,375.53	\$0.00
M6OT-2022-00-00-08	Trace Back Program	\$44,947.02	\$19,807.71	\$0.00
M6OT-2022-00-00-09	Officer Training (Impaired)	\$200,000.00	\$58,950.00	\$58,950.00
M6OT-2022-00-00-10	Drug Recognition Expert Program	\$638,624.60	\$480,179.71	\$0.00
M6OT-2022-00-00-11	Ignition Interlock Program	\$50,000.00	\$39,550.00	\$0.00
M6OT-2022-00-00-12	Breath Instrument Training	\$150,000.00	\$0.00	\$0.00
M6OT-2022-00-00-13	Oral Fluid Testing	\$173,716.12	\$109,335.33	\$0.00
M6OT-2022-00-00-14	Underage Alcohol Compliance Checks	\$100,000.00	\$80,402.35	\$0.00
M6OT-2022-00-00-15	College Campus Impaired Driving Program	\$267,341.00	\$266,921.15	\$0.00
<b>Fast Act 405d Impaired Driving Low</b>		<b>\$7,526,459.80</b>	<b>\$4,219,011.05</b>	<b>\$1,569,535.23</b>
<b>FAST Act 405f Motorcycle Programs</b>				
M11MA-2022-00-00-01	Motorcycle Awareness Paid Media	\$14,896.95	\$13,306.95	\$0.00
M11MA-2022-00-00-02	Motorcycle Awareness Print Advertising/Educ.	\$100,000.00	\$47,500.00	\$0.00
M11MT-2022-00-00-01	Motorcycle Training	\$50,000.00	\$440.00	\$0.00
<b>FAST Act 405f Motorcycle Programs</b>		<b>\$164,896.95</b>	<b>\$61,246.95</b>	<b>\$0.00</b>
<b>BIL 405b OP Low</b>				
M2X-2022-00-00-03	Sustained Belt Paid Media	\$92,617.26	\$79,015.28	\$0.00
<b>BIL 405b OP Low Total</b>		<b>\$92,617.26</b>	<b>\$79,015.28</b>	<b>\$0.00</b>

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>BIL 405f Motorcycle Programs</b>				
M11MA-2022-00-00-01	Motorcycle Awareness Paid Media	\$110,103.05	\$85,103.69	\$0.00
<b>BIL 405f Motorcycle Programs</b>		<b>\$110,103.05</b>	<b>\$85,103.69</b>	<b>\$0.00</b>
<i>Total FFY2022 Funding</i>		<i>30,325,567.19</i>	<i>\$17,156,723.44</i>	<i>\$6,363,431.58</i>

Federal Fund	Code	Program Description	Federal Obligated	Expended	% Spent	Local Benefit	% Local
<b>164 Total</b>	<b>164AL</b>	<b>164 Transfer Funds Total</b>	<b>1,856,669.53</b>	<b>1,119,024.18</b>	<b>60.27%</b>	<b>1,119,024.18</b>	<b>100.00%</b>
FAST Act 402	PA	Planning and Administration	2,605,744.68	1,099,157.66	42.18%	0.00	0.00%
FAST Act 402	OP	Occupant Protection	650,000.00	601,578.69	92.55%	502,265.00	83.49%
FAST Act 402	PT	Police Traffic Services	6,810,925.37	1,961,410.91	28.80%	1,589,468.98	81.04%
FAST Act 402	CP	Comprehensive Programs	850,000.00	689,705.49	81.14%	0.00	0.00%
FAST Act 402	DE	Driver Education	775,000.00	633,918.91	81.80%	0.00	0.00%
FAST Act 402	RS	Roadway Safety	200,000.00	188,884.59	94.44%	138,950.00	73.56%
FAST Act 402	SA	Safe Communities	2,400,000.00	\$1,444,188.19	60.17%	1,444,188.19	100.00%
FAST Act 402	SC	Speed Management	100,000.00	210.00	0.21%	0.00	0.00%
FAST Act 402	SE	Speed Enforcement	1,195,000.00	635,358.40	53.17%	0.00	0.00%
FAST Act 402	PM	Paid Advertising	1,405,000.00	985,405.07	70.14%	0.00	0.00%
FAST Act 402	DD	Distracted Driving	650,000.00	169,804.72	26.12%	0.00	0.00%
FAST Act 402	TSP	Teen Safety Program	375,000.00	273,726.55	72.99%	0.00	0.00%
<b>FAST Act NHTSA 402 Total</b>			<b>17,166,670.05</b>	<b>8,683,349.18</b>	<b>50.58%</b>	<b>3,674,872.17</b>	<b>42.32%</b>
<b>FAST Act 405b Total</b>	<b>M2</b>	<b>405b OP Low</b>	<b>1,150,475.87</b>	<b>1,150,475.87</b>	<b>100.00%</b>	<b>0.00</b>	<b>0.00%</b>
<b>FAST Act 405c Total</b>	<b>M3</b>	<b>Data Program</b>	<b>5,367,836.27</b>	<b>1,759,497.24</b>	<b>32.78%</b>	<b>0.00</b>	<b>0.00%</b>
<b>FAST Act 405d Total</b>	<b>M6</b>	<b>Impaired Driving Low</b>	<b>9,352,211.03</b>	<b>4,219,011.05</b>	<b>45.11%</b>	<b>1,569,535.23</b>	<b>37.20%</b>
<b>FAST Act 405f</b>	<b>M11</b>	<b>Motorcycle Safety Programs</b>	<b>63,546.95</b>	<b>61,246.95</b>	<b>96.38%</b>	<b>0.00</b>	<b>0.00%</b>
<b>BIL NHTSA 402 Total</b>			<b>11,736,604.01</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>
<b>BIL 164 Transfer Total</b>	<b>ENF_AL</b>	<b>Alcohol Enforcement</b>	<b>1,614,076.00</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>
<b>BIL 405b Total</b>	<b>M2</b>	<b>405b OP Low</b>	<b>1,562,521.96</b>	<b>79,015.28</b>	<b>5.06%</b>	<b>0.00</b>	<b>0.00%</b>
<b>BIL 405c Total</b>	<b>M3</b>	<b>Data Program</b>	<b>1,804,238.28</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>
<b>BIL 405d Total</b>	<b>M6</b>	<b>Impaired Driving Low</b>	<b>6,187,134.21</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>
<b>BIL 405f Total</b>	<b>M9</b>	<b>Motorcycle Programs</b>	<b>157,119.01</b>	<b>85,103.69</b>	<b>54.16%</b>	<b>0.00</b>	<b>0.00%</b>
<b>Supplemental BIL 402 Total</b>			<b>658,313.96</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>
<b>Supplemental BIL 405b Total</b>	<b>M2</b>	<b>405b OP Low</b>	<b>102,155.96</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>
<b>Supplemental BIL 405c Total</b>	<b>M3</b>	<b>Data Program</b>	<b>117,959.11</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>
<b>Supplemental BIL 405d Total</b>	<b>M6</b>	<b>Impaired Driving Low</b>	<b>405,656.14</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>
<b>Supplemental BIL 405f</b>	<b>M9</b>	<b>Motorcycle Program</b>	<b>12,639.66</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>
<b>Total GTS</b>			<b>59,052,038.34</b>	<b>17,156,723.44</b>	<b>29.05%</b>	<b>\$6,363,431.58</b>	<b>37.09%</b>

# FFY2022 Financial Summary Chart



## Appendix B – Goal Status Updates

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### **GOAL 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.

#### **STATUS**

Ohio's 2017 – 2021 average is 1,197. There are 1,179 fatalities YTD in 2022, an eight percent decrease from 2021. Ohio will not achieve this goal.

#### **FFY2023 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and has filled a dedicated research position within the traffic safety office. The researcher has begun to take a deeper look into fatality data and new data sources to determine additional areas to target funding to reduce the number of fatalities. OTSO plans to continue the Summer Holiday Enforcement Program Pilot in FFY2023 to fund additional law enforcement agencies and will be working towards another new program for dedicated traffic enforcement. The Ohio Traffic Safety Council will continue in FFY2023. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL C-2**

Reduce serious traffic injuries by 2.00 percent per year from the 2016 – 2020 average of 8,063 to a 2018 -2022 average of 7,744 by 2022.

#### **STATUS**

Ohio's 2017 – 2021 average is 7,806. As long as this trend continues, Ohio will meet this goal.

#### **FFY2023 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and has filled a dedicated research position within the traffic safety office. The researcher has begun to take a deeper look into fatality data and new data sources to determine additional areas to target funding to reduce the number of fatalities. OTSO plans to continue the Summer Holiday Enforcement Program Pilot in FFY2023 to fund additional law enforcement agencies and will be working towards another new program for dedicated traffic enforcement. The Ohio Traffic Safety Council will continue in FFY2023. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL 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.

#### **STATUS**

Ohio's preliminary 2017 – 2021 average is 1.09. Due to the increases during COVID, Ohio will not achieve this goal.

## **FFY2023 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and has filled a dedicated research position within the traffic safety office. The researcher has begun to take a deeper look into fatality data and new data sources to determine additional areas to target funding to reduce the number of fatalities. The Ohio Traffic Safety Council will continue in FFY2023. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL 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.

### **STATUS**

Ohio's preliminary 2017 – 2021 average is 1.50. Due to the increases during COVID, Ohio will not achieve this goal.

## **FFY2023 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and has filled a dedicated research position within the traffic safety office. The researcher has begun to take a deeper look into fatality data and new data sources to determine additional areas to target funding to reduce the number of fatalities. The Ohio Traffic Safety Council will continue in FFY2023. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL 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.

### **STATUS**

Ohio's preliminary 2017 – 2021 average is 0.86. Due to the increases during COVID, Ohio will not achieve this goal.

## **FFY2023 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and has filled a dedicated research position within the traffic safety office. The researcher has begun to take a deeper look into fatality data and new data sources to determine additional areas to target funding to reduce the number of fatalities. The Ohio Traffic Safety Council will continue in FFY2023. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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#### **GOAL 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.

#### **STATUS**

Ohio's 2017 – 2021 average is 389. Ohio is not likely to achieve this goal.

#### **FFY2023 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and has filled a dedicated research position within the traffic safety office. The researcher has begun to take a deeper look into fatality data and new data sources to determine additional areas to target funding to reduce the number of fatalities. Ohio is continuing youth peer-to-peer outreach again in FFY2023. All traffic safety areas are covered, including seat belt education. OTSO plans to work with both SADD and FCCLA to develop youthful driver educational / print advertising materials. OTSO plans to continue the Summer Holiday Enforcement Program Pilot in FFY2023 to fund additional law enforcement agencies and will be working towards another new program for dedicated traffic enforcement. A new grant opportunity is being developed for law enforcement overtime to increase the amount of traffic enforcement throughout the state. The Ohio Traffic Safety Council will continue in FFY2023. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact. A seat belt sub-committee has been established to look into unrestrained fatalities.

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#### **GOAL 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.

#### **STATUS**

Ohio's 2017 – 2021 average is 343. Due to the increases during COVID, Ohio will not achieve this goal.

#### **FFY2023 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and has filled a dedicated research position within the traffic safety office. The researcher has begun to take a deeper look into fatality data and new data sources to determine additional areas to target funding to reduce the number of fatalities. Ohio is continuing youth peer-to-peer outreach again in FFY2023, including impaired driving programming directed at 18 – 24-year-old college students. OTSO plans to continue the Summer Holiday Enforcement Program Pilot in FFY2023 to fund additional law enforcement agencies and will be working towards another new program for dedicated traffic enforcement. OTSO will also continue a grant to target under age liquor sales. The Ohio Traffic Safety Council will continue in FFY2023. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL 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.

#### **STATUS**

Ohio's 2017 – 2021 average is 323. Due to the increases during COVID, Ohio will not achieve this goal.

#### **FFY2023 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and has filled a dedicated research position within the traffic safety office. The researcher has begun to take a deeper look into fatality data and new data sources to determine additional areas to target funding to reduce the number of speed-related fatalities. Ohio continues to analyze speed-related crash data to determine additional measures for FFY2023. Ohio is continuing youth peer-to-peer outreach again in FFY2023. All traffic safety areas are covered, including speed. OTSO plans to continue the Summer Holiday Enforcement Program Pilot in FFY2023 to fund additional law enforcement agencies and will be working towards another new program for dedicated traffic enforcement. OTSO will also continue a grant to target under age liquor sales. The Ohio Traffic Safety Council will continue in FFY2023. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL 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.

#### **STATUS**

Ohio's 2017 – 2021 average is 180. Due to the increases during COVID, Ohio is unlikely to meet this goal.

#### **FFY2023 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and has filled a dedicated research position within the traffic safety office. The researcher has begun to take a deeper look into fatality data and new data sources to determine additional areas to target funding to reduce the number of motorcycle fatalities. The Ohio Traffic Safety Council will continue in FFY2023. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL 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.

#### **STATUS**

Ohio's 2017 – 2021 average is 122. Due to the increases during COVID, Ohio is unlikely to meet this goal.

## **FFY2023 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and has filled a dedicated research position within the traffic safety office. The researcher has begun to take a deeper look into fatality data and new data sources to determine additional areas to target funding to reduce the number of motorcycle fatalities. The Ohio Traffic Safety Council will continue in FFY2023. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL 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.

### **STATUS**

Ohio's 2017 – 2021 average is 137. Depending on 2022 final data, Ohio could meet this goal.

## **FFY2023 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and has filled a dedicated research position within the traffic safety office. The researcher has begun to take a deeper look into fatality data and new data sources to determine additional areas to target funding to reduce the number of fatalities. Ohio is continuing a couple of projects targeted to youthful drivers, including impaired driving programming directed at 18 – 24-year-old college students and peer-to-peer programming in high schools. OTSO plans to continue the Summer Holiday Enforcement Program Pilot in FFY2023 to fund additional law enforcement agencies and will be working towards another new program for dedicated traffic enforcement. OTSO will also continue a grant to target under age liquor sales. The Ohio Traffic Safety Council will continue in FFY2023. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL 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.

### **STATUS**

Ohio's 2017 – 2021 average is 147. Due to the increases during COVID, Ohio is unlikely to meet this goal.

## **FFY2023 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and has filled a dedicated research position within the traffic safety office. The researcher has begun to take a deeper look into fatality data and new data sources to determine additional areas to target funding to reduce the number of pedestrian fatalities. The Ohio Traffic Safety Council will continue in FFY2023. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this

effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL 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.

### **STATUS**

Ohio's 2017 – 2021 average is 22. Due to the increases during COVID, Ohio is unlikely to meet this goal.

### **FFY2023 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and has filled a dedicated research position within the traffic safety office. The researcher has begun to take a deeper look into fatality data and new data sources to determine additional areas to target funding to reduce the number of bicycle fatalities. The Ohio Traffic Safety Council will continue in FFY2023. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL 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.

### **STATUS**

Ohio's 2021 seat belt usage rate is 84.1 percent. Ohio's 2022 seat belt usage rate is in the certification process, but is 80.8 percent. Ohio did not meet this goal.

### **FFY2023 ADJUSTMENTS**

Ohio continues to work with the University of Akron to conduct the observational seat belt surveys. The University of Akron continues to analyze the methodology and the data to ensure Ohio is using the best method to determine the observed seat belt rate. The Ohio Traffic Safety Council will continue in FFY2023. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL 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.

### **STATUS**

Ohio's 2017 – 2021 average is 41. Depending on the final numbers for 2022, Ohio may achieve this goal.

### **FFY2023 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and has filled a dedicated research position within the traffic safety office. The researcher has begun to take a deeper look into fatality data and new data sources to determine additional areas to target funding to reduce the number of distracted-

related fatal crashes. Ohio is continuing youth peer-to-peer outreach again in FFY2023. All traffic safety areas are covered, including distracted. OTSO plans to continue the Summer Holiday Enforcement Program Pilot in FFY2023 to fund additional law enforcement agencies and will be working towards another new program for dedicated traffic enforcement. The Ohio Traffic Safety Council will continue in FFY2023. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL 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.

#### **STATUS**

Ohio's 2017 – 2021 average is 338. Ohio is on track to meet this goal.

#### **FFY2023 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and has filled a dedicated research position within the traffic safety office. The researcher has begun to take a deeper look into fatality data and new data sources to determine additional areas to target funding to reduce the number of distracted-related fatal crashes. Ohio is continuing youth peer-to-peer outreach again in FFY2023. All traffic safety areas are covered, including distracted. OTSO plans to continue the Summer Holiday Enforcement Program Pilot in FFY2023 to fund additional law enforcement agencies and will be working towards another new program for dedicated traffic enforcement. The Ohio Traffic Safety Council will continue in FFY2023. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL 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.

#### **STATUS**

Ohio's 2017 – 2021 average is 331. Due to the increases during COVID, Ohio is unlikely to meet this goal.

#### **FFY2023 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data, has filled a dedicated research position within the traffic safety office. The researcher has begun to take a deeper look into fatality data and new data sources to determine additional areas to target funding to reduce the number of fatal crashes. Ohio is continuing youth peer-to-peer outreach again in FFY2023, including impaired driving programming directed at 18 – 24-year-old college students. OTSO plans to continue the Summer Holiday Enforcement Program Pilot in FFY2023 to fund additional law enforcement agencies and will be working towards another new program for dedicated traffic enforcement. OTSO will also continue a grant to target under age liquor sales. The Ohio Traffic Safety Council will continue in FFY2023. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of

people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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#### **GOAL 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.

#### **STATUS**

Ohio's 2017 – 2021 average is 408. Due to the increases during COVID, Ohio is unlikely to meet this goal.

#### **FFY2023 ADJUSTMENTS**

Ohio continues to monitor traffic serious injury data and has filled a dedicated research position within the traffic safety office. The researcher has begun to take a deeper look into serious injury data and new data sources to determine additional areas to target funding to reduce the number of serious injury crashes. Ohio is continuing youth peer-to-peer outreach again in FFY2023, including impaired driving programming directed at 18 – 24-year-old college students. OTSO plans to continue the Summer Holiday Enforcement Program Pilot in FFY2023 to fund additional law enforcement agencies and will be working towards another new program for dedicated traffic enforcement. OTSO will also continue a grant to target under age liquor sales. The Ohio Traffic Safety Council will continue in FFY2023. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

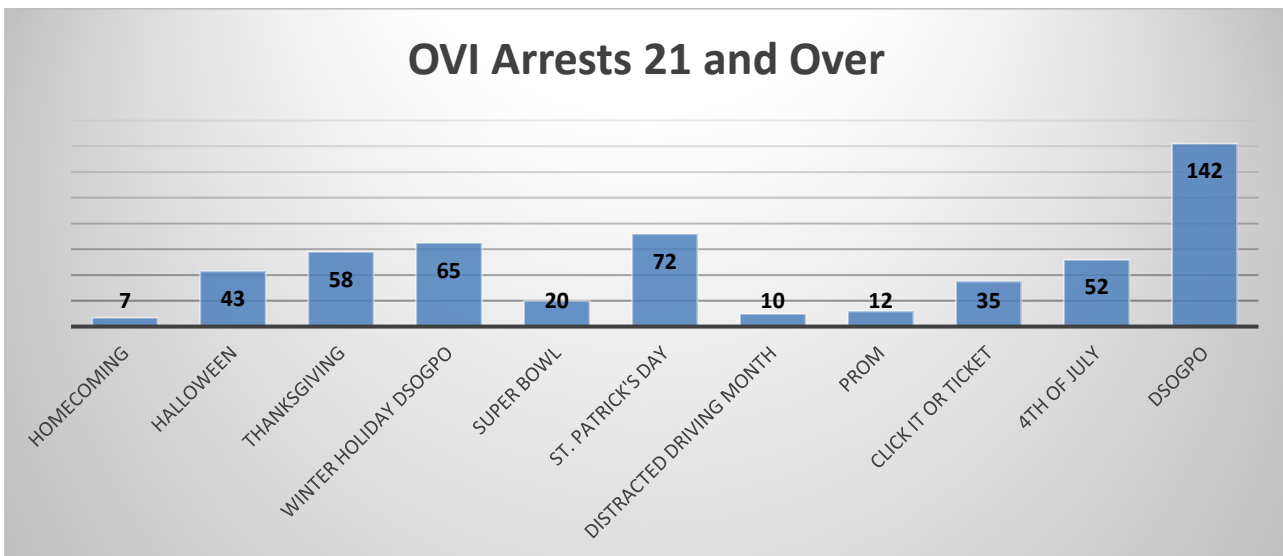
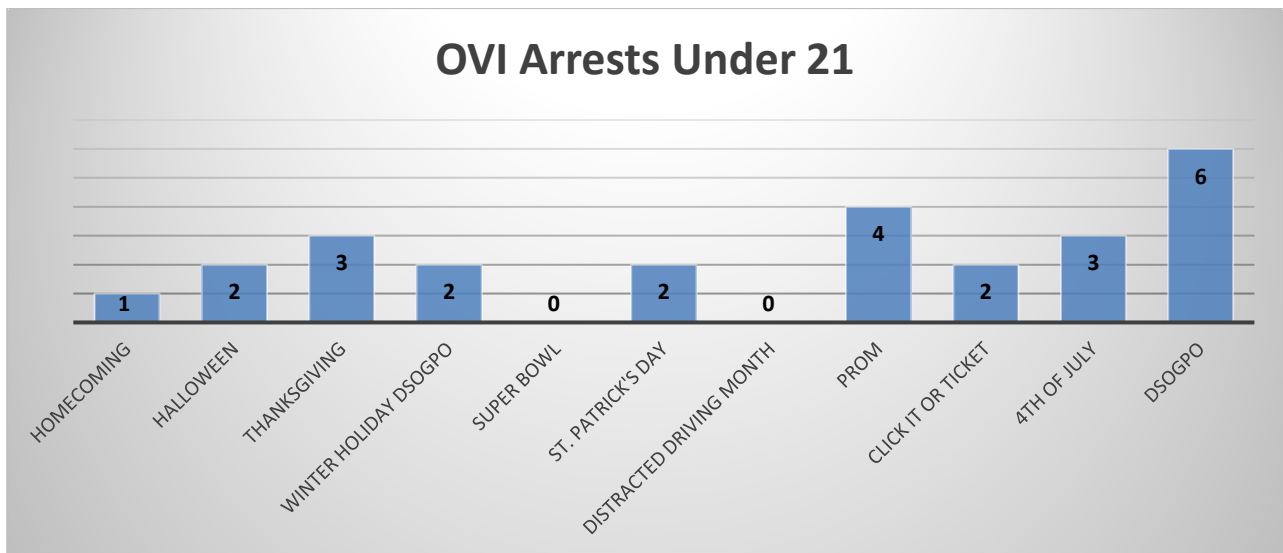
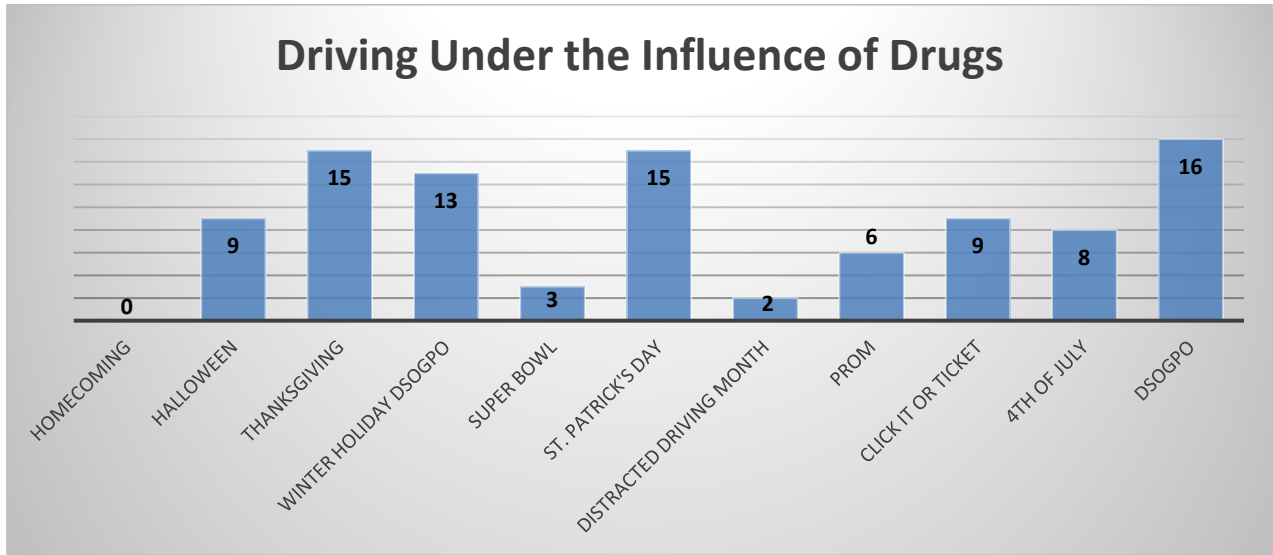
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## Appendix C – Enforcement Statistics

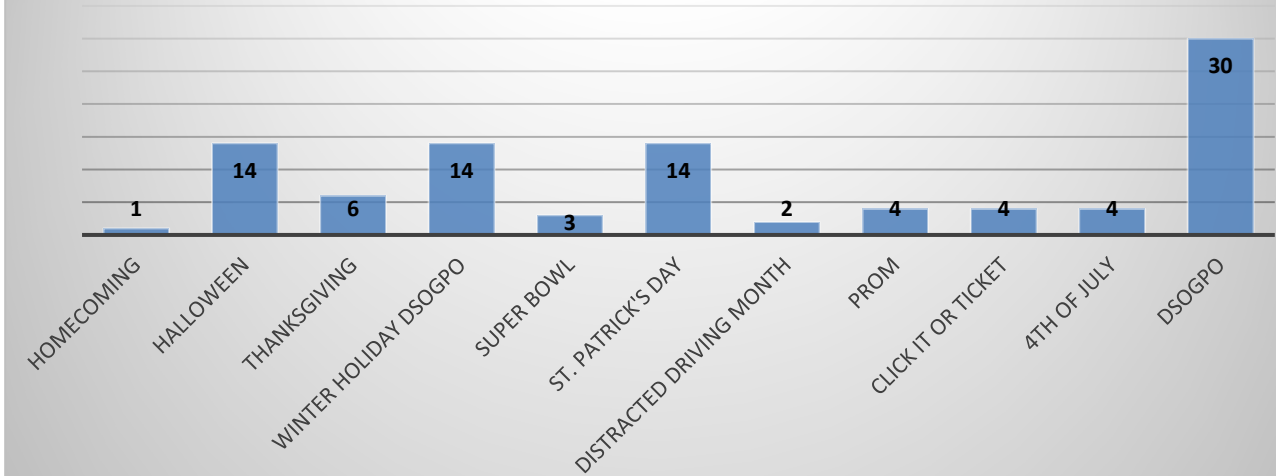
### FFY2023 Summary Enforcements by Project

	Distracted Driving Enforcement Program	Impaired Driving Enforcement (IDEP)	Statewide IDEP	OVI Task Force	Statewide Drugged Driving Enforcement	State Seat Belt Tac Squads	Click It or Ticket Mobilization	Drive Sober or Get Pulled Over Crackdown	Selective Traffic Enforcement (STEP)	Summer Holiday Enforcement Program	Statewide Speed	Total
<b>DUID</b>	2	17	145	52	16	16	156	201	8	0	14	627
<b>OVI Arrests Under 21</b>	0	34	8	53	0	0	16	18	17	3	1	150
<b>OVI Arrests 21 and Over</b>	4	113	586	472	21	26	787	985	42	3	41	3,080
<b>Refusals</b>	0	70	88	162	2	2	292	370	24	3	3	1,016
<b>Adult Restraint</b>	714	398	1,262	606	706	3,815	5,604	4,029	835	176	2,195	20,340
<b>Child Restraint</b>	15	51	43	91	27	49	179	107	285	10	52	909
<b>Speed Citations</b>	2,486	2,959	5,061	4,044	2,832	5,693	24,757	20,959	6,677	561	12,571	71,432
<b>Distracted Driving</b>	255	15	211	48	37	131	540	498	38	67	162	2,002
<b>DUS</b>	110	710	537	1,661	140	336	987	891	1,046	121	352	6,891
<b>No Operator License</b>	45	478	312	874	51	170	690	670	520	103	247	4,160
<b>Felony Arrests</b>	3	125	168	277	27	29	266	302	106	10	27	1,340
<b>Other Citations</b>	616	1,630	2,244	4,599	541	1,274	3,092	3,498	2,256	515	1,790	22,055

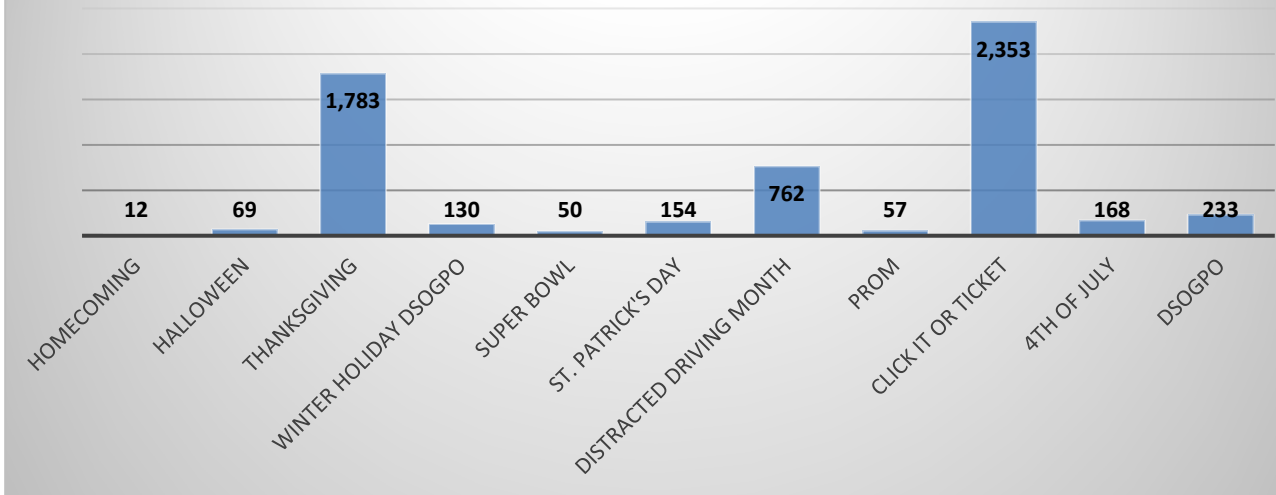
## Grant Funded Enforcement Activity by Blitz/Mobilization



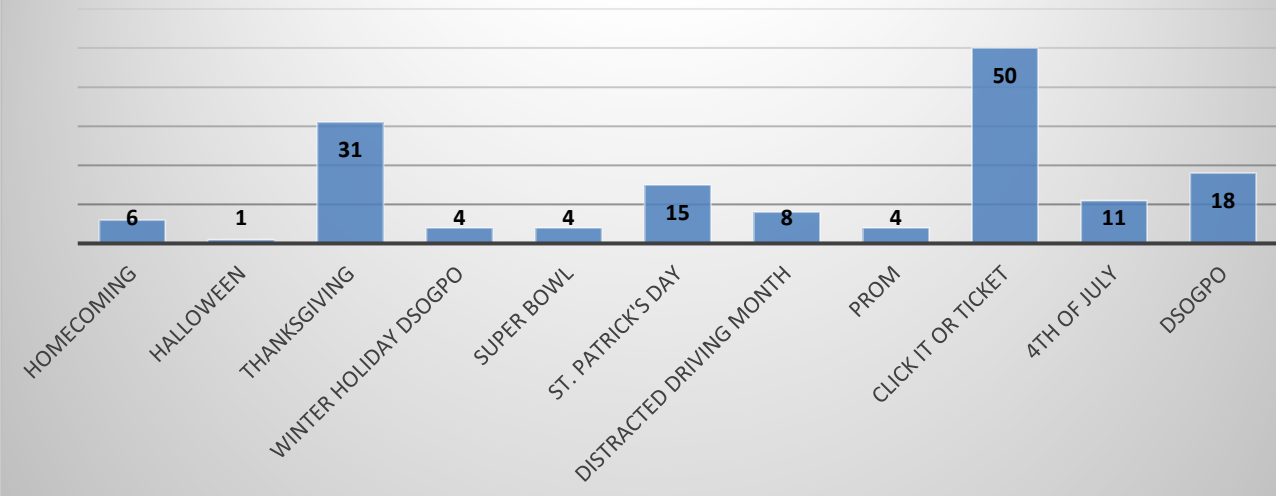
## Refusals



## Adult Restraint

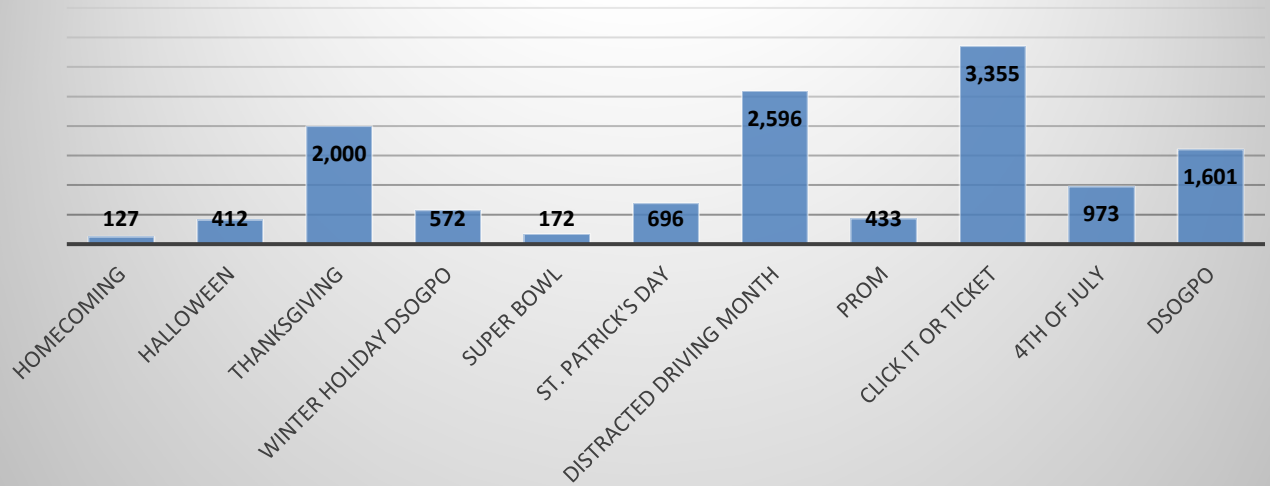


## Child Restraint

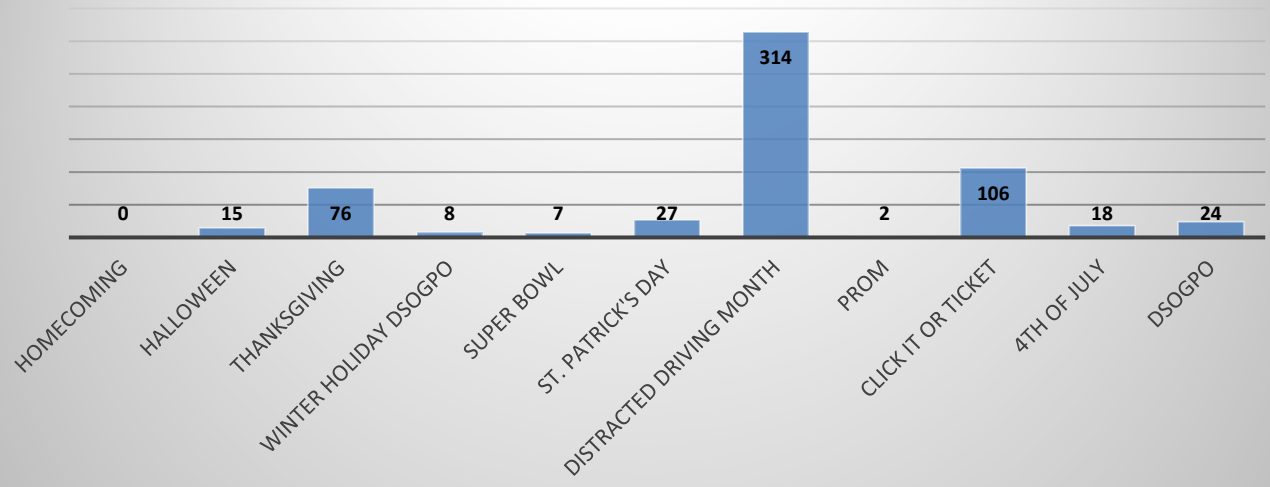




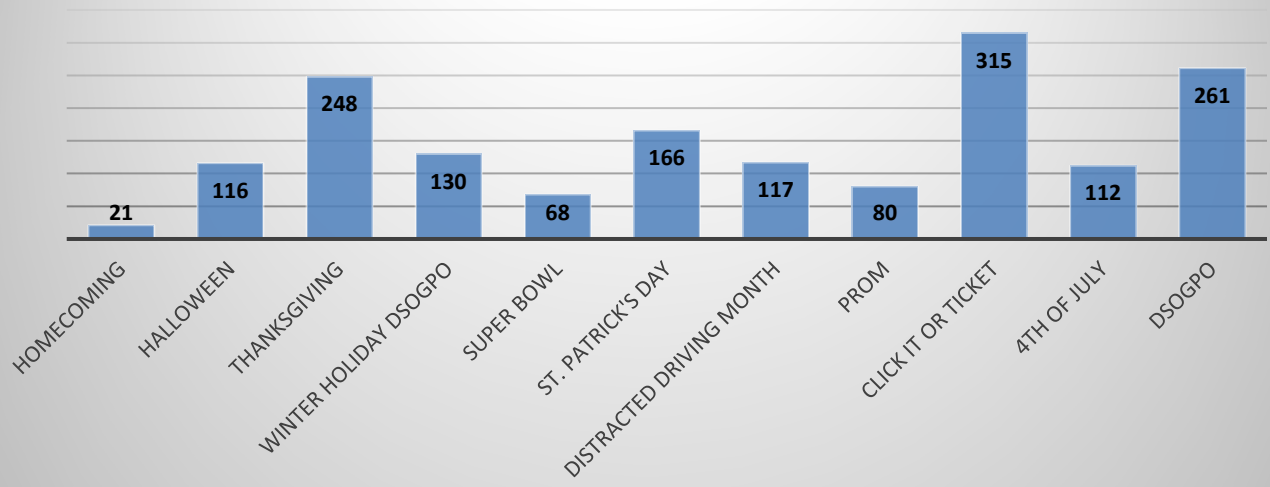
## Speed



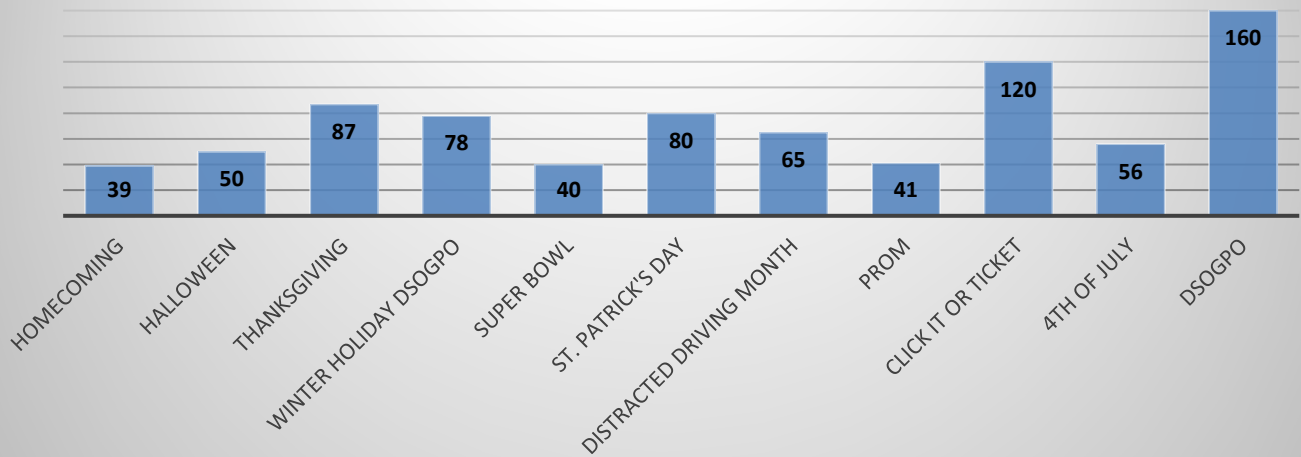
## Distracted Driving



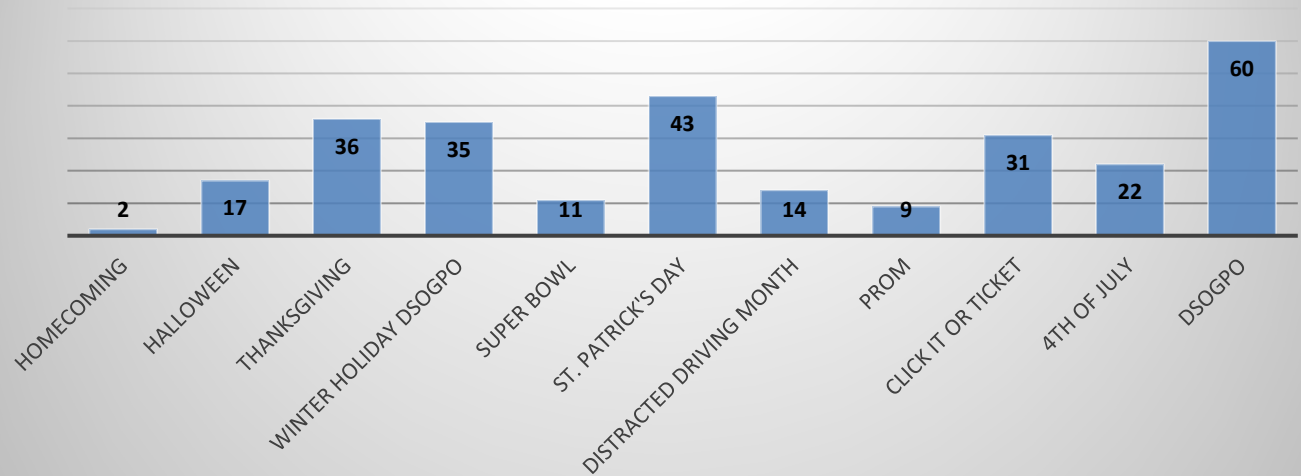
## Driving Under Suspension



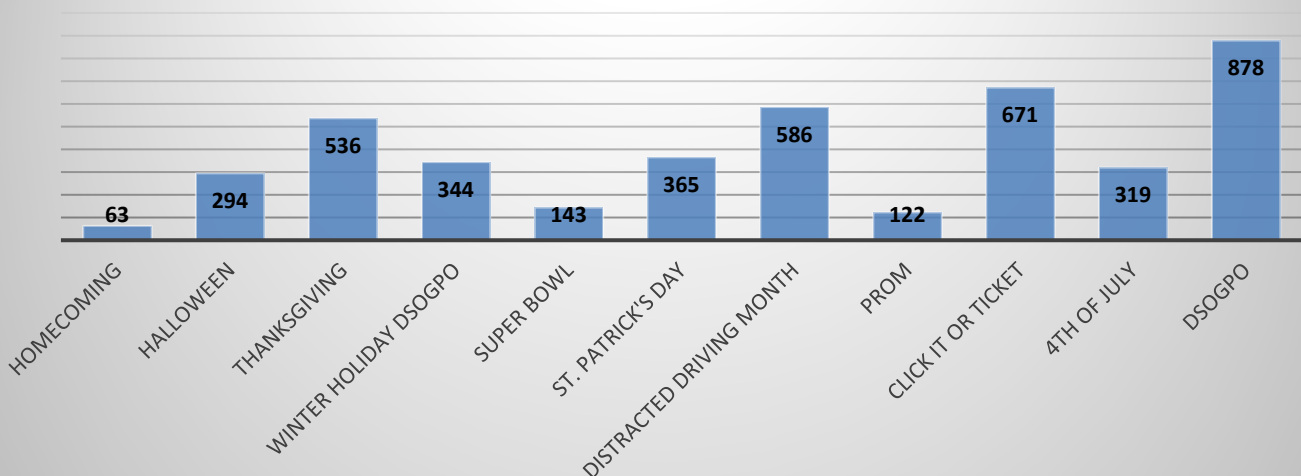
## No Operator License



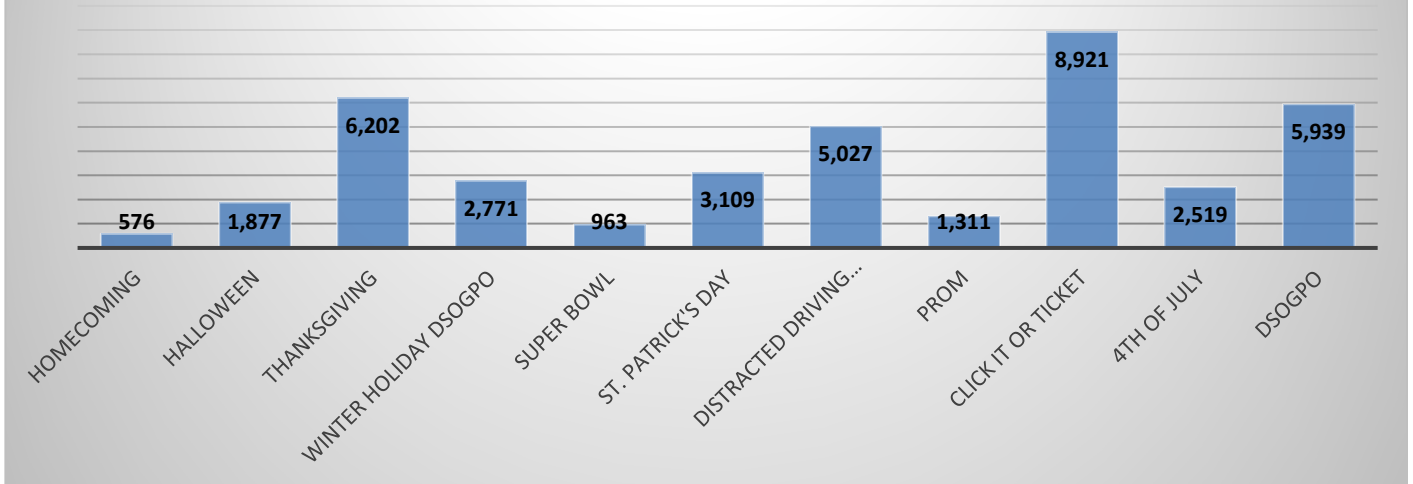
## Felony Arrests



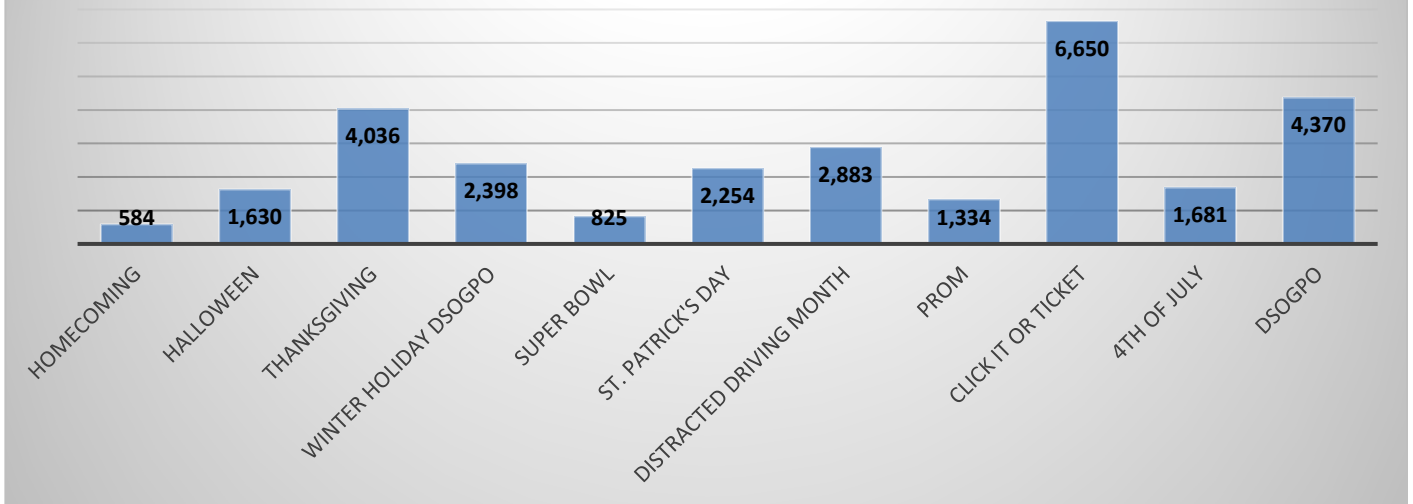
## Other Citations



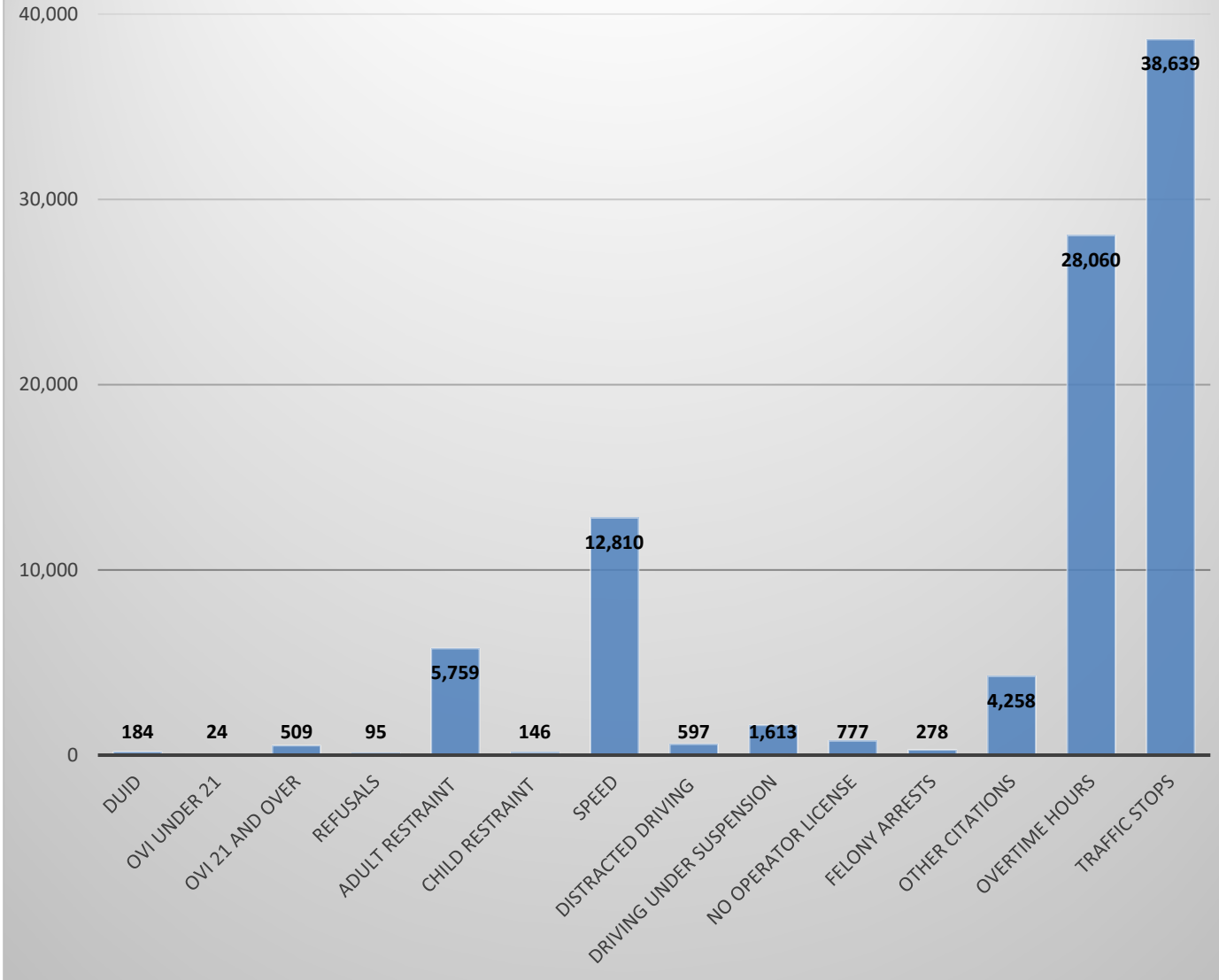
## Number of Traffic Stops



## Overtime Hours



# Total Blitz



## Total Enforcement Activity

Activity	FFY2018	FFY2019	FFY2020	FFY2021	FFY2022
Enforcement Hours	423,309	401,025	145,344	287,683	220,085
Number of Traffic Stops	205,718	198,322	108,258	282,812	208,252
DUID	*	987	743	1,282	627
OVI Arrests Under 21	437	527	128	196	150
OVI Arrests 21 and Over	8,161	6,554	2,632	5,207	3,080
Refusals	896	769	337	1,548	1,016
Adult Restraint Citations	52,082	37,161	15,285	25,647	20,340
Child Restraint Citations	1,641	1,398	485	925	909
Speed Violations	143,995	128,343	63,895	111,510	88,603
Distracted Driving	8,937	2,421	737	2,846	2,002
Driving Under Suspension	22,117	19,825	7,507	11,202	6,891
No Operator License Citations	3,021	3,441	2,243	5,462	4,160
Felony Arrests	3,889	3,821	1,406	2,634	1,340
Other Citations Issued	22,983	66,490	19,223	35,290	22,055
OVI Checkpoints Conducted	309	306	112	165	200
Vehicles through Checkpoint	142,198	129,026	37,682	63,123	73,264
Vehicles Checked	125,338	115,729	35,486	59,990	64,397
Vehicles Seized	192	219	97	128	139

\* Data not collected

## Appendix D – Crash Data

CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	1,094	984	89.95%	7,061	6,472	91.66%
2018	996	904	90.76%	6,245	5,788	92.68%
2019	1,041	916	87.99%	5,982	5,523	92.33%
2020	1,154	1,060	91.85%	5,925	5,476	92.42%
2021	1,244	1,134	91.16%	6,405	5,989	93.51%

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	297	268	90.24%	1,001	907	90.61%
2018	266	250	93.98%	863	785	90.96%
2019	331	288	87.01%	875	774	88.46%
2020	384	355	92.45%	829	754	90.95%
2021	404	365	90.35%	895	820	91.62%

DRUG RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	179	160	89.39%	521	460	88.29%
2018	206	188	91.26%	394	354	89.85%
2019	369	326	88.35%	381	351	92.13%
2020	442	410	92.76%	378	336	88.89%
2021	457	420	91.90%	367	336	91.55%

YOUTHFUL DRIVER CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	290	264	91.03%	2,176	2,015	92.60%
2018	246	219	89.02%	1,877	1,736	92.49%
2019	234	208	88.89%	1,655	1,535	92.75%
2020	276	259	93.84%	1,709	1,587	92.86%
2021	296	276	93.24%	1,889	1,779	94.18%

UNRESTRAINED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	541	489	90.39%	2,202	2,016	91.55%
2018	491	445	90.63%	1,891	1,752	92.65%
2019	550	486	88.36%	2,126	1,961	92.24%
2020	592	545	92.06%	2,247	2,104	96.34%
2021	652	588	90.18%	2,438	2,284	93.68%

DISTRACTED DRIVING CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	52	51	98.08%	371	337	90.84%
2018	47	41	87.23%	385	350	90.91%
2019	41	34	82.93%	325	299	92.00%
2020	29	27	93.10%	280	252	90.00%
2021	37	34	91.89%	328	295	89.94%

SPEED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	351	315	89.74%	1,530	1,370	89.54%
2018	305	273	89.51%	1,398	1,273	91.06%
2019	294	247	84.01%	1,367	1,229	89.90%
2020	337	315	93.47%	1,530	1,390	90.85%
2021	360	329	91.39%	1,550	1,428	92.13%

MATURE DRIVER CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	426	382	89.67%	2,548	2,327	91.33%
2018	410	381	92.93%	2,268	2,109	92.99%
2019	429	385	89.74%	2,130	1,962	92.11%
2020	426	392	92.02%	1,933	1,800	93.12%
2021	480	430	89.58%	2,108	1,976	93.74%

MOTORCYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	155	137	88.39%	843	758	89.92%
2018	142	127	89.44%	714	646	90.48%
2019	156	138	88.46%	872	799	91.63%
2020	205	188	91.71%	1,085	1,001	92.26%
2021	215	200	93.02%	1,098	1,004	91.44%

PEDESTRIAN CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	142	131	92.25%	526	514	97.72%
2018	134	126	94.03%	533	511	95.87%
2019	129	122	94.57%	506	480	94.86%
2020	166	159	95.78%	452	431	95.35%
2021	173	169	97.69%	522	504	96.55%

BICYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	19	18	94.74%	168	160	95.24%
2018	22	22	100.00%	122	120	98.36%
2019	23	22	95.65%	120	116	96.67%
2020	16	16	100.00%	148	142	95.95%
2021	28	27	96.43%	152	148	97.37%