



# ANNUAL EVALUATION REPORT

FEDERAL FISCAL YEAR

# 2012



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## Overview

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Housed under the Ohio Department of Public Safety (ODPS) within the Office of Criminal Justice Services, the Traffic Safety Section administers the Section 402 State and Community grants, related National Highway Traffic Safety Administration (NHTSA) awards and initiatives, contracts for traffic safety activities and oversees the state funded Third Grade Seat Belt Education Program.

This Annual Evaluation Report summarizes activities that occurred between October 1, 2011 and September 30, 2012. Activities listed in this report that can be directly tied to a specific county reach 91.05 percent of Ohio's population (approximately 10.3 million people). Grants with the Ohio State Highway Patrol (OSHP), Ohio Investigative Unit (OIU) and our Paid Media contract potentially reach the entire state, for 100 percent reach.

## Mission Statement

The Office of Criminal Justice Service's mission is to reduce and prevent crime throughout the state and save lives and reduce injuries on Ohio's roads.

## Accomplishments

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FFY 2012 was the second full year of Ohio's Drug Evaluation and Classification (DEC)/Drug Recognition (DRE) program. A total of 12 officers from across the state were selected for training. At the end of FFY 2012, Ohio had 45 certified DREs.

The I-8000 breath testing instruments are currently being distributed. At the end of FFY 2012, 394 instruments had been distributed in 85 of Ohio's 88 counties.

In FFY 2012, 27 participants graduated from the DUI Court program. The DUI Courts suspended over 20,000 jail days, saving taxpayers over \$1.2 million.

Safe Communities programs reported over 500 activities that received over 29,000,000 gross impressions using print, radio, television and web. Volunteers also donated over 3,600 hours to the program for a value of \$78,912.49.

Ford Driving Skills for Life (Ford DSFL) in partnership with the Ohio Department of Public Safety/Office of Criminal Justice Services and Westfield Insurance offered Ohio teen drivers twelve, free half-day driving clinics with some of the nation's top professional driving instructors. The courses were conducted in three cities (Cincinnati, Columbus and Cleveland). More than 900 students and parents were trained. The teens showed a 21 percent improvement from the pre-event test to the post-event test administered the day of the training.

Ohio redesigned its observational seat belt survey to be compliant with NHTSA's new methodology.

With the passage of the new texting law (secondary) Ohio developed new Don't Txt & Drive materials for distribution. One piece was a information card with the laws and the other was a bumper magnet.

# Crash Data

## Ohio Performance Measures

### Core Outcome Measures 2007 – 2011

	Description	2007	2008	2009	2010	2011	3 Year Avg.	Percent Change 2009 - 2011
C-1	Number of traffic fatalities	1,255	1,191	1,022	1,080	1,016	1,039	-0.59
C-2	Number of serious injuries in traffic crashes	11,051	10,113	9,774	10,175	9,665	9,871	-1.12
C-3a	Fatalities Per 100 Million Vehicle Miles Traveled (Total)	1.13	1.10	.92	.97	.90	.93	-2.17
C-3b	Fatalities Per 100 Million Vehicle Miles Traveled (Rural)	2.23	2.15	1.82	1.97	1.75	1.85	-3.85
C-3c	Fatalities Per 100 Million Vehicle Miles Traveled (Urban)	.59	.59	.49	.48	.48	.48	-2.04
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seat positions	525	443	400	404	357	387	-10.75
C-5	Number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher	389	351	325	341	316	327	-2.76
C-6	Number of speeding-related fatalities	280	269	287	307	299	298	+4.18
C-7	Number of motorcyclist fatalities	189	213	166	170	165	167	-0.60
C-8	Number of un-helmeted motorcyclist fatalities	123	146	130	125	120	125	-7.69
C-9	Number of drivers 20 or younger involved in fatal crashes	221	191	175	159	160	165	-8.82
C-10	Number of pedestrian fatalities	108	99	85	93	104	94	+22.35

Source: FARS and State Crash Data Files

### Core Behavior Measure 2008 – 2012

	Description	2008	2009	2010	2011	2012	Percent Change 2010 - 2012
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants	82.7	83.6	83.8	84.1	82.0*	-2.15

Source: Ohio Statewide Observational Seat Belt Survey

\*2012 Statewide Seat Belt Survey was conducted using NHTSA's new methodology

### Core Activity Measure 2008 – 2012

	Description	2008	2009	2010	2011	2012	Percent Change 2010 - 2012
A-1	Number of seat belt citations issued during grant-funded enforcement activities	39,393	41,890	37,163	39,714	41,397	+11.39
A-2	Number of impaired driving arrests made during grant-funded enforcement activities	6,029	8,268	7,185	8,079	8,298	+15.49
A-3	Number of speeding citations issued during grant-funded enforcement activities	68,116	123,447	126,127	128,464	128,488	+1.87

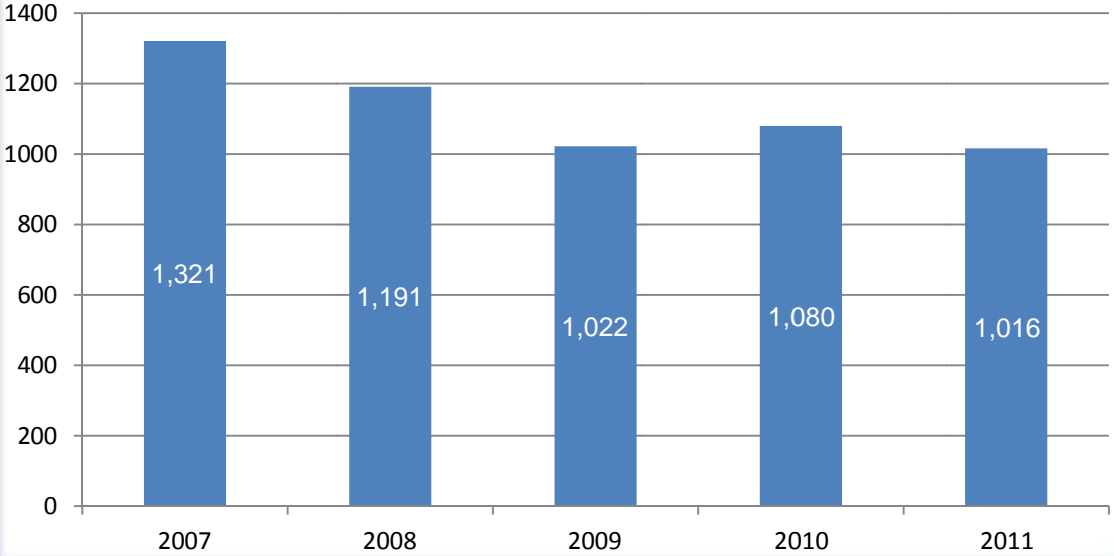
Source: Ohio GRANTS System

### Ohio Vehicle Miles of Travel

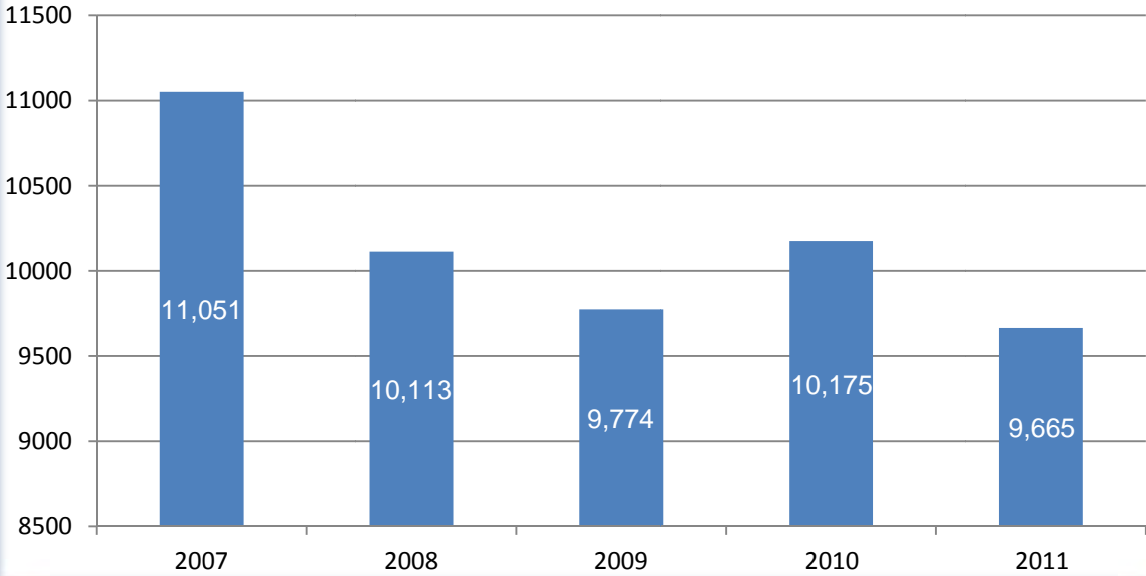
Year	Vehicle Miles of Travel
2007	111,063,748,100
2008	108,333,967,350
2009	110,775,675,000
2010	113,503,615,650
2011	112,665,582,950
Percent Change 2009 – 2011	+1.71%

Source: Ohio Department of Transportation

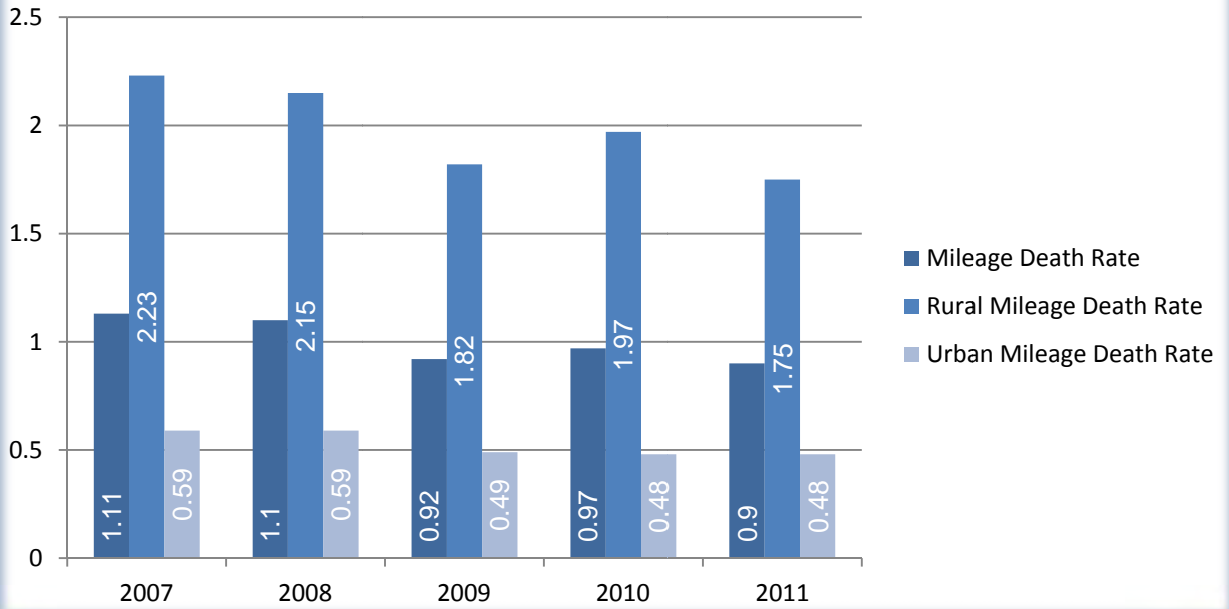
### Traffic Fatalities



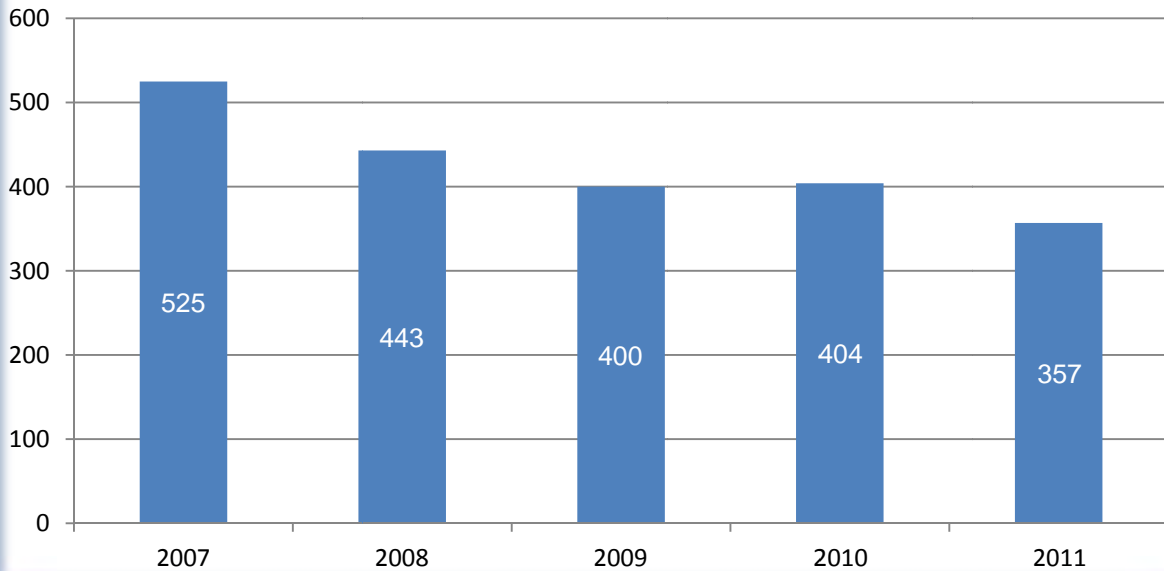
### Serious Injuries



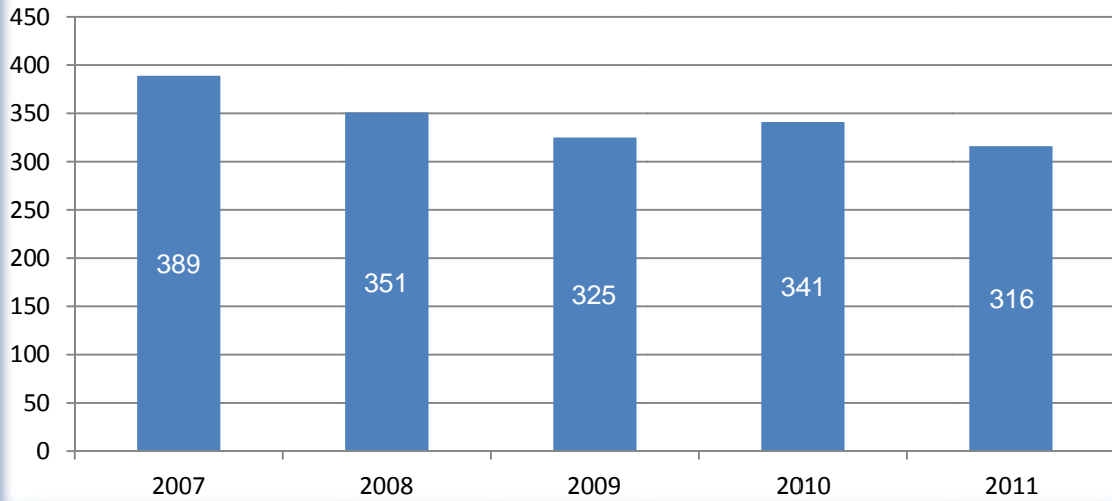
### Mileage Death Rates



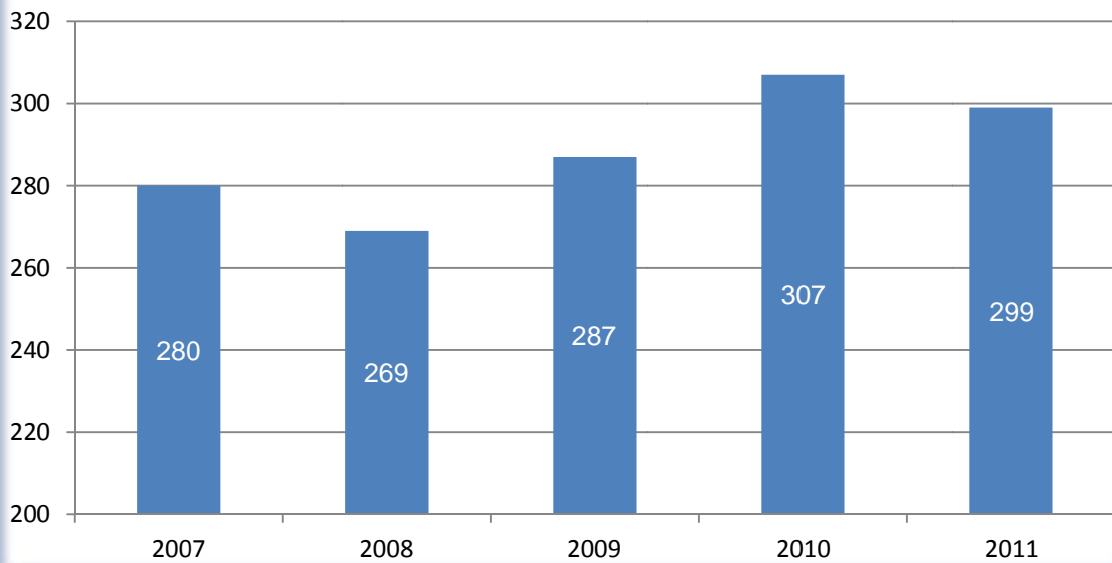
### Unrestrained Passenger Fatalities



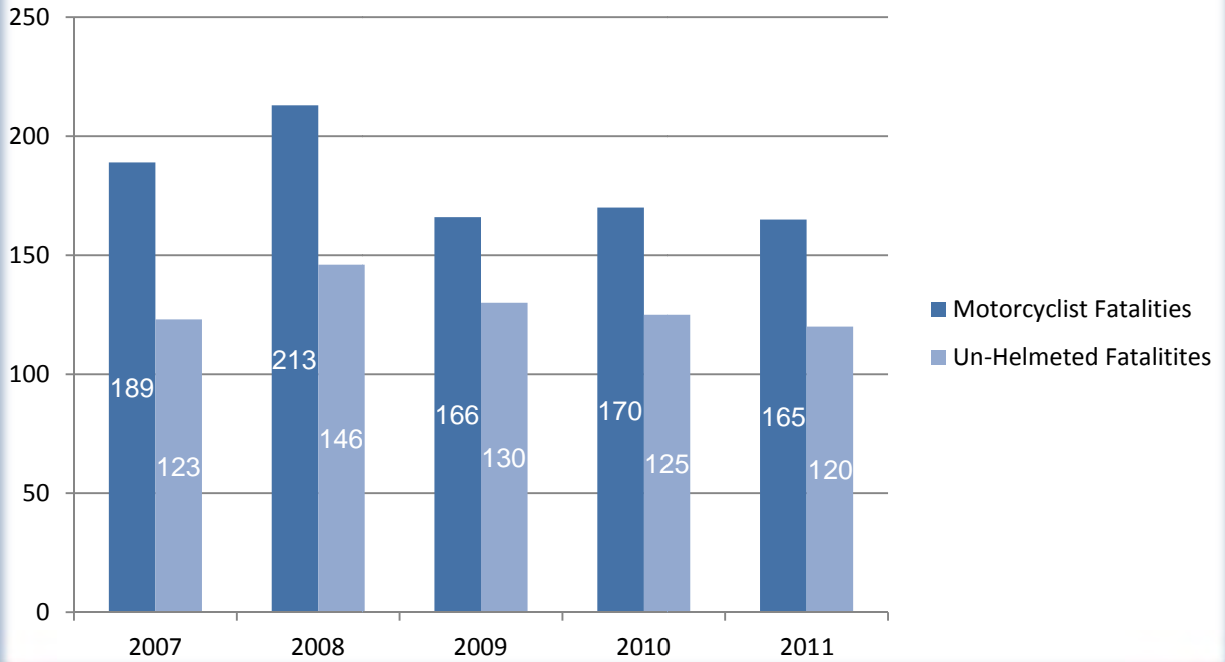
### Fatalities Involving a Driver or Motorcycle Operator with a BAC .08 or Higher



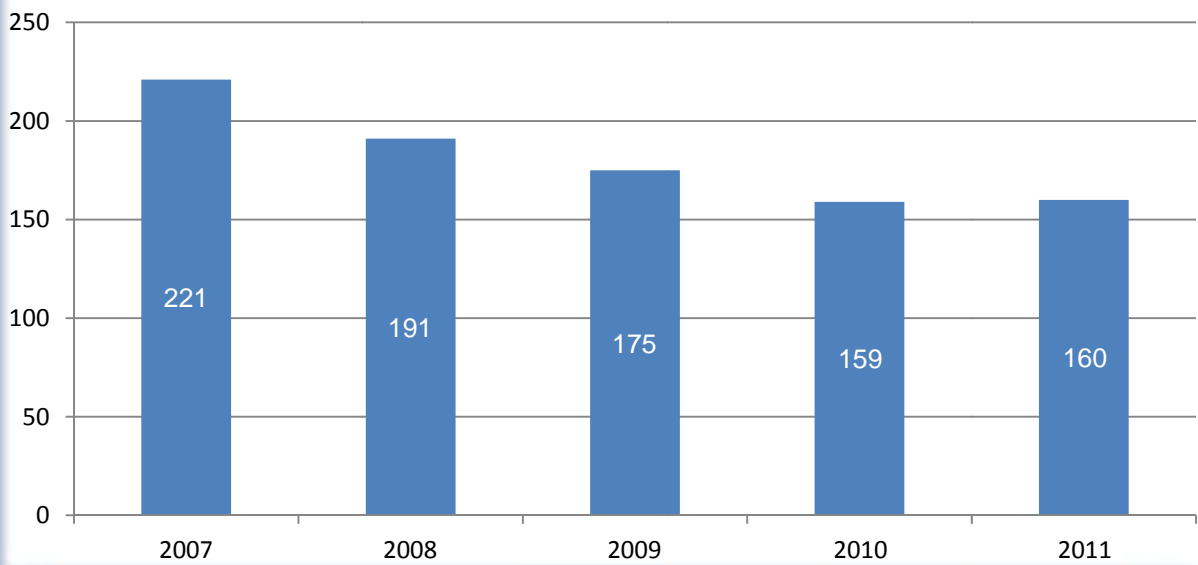
### Speed-Related Fatalities



## Motorcyclist Fatalities

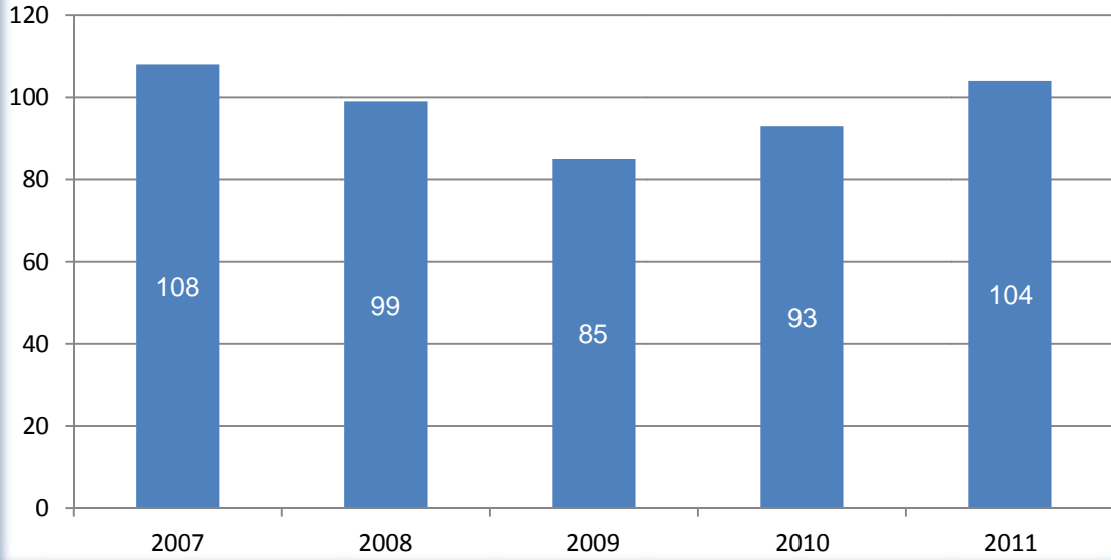


## Drivers 20 or Younger Involved in a Fatal Crash

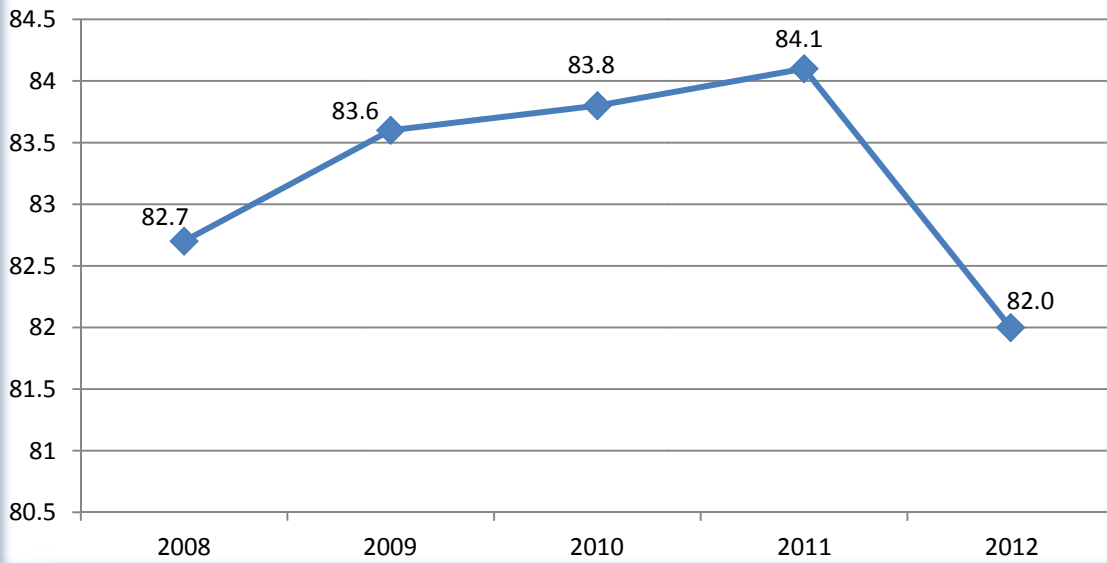




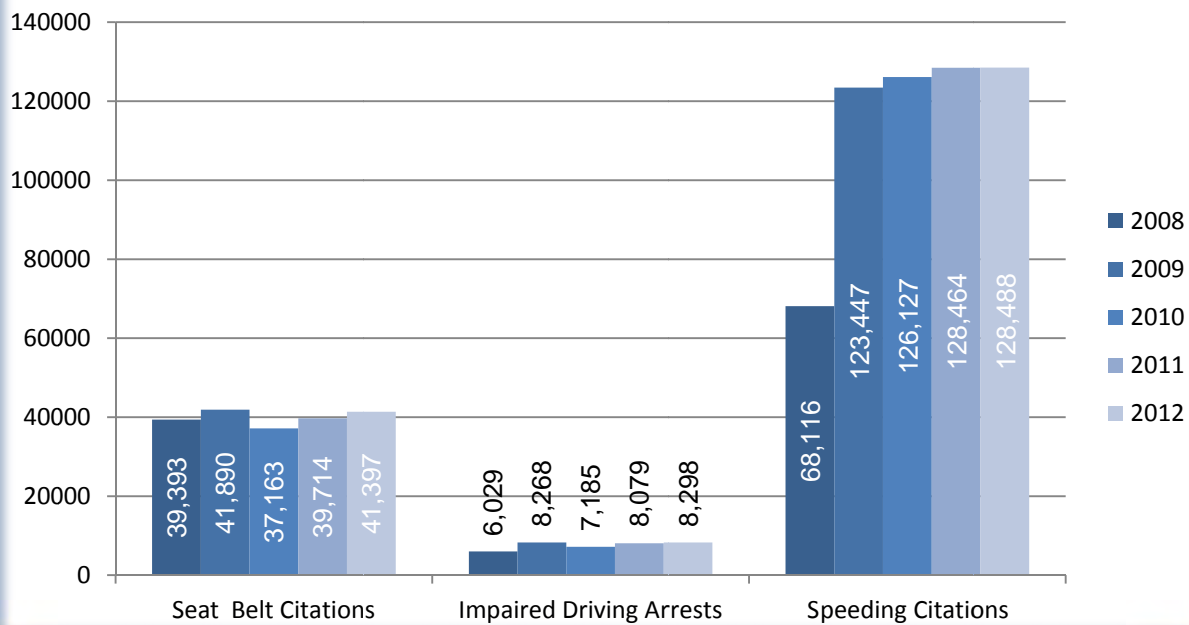
### Pedestrian Fatalities



### Observed Seat Belt Usage\*



## Grant Funded Activity



\*2012 Statewide Seat Belt Survey was conducted using NHTSA's new methodology.

# Fatal/Serious Injury Program Area

## Overview

### Core Outcome Measures

- C-1) To decrease traffic fatalities 4.77 percent from the 2008 – 2010 calendar base year average of 1,098 to a 2009 – 2011 year average of 1,046 by December 31, 2012 and to a 2011 – 2013 year average of 948 by December 31, 2014.
- C-2) To decrease serious traffic injuries 2.28 percent from the 2008 – 2010 calendar base year average of 10,001 to a 2009 – 2011 year average of 9,793 by December 31, 2012 and to a 2011 – 2013 year average of 9,352 by December 31, 2014.
- C-3a) To decrease the mileage death rate 5.39 percent from the 2008 – 2010 calendar base year average of .99 to a 2009 – 2011 year average of .94 by December 31, 2012 and to a 2011 – 2013 year average of .84 by December 31, 2014.
- C-3b) To decrease the rural mileage death rate 4.68 percent from the 2008 – 2010 calendar base year average of 1.94 to a 2009 – 2011 year average of 1.76 by December 31, 2012 and to a 2011 – 2013 year average of 1.68 by December 31, 2014.
- C-3c) To decrease the urban mileage death rate 5.60 percent from the 2008 – 2010 calendar base year average of .52 to a 2009 – 2011 year average of .49 by December 31, 2012 to a 2011 – 2013 year average of .43 by December 31, 2014.

## Programming Efforts

All grant programs listed in the Annual Report worked towards helping Ohio achieve the above mentioned Core Outcome Measures.

### Distracted Driving Earned Media Plan

Earned Media Material	Quantity
Distracted Driving Countermeasures Booklet	100
Stay Alive, Don't Txt & Drive Posters	6,000
Distracted Driving Shatters Lives Brochures	73,000
Stay Alive, Don't Txt & Drive Bumper Magnets	79,999



### Distracted Driving Materials

#### Funded Agency

Office of Criminal Justice Services – Traffic Safety Section (OCJS-TS)

#### Project Description

OCJS-TS allocated funds to purchase/print materials to promote the distracted driving message. In FFY 2012, Stay Alive, Don't Txt & Drive posters, Distracted Driving Shatters Lives brochures and new Stay Alive Don't Txt & Drive bumper magnets were printed with these funds.

**Awarded: \$ 53,410.37 Expended: \$ 53,410.37 Funding Source: 402 DD**

## Sustained Distracted Driving Paid Media

The OCJS-TS paid media component consisted primarily of television buys combined with earned media. The following is a summary of information from the paid media plan for alcohol. There were no non-paid PSA airings or print ads prior to FFY 1999. It is estimated by the media buyer that the size of the audience reached in the buy exceeded 42,000.

Medium	Cost
TV/Cable	\$ 12,075.86
Radio	\$ 0.00
Print Ads	\$ 0.00
Other	\$ 586.51
<b>Total</b>	<b>\$ 12,662.37</b>

The National Highway Traffic Safety Administration (NHTSA) is leading the effort to stop texting use behind the wheel. NHTSA encouraged states to adopt tough laws and launched a campaign to raise public awareness about the issue. The OCJS-TS has utilized the [Distraction.gov](http://Distraction.gov) website as a resource to educate the public about distracted driving. Several television spots that target teens are available on the website and have been rotated into the paid media plan in Ohio. These spots will continue to be used in FFY 2013.



**Awarded:** \$ 200,000.00    **Expended:** \$ 12,662.37    **Funding Source:** 402 PM

## High Visibility Enforcement Overtime (HVEO) Grants

### Funded Agencies

See listing under Impaired Driving Program Area

### Program Description

See Impaired Driving and Speed Program Areas for full description and funding information. 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 2008, 2009 and 2010. In addition, all Sheriff's offices who conducted traffic enforcement were eligible to submit a proposal to participate in high visibility enforcement efforts to impact Ohio's fatal crash goal. In addition to alcohol, speed and seat belts, law enforcement focused on distracted driving. Highly visible enforcement activities were conducted at strategic times throughout the year consistent with the NHTSA Communications calendar.

## Distracted Driving Campaign Evaluation

The Applied Research Center (ARC), a Center for Policy Research at Miami University, conducted four random-digit dialing statewide telephone surveys of 4,549 drivers across the five regions of Ohio. Questions about drivers' distraction, speeding and overall safety were added to the four random-digit dialing statewide telephone surveys of drivers across the five regions of Ohio in 2009

and continued through 2012. The following information summarizes the 2012 survey results regarding those issues:

Nearly 99 percent of respondents acknowledged seeing other drivers talk on a cell phone without the use of a hands-free device daily, almost every day, or sometimes. Moreover, 94 percent said they observed this behavior every day or almost every day. Finally, talking on a cell phone while using a hands-free device (65 percent) and text messaging (83 percent) were both observed daily, almost every day, or sometimes.

During 2012, 46 percent of respondents said they personally used a cell phone (without hands-free device) while driving daily, almost every day, or sometimes.

While 62 percent of those surveyed said they see other drivers texting on a cell phone every day or almost every day, only three percent claimed to personally engage in this behavior on a daily basis and another four percent text while driving almost every day.

More than half of the respondents (56 percent) agreed that they can determine when it is safe or unsafe to use a cell phone while driving; however, 77 percent said that it is unsafe to make a call and 99 percent believed that it is unsafe to text while driving. Furthermore, 44 percent agree that using a hands-free device makes calling safer while driving.

While relatively few respondents acknowledged that they need to make changes to their own driving behaviors, it is encouraging to see that 32 percent of respondents said they should watch their speed and 21 percent said they should stop talking on their cell phone while driving. Additionally, seven percent of those surveyed feel they need to stop texting while they drive and three percent said they should wear their seat belt more often. As expected, most respondents found the actions and behaviors of other drivers to be the cause of most problems on the road.

## Evaluation

- C-1) The 2009 – 2011 average number of traffic fatalities is 1,039. Ohio exceeded the goal of 1,046.
- C-2) The 2009 – 2011 average number of serious injuries is 9,871. Ohio did not meet the goal of 9,793. The number of serious injuries decreased 1.30 percent instead of the projected 2.28 percent.
- C-3a) The 2009 – 2011 average mileage death rate is .93. Ohio exceeded this goal by .01.
- C-3b) The 2009 – 2011 average rural mileage death rate is 1.85. Ohio did not meet the goal of 1.76.
- C-3c) The 2009 – 2011 average urban mileage death rate is .48. Ohio exceeded this goal by .01.

Ohio exceeded three out of five goals in this area. For the third year in a row, serious injuries have declined, but not enough to meet the goal. Ohio will continue to analyze serious injury crash data in relation to fatal crash data in order to continue the decline. Ohio will work with rural communities with fatal/serious injury crash problem ID to decrease the rural mileage death rate.

## Impaired Program Area

### Overview

- C-5) To decrease alcohol impaired driving fatalities (blood alcohol concentration of .08g/dL or higher) 4.72 percent from the 2008 – 2010 calendar base year average of 339 to a 2009 – 2011 year average of 323 by December 31, 2012 and to a 2011 – 2013 year average of 293 by December 31, 2014.
- To decrease alcohol related fatal crashes (any impairment level where alcohol was a factor) 4.98 percent from the 2008 – 2010 calendar base year average of 384 to a 2009 – 2011 year average of 330 by December 31, 2014.
- To decrease the number of alcohol related fatal crashes from the 2008 – 2010 calendar base year average of 36.5 percent of all fatal crashes to a 2009 – 2011 average of no more than 36 percent by December 31, 2012 and to a 2011 – 2013 year average of no more than 35 percent by December 31, 2014.

### Programming Efforts

#### Drunk Driving. Over the Limit. Under Arrest. /Drive Sober or Get Pulled Over Earned Media Plan

Earned Media	
Press conferences	33
TV news stories	96
Radio news stories	218
Print news Stories	106

#### Drive Sober or Get Pulled Over Crackdown Materials



##### Funded Agency

Office of Criminal Justice Services – Traffic Safety Section (OCJS-TS)


##### Project Description

OCJS-TS allocated funds to purchase/print materials to promote the Drive Sober or Get Pulled Over campaign. Materials purchased in FFY 2012 include bumper magnets, coasters, banners, litter bags and Just Your Luck posters.

<b>Awarded:</b>	<b>\$ 100,000.00</b>	<b>Expended:</b>	<b>\$ 95,164.00</b>	<b>Funding Source:</b>	<b>410</b>
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#### Drive Sober or Get Pulled Over Alcohol Crackdown Paid Media

The OCJS-TS paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airing or print ads prior to FFY 1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 20,250,132.

Medium	Paid Spots	Bonus Spots	Totals Spots	Cost
TV/Cable	93	103	196	\$ 21,579.32
Radio	3,156	3,136	6,292	\$ 68,389.35
Print Ads				\$ 205.40
Other(Outdoor)				\$ 206,246.63
			<b>Total Media Cost</b>	<b>\$ 296,420.70</b>

**Awarded: \$ 600,000.00 Expended: \$ 296,420.70 Funding Source: 410 PM**

### National Alcohol Crackdown

With Ohio working toward decreasing the number of impaired driving crashes and deaths on Ohio roads, the OCJS-TS made it a priority for sub-grantees and non-grantees to participate in the 2012 crackdown. Participation and public awareness focusing on impaired driving continues to increase each year. All four LELs again gained the support of the statewide OVI Task Forces during *Drive Sober or Get Pulled Over* and unified the participating agencies to conduct OVI checkpoints and saturation patrols. Media events were coordinated and agencies were required to conduct public education processes before and after each checkpoint.


<i>Drive Sober or Get Pulled Over Crackdown Agency Participation</i>			
Law Enforcement Agencies	Total in State	Participating	Reporting
Highway Patrol	63	63	63
County Sheriffs	88	82	49
City / Town Police	791	657	249
Other	151	95	63
<b>Totals</b>	<b>1,093</b>	<b>897</b>	<b>424</b>

<i>Drive Sober or Get Pulled Over Crackdown Activity</i>					
Enforcement Activity	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012
Number of Checkpoints	31	53	61	92	69
Enforcement Hours	54,010	114,442	184,258	152,582	141,374
OVI Arrests	984	2,792	2,564	2,844	2,974
Restraint Citations	3,788	9,942	9,625	10,665	11,503
Child Restraint Citations	235	269	480	479	437
Speed Citations	9,403	38,567	41,728	43,048	40,338
Driving Under Suspension	3,775	7,122	6,602	6,220	6,988
Felony Arrests	792	1,009	906	1,443	1,520



## December/January Drive Sober or Get Pulled Over Crackdown Paid Media

The OCJS-TS paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airings or print ads prior to FFY 1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 10,195,047.

Medium	Paid Spots	Bonus Spots	Totals Spots	Cost
TV/Cable	171	175	346	\$ 18,698.59
Radio	1,186	1,177	2,363	\$ 53,926.10
Print Ads				\$ 309.64
Other(Outdoor)				\$ 24,459.86
			<b>Total Media Cost</b>	<b>\$ 97,394.19</b>

**Awarded: \$ 200,000    Expended: \$ 97,394.19    Funding Source: 410 PM**

## Sustained Alcohol Paid Media Plan

The OCJS-TS paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airing or print ads prior to FFY 1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 13,856,131.

Medium	Cost
TV/Cable	\$ 10,038.93
Radio	\$ 50,272.50
Print Ads	\$ 0.00
Other	\$ 146,792.50
<b>Total</b>	<b>\$ 207,103.93</b>

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

**Awarded: \$ 350,000.00    Expended: \$ 207,103.93    Funding Source: 410 PM**



## Evaluating Effectiveness of Alcohol Impaired Media Messages

During FFY 2012, the Office of Criminal Justice Services' (OCJS) paid media components consisted primarily of television, radio and outdoor media buys combined with earned media. The following is a summary of information collected by statewide telephone surveys used to evaluate the effectiveness of the FFY 2012 paid media plan for preventing alcohol impaired driving.

The Applied Research Center (ARC), a Center for Policy Research at Miami University, conducted four random-digit dialing statewide telephone surveys of drivers across the five regions of Ohio. Each survey consisted of approximately 1,000 respondents; overall, 4,549 interviews were completed. The surveys were conducted between April and September 2012, to identify changes in public opinion in reaction to media campaigns and law enforcement initiatives. The surveys covered a variety of topics, including general driving habits; seat belt use; opinions and actions regarding drinking and driving; and opinions and actions pertaining to Ohio laws and law enforcement. Also, in accordance with a 2010 National Highway Traffic Safety Administration (NHTSA) initiative, the 2012 survey collected data on distracted driving in Ohio (i.e., cell phone use while driving) and speeding.

Forty-five percent of the 2012 survey participants reported that during the 30 days prior to participating in the survey, they had seen or heard messages in Ohio discouraging drinking and driving.

During the first (baseline) survey, respondents who reported seeing or hearing an alcohol-impaired driving slogan identified the following slogans without prompting: *Drunk Driving. Over the Limit. Under Arrest* (nine percent), *Buzzed Driving is Drunk Driving* (10 percent), *You Drink and Drive, You Lose* (eight percent), and *Drive Sober or Get Pulled Over* (five percent). During the second and third surveys, recall of those same slogans was similar. The fourth telephone survey was conducted immediately after the media and enforcement initiatives on alcohol-impaired driving. At that time, respondents recalled the slogans as follows: *Drunk Driving. Over the Limit. Under Arrest* (three percent), *Buzzed Driving is Drunk Driving* (four percent), *You Drink and Drive, You Lose* (five percent), and *Drive Sober or Get Pulled Over* (eight percent). Consequently, recall of the latter NHTSA slogan to reduce alcohol-impaired driving increased by three percentage points as a result of media and enforcement initiatives; however, the percentages declined for respondents recalling the other three slogans without prompting.

Respondents who maintained they had not heard or seen a slogan discouraging drinking and driving during the 30 days prior to the survey, as well as those who claimed to have seen or heard a slogan, were then read a list of slogans. Overall, when prompted with the list of slogans, 57 percent had heard *You Drink and Drive, You Lose* and 46 percent said they had heard the slogan *Buzzed Driving is Drunk Driving*. Additionally, 39 percent said they had heard *Drunk Driving. Over the Limit. Under Arrest.* and 30 percent claimed to have heard *Drive Sober or Get Pulled Over*.

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

## Alcohol Enforcement and Education

### Funded Agency

Ohio Investigative Unit

### Project Description



The Ohio Investigative Unit (OIU)'s goal was to reduce the sale of alcoholic beverages to intoxicated persons, including minors and to provide beverage service training to liquor permit premises. Efforts were focused in Ohio's counties that experienced the highest number of alcohol-related fatal crashes. OIU participated with the Countywide OVI Task Forces by attending 49 meetings and participating in 20 checkpoints.

Year	Liquor Permit Premises Visited	Citations Issued
2012	366	88
2011	452	102
2010	455	71
2009	480	94
2008	240	56

**Awarded:** \$ 148,613.05 **Expended:** \$ 105,270.16 **Funding Source:** 410

## Countywide OVI Task Force Program

### Funded Agencies

Agency	County
Blue Ash Police Department	Hamilton
Canfield Police Department	Mahoning
Clark County Combined Health	Clark
Dayton Police Department	Montgomery
Fairfield Police Department	Butler
Franklin County Sheriff's Office	Franklin
Lucas County Sheriff's Office	Lucas
Summit County Sheriff's Office	Summit
University Hospitals of Cleveland	Cuyahoga
University of Akron Research Foundation	Stark
Warren Police Department	Trumbull

### Program Description

In FFY 2012, the OCJS-TS continued to place special emphasis on the counties experiencing the highest number of alcohol-related fatal crashes. Ohio funded eleven countywide OVI task forces that could coordinate law enforcement activities to impact impaired driving crashes in their county. Agencies receiving these grants were required to coordinate a minimum of twelve sobriety checkpoints with coordinating saturation patrols and three press events. A minimum of two

checkpoints and one press event were required to be conducted during the Drive Sober or Get Pulled Over crackdown. A summary of all task force activity is listed below.

Checkpoint Activity	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012
OVI Checkpoints Conducted	194	180	191	199	201
Vehicles Through Checkpoint	99,479	86,884	100,548	107,024	102,483
Vehicles Checked	79,827	69,547	78,652	76,606	82,492
OVI Arrests 21 and Over	477	517	361	279	327
OVI Arrests Under 21	65	105	66	21	15
Driving Under Suspension	575	552	631	574	502
No Operator License Citations	399	365	372	305	255
Other Citations Issued	1,337	1,342	1,280	1,092	935
Vehicles Seized	374	415	383	294	305
Felony Arrests	56	59	46	32	61
Misdemeanor Arrests	398	471	441	384	391
Restraint Citations	538*	334	404	395	378
Refusals	129	118	123	92	87

\*In FFY 2008, House Bill 119 amended Ohio Revised Code Section 4511.093, discontinuing issuing seat belt citations while conducting OVI or MVI checkpoints unless the officer makes an arrest or issues a ticket for a violation other than a secondary traffic offense as of July 1, 2007.

Saturation Patrol Activity	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012
Daytime Overtime Hours*					763
Nighttime Overtime Hours*					15,992
Total Overtime Hours	17,287	16,986	16,448	17,712	16,755
Number of Traffic Stops	26,291	25,722	20,310	22,139	23,462
OVI Arrests 21 and Over	1,116	943	713	626	734
OVI Arrests Under 21	150	123	116	88	95
Adult Restraint Citations	2,471	2,096	1,370	1,458	1,574
Child Restraint Citations	92	88	82	100	106
Speed Citations	5,561	5,378	4,338	3,948	4,259
Driving Under Suspension	1,423	1,322	1,409	1,389	1,459
Felony Arrests	238	164	123	122	178

\*Breakdown of daytime and nighttime hours not available until FFY 2012.

Of the 201 checkpoints conducted by the Countywide OVI Task forces, 167 or 83.1 percent were low-manpower (14 officers or less).

In May of 2012, the first daytime checkpoint was conducted by the Franklin County OVI Task Force. Over 1,200 vehicles passed through the zone, 201 vehicles were checked and 24 vehicles were diverted. Five people over 21 were arrested for OVI between the hours of 11 am and 3 pm. The checkpoint had to be shut down two times due to officers being tied up with citations and enforcement actions.

OVI Task Forces reached 54.64 percent of Ohio's population (approximately 6.2 million people) through earned media, education and high visibility enforcement.

Alcohol-Related Fatal Crashes			
Year	Statewide	Task Force Counties*	Percent in Task Force Counties
2008	412	157	38.11%
2009	354	128	36.16%
2010	393	142	36.13%
2011	341	143	41.94%
2012**	260	83	31.92%

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

\*\*2012 only includes preliminary numbers January 1, 2012 through October 31, 2012. It is only included to show progress toward stated goals.

<b>Awarded:</b>	<b>\$1,558,227.20</b>	<b>Expended:</b>	<b>\$1,314,322.48</b>	<b>Funding Source:</b>	<b>410</b>
	\$ 745,589.09		\$ 361,751.60		163

### Columbus Police Department Checkpoint Grant

#### Funded Agency

Columbus Police Department

#### Project Description



In an effort to enhance the Franklin County OVI Task Force's efforts to reduce alcohol-related fatal crashes, Columbus Police Department increased the number of checkpoints inside the city limits. There were 94 alcohol-related fatal crashes and 1,493 alcohol-related injury crashes in Franklin County between 2008

and 2010. Of these, 65 fatal (69.15 percent) and 1,005 injury (67.31 percent) crashes occurred inside Columbus city limits. The City of Columbus also accounts for 66.56 percent of Franklin County's population.

The Columbus Police Department reaches 6.27 percent of Ohio's population (approximately 700,000 people) through earned media, education and high visibility enforcement.

Checkpoint Activity	FFY 2011	FFY 2012
OVI Checkpoints Conducted	5	8
Vehicles Through Checkpoint	3,611	6,346
Vehicles Checked	1,630	2,204
OVI Arrests 21 and Over	30	33
OVI Arrests Under 21	0	1
Driving Under Suspension	51	72
No Operator License Citations	29	67
Other Citations Issued	18	101
Vehicles Seized	1	1
Felony Arrests	5	9
Misdemeanor Arrests	36	33
Restraint Citations	12	48
Refusals	8	7

All eight checkpoints were low manpower checkpoints (14 officers or less). One checkpoint had four OVI arrests aged 21 and over. All four were impaired on drugs.

Columbus	
Year	Alcohol-Related Fatal Crashes
2008	25
2009	21
2010	19
2011	19
2012*	12

\*2012 only includes preliminary numbers January 1, 2012 through October 31, 2012. It is only included to show progress toward stated goals. FFY 2011 is the first year for this grant.

**Awarded: \$ 124,274.05    Expended: \$ 108,284.49    Funding Source: 410**

## Statewide OVI Checkpoints

### Funded Agency

Ohio State Highway Patrol

### Project Description



There were 1,160 alcohol-related fatal crashes and 17,081 alcohol-related injury crashes in Ohio between 2009 and 2011. The Ohio State Highway Patrol requested additional funding to place extra emphasis on Ohio's impaired driving problems. OSP conducted 76 checkpoints and dedicated 5,960 hours to saturation patrols.

Checkpoint Activity	FFY 2011	FFY 2012
OVI Checkpoints Conducted	91	76
Vehicles Through Checkpoint	50,351	44,172
Vehicles Checked	45,035	40,168
OVI Arrests 21 and Over	187	175
OVI Arrests Under 21	19	17
Driving Under Suspension	98	106
No Operator License Citations	70	42
Other Citations Issued	153	230
Vehicles Seized	15	31
Felony Arrests	12	16
Misdemeanor Arrests	125	103
Restraint Citations	71	64
Refusals	45	40

Saturation Patrol Activity	FFY 2011	FFY 2012
Daytime Overtime Hours*		795
Nighttime Overtime Hours*		5,165
Total Overtime Hours	5,387	5,960
Number of Traffic Stops	11,415	16,703
OVI Arrests 21 and Over	379	420
OVI Arrests Under 21	70	53
Adult Restraint Citations	1,032	986
Child Restraint Citations	41	40
Speed Citations	2,383	3,029
Driving Under Suspension	289	351
Felony Arrests	28	42

\*Breakdown of daytime and nighttime hours not available until FFY 2012.

**Total Awarded: \$ 449,964.73 Expended: \$ 374,283.60 Funding Source: 410**

## High Visibility Enforcement Overtime (HVEO) Grants

### Funded Agencies

52 Sheriff's Office and 26 local jurisdictions

<b>Allen County</b>	<b>Lucas County</b>
Allen County Sheriff's Office	Lucas County Sheriff's Office
<b>Ashland County</b>	Toledo Police Department
Ashland County Sheriff's Office	<b>Mahoning County</b>
<b>Ashtabula County*</b>	Mahoning County Sheriff's Office
Ashtabula County Sheriff's Office	Youngstown Police Department
<b>Butler County</b>	<b>Marion County</b>
Butler County Sheriff's Office	Marion County Sheriff's Office
Middletown Police Department	<b>Medina County</b>
<b>Clark County</b>	Medina County Sheriff's Office



Clark County Sheriff's Office	<b>Meigs County*</b>
Springfield Police Department	Meigs County Sheriff's Office
<b>Clermont County</b>	<b>Miami County</b>
Clermont County Sheriff's Office	Miami County Sheriff's Office
Union Township Police Department	<b>Montgomery County</b>
<b>Cuyahoga County</b>	Dayton Police Department
Cleveland Police Department	Montgomery County Sheriff's Office
Cuyahoga County Sheriff's Office	<b>Morrow County*</b>
Euclid Police Department	Morrow County Sheriff's Office
Parma Police Department	<b>Muskingum County*</b>
Westlake Police Department	Muskingum County Sheriff's Office
<b>Defiance County*</b>	<b>Ottawa County</b>
Defiance County Sheriff's Office	Ottawa County Sheriff's Office
<b>Delaware County</b>	<b>Pickaway County</b>
Delaware County Sheriff's Office	Pickaway County Sheriff's Office
<b>Erie County*</b>	<b>Pike County</b>
Erie County Sheriff's Office	Pike County Sheriff's Office
<b>Fayette County*</b>	<b>Portage County</b>
Fayette County Sheriff's Office	Portage County Sheriff's Office
<b>Franklin County</b>	<b>Putnam County</b>
Columbus Police Department	Putnam County Sheriff's Office
<b>Gallia County*</b>	<b>Richland County</b>
Gallia County Sheriff's Office	Mansfield Police Department
<b>Geauga County*</b>	Richland County Sheriff's Office
Geauga County Sheriff's Office	<b>Sandusky County</b>
<b>Hamilton County</b>	Sandusky County Sheriff's Office
Cincinnati Police Department	<b>Scioto County</b>
Colerain Township Police Department	Scioto County Sheriff's Office
<b>Hancock County</b>	<b>Seneca County</b>
Hancock County Sheriff's Office	Seneca County Sheriff's Office
<b>Hardin County</b>	<b>Shelby County*</b>
Hardin County Sheriff's Office	Shelby County Sheriff's Office
<b>Harrison County</b>	<b>Stark County</b>
Harrison County Sheriff's Office	Canton Police Department
<b>Henry County*</b>	Perry Township Police Department
Henry County Sheriff's Office	Stark County Sheriff's Office
<b>Highland County</b>	<b>Summit County</b>
Highland County Sheriff's Office	Akron Police Department
<b>Hocking County*</b>	Summit County Sheriff's Office
Hocking County Sheriff's Office	<b>Trumbull County</b>
<b>Huron County*</b>	Howland Township Police Department
Huron County Sheriff's Office	Trumbull County Sheriff's Office

Norwalk Police Department	Warren Police Department
<b>Jefferson County</b>	Warren Township Police Department
Jefferson County Sheriff's Office	<b>Tuscarawas County*</b>
<b>Lake County*</b>	Tuscarawas County Sheriff's Office
Mentor Police Department	<b>Warren County</b>
<b>Licking County</b>	Warren County Sheriff's Office
Licking County Sheriff's Office	<b>Washington County</b>
Newark Police Department	Washington County Sheriff's Office
<b>Logan County</b>	<b>Wayne County</b>
Logan County Sheriff's Office	Wayne County Sheriff's Office
<b>Lorain County</b>	<b>Wood County</b>
Elyria Police Department	Perrysburg Township Police Department
Lorain County Sheriff's Office	Wood County Sheriff's Office
Lorain Police Department	<b>Wyandot County</b>
	Wyandot County Sheriff's Office

\*Counties that did not have HVEO activities in all years (2008 – 2012). Crash numbers are not included for these counties in the table below.

2008 – 2012 HVEO Counties				
Year	Fatal Crashes	Alcohol-Related Crashes	Alcohol-Related Fatal Crashes	Injury Crashes
2008	730	10,384	280	58,767
2009	588	9,622	237	55,855
2010	668	9,426	273	56,887
2011	658	9,616	253	58,444
2012*	571	5,594	169	34,773

\*2012 only includes preliminary numbers (January 1, 2012 through October 31, 2012). It is only included to show progress toward stated goals.

### Program Description

High Visibility Enforcement Overtime 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 2008, 2009 and 2010. All agencies were required to conduct highly visible enforcement activities during the following strategic periods:

Halloween	Christmas/New Years	St. Patrick's Day	Click It or Ticket	Drive Sober
Thanksgiving	Super Bowl	Prom Season	4 <sup>th</sup> of July	Homecoming

All funded agencies were required to focus on three goals: reduce the number of traffic-related fatalities; increase seat belt usage; and decrease the number of alcohol-related fatalities. Enforcement efforts were conducted on locations and times where high visibility enforcement would achieve success in these goals.



Overtime Enforcement	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012
Daytime Overtime Hours*					23,277
Nighttime Overtime Hours*					30,333
Total Overtime Hours	39,634	45,864	54,482	51,590	53,610
Number of Traffic Stops	48,745	60,469	71,091	69,622	77,832
OVI Arrests 21 and Over	752	600	760	674	767
OVI Arrests Under 21	444	83	84	119	90
Adult Restraint Citations	3,934	5,682	5,227	5,263	5,829
Child Restraint Citations	176	182	288	269	352
Speed Citations	18,738	24,001	26,473	25,285	27,194
Driving Under Suspension	2,449	3,302	3,709	3,526	4,106
Felony Arrests	888	263	317	310	330

\*Breakdown of daytime and nighttime hours not available until FFY 2012.

Checkpoint Activity	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012
OVI Checkpoints Conducted	8	13	32	28	17
Vehicles Through Checkpoint	4,212	9,288	19,513	12,370	6,246
Vehicles Checked	4,125	7,637	13,929	9,179	6,064
OVI Arrests 21 and Over	33	29	32	38	20
OVI Arrests Under 21	3	1	13	1	4
Driving Under Suspension	25	17	47	39	28
No Operator License Citations	8	12	17	11	7
Other Citations Issued	20	8	42	16	6
Vehicles Seized	8	6	14	19	5
Felony Arrests	1	0	7	4	1
Misdemeanor Arrests	14	6	43	27	14
Restraint Citations	16*	3	14	14	6
Refusals	9	5	6	13	4

\*In FFY 2008, House Bill 119 amended Ohio Revised Code Section 4511.093, discontinuing issuing seat belt citations while conducting OVI or MVI checkpoints unless the officer makes an arrest or issues a ticket for a violation other than a secondary traffic offense as of July 1, 2007.

HVEO agencies reached 86.21 percent of Ohio's population (approximately 9.8 million people) through earned media and high visibility enforcement.

**Awarded: \$1,653,609.41 Expended: \$1,331,808.26 Funding Source: 410**

## Statewide HVEO and Training

### Funded Agency

Ohio State Highway Patrol

### Project Description

The Ohio State Highway Patrol conducted alcohol, speed, occupant restraint, and motorcycle enforcement activity to impact statewide fatal crashes. 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. The OSHP offered training courses through the OSHP Academy to train law enforcement officers on issues relating to impaired driving.

Overtime Enforcement	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012
Daytime Overtime Hours*					13,237
Nighttime Overtime Hours*					6,096
Total Overtime Hours	24,858	23,555	21,740	19,794	19,333
Number of Traffic Stops	40,461	43,310	45,291	36,618	38,285
OVI Arrests 21 and Over	498	551	352	351	459
OVI Arrests Under 21	89	96	77	96	44
Adult Restraint Citations	6,900	6,489	5,720	5,624	5,896
Child Restraint Citations	102	192	127	90	129
Speed Citations	15,579	16,914	17,597	16,412	16,691
Driving Under Suspension	921	929	814	796	906
Felony Arrests	75	74	83	80	65

\*Breakdown of daytime and nighttime hours not available until FFY 2012.

Checkpoint Activity	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012
OVI Checkpoints Conducted*	15	44	43	14	21
Vehicles Through Checkpoint	8,226	25,886	27,945	8,890	8,867
Vehicles Checked	7,802	22,852	24,994	6,980	8,308
OVI Arrests 21 and Over	64	115	92	46	49
OVI Arrests Under 21	4	14	12	3	3
Driving Under Suspension	18	122	147	17	16
No Operator License Citations	18	50	44	5	7
Other Citations Issued	46	120	145	35	57
Vehicles Seized	4	31	22	5	3
Felony Arrests	3	13	16	0	1
Misdemeanor Arrests	13	94	60	24	22
Restraint Citations	38**	86	81	2	10
Refusals	13	34	28	15	23

\*An additional 76 checkpoints were conducted by OSP in FFY 2008, an additional 64 checkpoints were conducted in FFY 2009, an additional 18 checkpoints were conducted in FFY 2010, an additional 17 checkpoints were conducted in FFY 2011, and an additional 29 checkpoints were conducted in FFY 2012 using state dollars. Additional grant funded checkpoints (76) were conducted on the Statewide OVI Checkpoint grant. Low-manpower checkpoints have become an integrated part of operations to reduce alcohol-related fatalities.

\*\*In FFY 2008, House Bill 119 amended Ohio Revised Code Section 4511.093, discontinuing issuing seat belt citations while conducting OVI or MVI checkpoints unless the officer makes an arrest or issues a ticket for a violation other than a secondary traffic offense as of July 1, 2007.

## Alcohol Related Training

Training Course	Number of Courses	Number of Students Taught	Number of Agencies
Standardized Field Sobriety Test (SFST)	1	28	17
Refresher SFST	2	27	15
Regional SFST	1	19	5

<b>Total Awarded:</b>	<b>\$624,979.19</b>	<b>Expended:</b>	<b>\$ 546,806.53</b>	<b>Funding Source:</b>	<b>410</b>
<b>Enforcement</b>	<b>\$584,837.67</b>		<b>\$ 522,153.98</b>		<b>410</b>
<b>Training</b>	<b>\$ 15,140.02</b>		<b>\$ 8,770.10</b>		<b>410</b>
<b>Education</b>	<b>\$ 25,000.00</b>		<b>\$ 15,882.45</b>		<b>410</b>

## Statewide Alcohol Lab

### Funded Agency

Ohio State Highway Patrol

### Project Description

The increase in alcohol-related enforcement through the statewide checkpoint grant, the statewide HVEO grant, HVEO grants and Countywide OVI grants required the Ohio State Highway Patrol to increase personnel and equipment at the OSP lab to meet the demands of OVI testing. Funds were used fund an office assistant and a Lab Tech – Criminalist position.

<b>Awarded:</b>	<b>\$ 153,908.32</b>	<b>Expended:</b>	<b>\$ 111,369.82</b>	<b>Funding Source:</b>	<b>410</b>
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## Corridor Enforcement

### Funded Agencies

HVEO Sub-grantees

### Project Description

The OCJS-TS continued to encourage all HVEO grantees to promote (through the use of earned media) and conduct high visibility enforcement efforts along corridors that have been identified as high crash locations. Several single county corridor projects were coordinated in the Countywide OVI Task Force grants. A corridor project was implemented on US 33 from Meigs County on the Ohio River to Van Wert County on the Indiana border. This project involved over 30 agencies over the Thanksgiving Holiday (11/23/11 – 11/27/11). Another multi-county project was conducted on US 27 on February 24, 2012. This project involved 9 agencies in Butler and Hamilton Counties.

## Data Driven Approaches to Crime and Traffic Safety (DDACTS)

### Funded Agencies

None

### Project Description

OCJS encouraged law enforcement to develop strategies based on effective and fluid action plan designed to reduce crime and crashes. The strategy is based on the confluence of traffic incidents and crime and the opportunity to address both issues through common interventions.

## DUI Courts

### Funded Agencies

Agency	County
Fairfield Municipal Court	Butler
Licking County Municipal Court	Licking
Marion County Common Pleas Court	Marion

## Program Description

DUI Courts provided cost effective supervision and enhanced coordinated treatment to repeat DUI offenders for the purpose of increasing public safety and returning sober productive individuals to the community.

In FFY 2012, 19 participants entered the program and 27 participants graduated from the program. The DUI Courts saved over 20,000 jail days, saving tax payers over \$1.2 million.



**Awarded:** \$ 270,417.50 **Expended:** \$ 172,754.88 **Funding Source:** 163

## Alcohol Awareness Grant

### Funded Agency

Mothers Against Drunk Driving

### Project Description

Mothers Against Drunk Driving (MADD) worked with representatives from the Underage Drinking Enforcement Training Center of Gaithersburg, Maryland to conduct training on effectively containing and dispersing underage drinking parties. Two sessions were conducted in each of the following cities: Columbus, Centerville, Maumee and Richfield. A total of 92 individuals from 44 law enforcement agencies attended.

MADD continued working with both parents and potential partnering agencies on the “Power of Parents – It’s Your Influence” program. Presentations were made to parents in the Licking Valley School District (Licking County) and the Trumbull County Career Center. Presentations were also made to Safe Community Coalitions in Greene, Pickaway and Clark Counties. A total of 62 individuals viewed the presentations. Eighteen expressed interest in training for their own workshops.

In FFY 2012, MADD continued outreach to the motorcycle community. MADD distributed over 5,000 motorcycle safety pamphlets. Pamphlets were distributed during biker night events, to Safe Communities and to law enforcement agencies. MADD also conducted a motorcycle safety run.

**Awarded:** \$ 44,005.73 **Expended:** \$ 33,472.04 **Funding Source:** 410

## Breath-Testing Instrument Project

### Funded Agency

Ohio Department of Health

### Project Description

Streamlining the impaired driving arrest process was one of the major recommendations from the 2005 Governor’s Task Force on Impaired Driving. The use of the approved standard portable breath testing instrument throughout Ohio is expected to reduce DUI arrest processing time; allow for advanced data collection; automate current manual processes, reduce the likelihood of data

input errors; simplify instrument maintenance and increase officer safety. The portable breath testing instruments are currently being distributed on a county basis after each user in the county has been trained. At the end of FFY 2012, 394 instruments were in the field in 85 of Ohio's 88 counties.

County	Instruments	County	Instruments	County	Instruments
Adams	1	Hamilton	41	Noble	
Allen	4	Hancock	3	Ottawa	3
Ashland	4	Hardin	2	Paulding	1
Ashtabula	5	Harrison	1	Perry	
Athens	3	Henry	1	Pickaway	3
Auglaize	2	Highland	3	Pike	1
Belmont	4	Hocking	2	Portage	9
Brown	1	Holmes	1	Preble	2
Butler	10	Huron	5	Putnam	1
Carroll	1	Jackson	3	Richland	7
Champaign	1	Jefferson	4	Ross	2
Clark	2	Knox	1	Sandusky	4
Clermont	6	Lake	11	Scioto	2
Clinton	3	Lawrence	2	Seneca	3
Columbiana	5	Licking	6	Shelby	1
Coshocton	1	Logan	2	Stark	7
Crawford	5	Lorain	12	Summit	14
Cuyahoga	42	Lucas	6	Trumbull	8
Darke	2	Madison	3	Tuscarawas	3
Defiance	3	Mahoning	9	Union	3
Delaware	4	Marion	3	Van Wert	1
Erie	5	Medina	6	Vinton	1
Fairfield	4	Meigs	2	Warren	6
Fayette	2	Mercer	2	Washington	3
Franklin		Miami	7	Wayne	4
Fulton	2	Monroe	1	Williams	3
Gallia	3	Montgomery	11	Wood	5
Geauga	5	Morgan	1	Wyandot	3
Greene	7	Morrow	2	<b>TOTAL</b>	<b>394</b>
Guernsey	1	Muskingum	3		

Tests	
Refusals	4,383
Completed	12,579

**Awarded: \$ 783,044.72 Expended: \$ 466,039.95 Funding Source: 163.08**

### Traffic Safety Resource Prosecutor Program (TSRP)

#### Funded Agency

Office of Criminal Justice Services – Traffic Safety Section

### **Project Description**

Ohio's TSRP acted as a liaison between prosecutors, judiciary, law enforcement, community groups and other stakeholders. She worked closely with the Law Enforcement Liaisons on educating and assisting OVI Task Forces and Chief of Police organizations in coordinating responses to traffic issues unique to Ohio and their local jurisdictions. She assisted in interpreting new and existing traffic laws, researching the viability of new types and locations for sobriety checkpoints.

She all provided legal research and advice to prosecutors and law enforcement in preparing briefs, motions, memoranda, predicate questions and other legal documents in every type of traffic case, from speeding litigation to aggravated vehicular homicide. She provided hands-on assistance to prosecutors in litigation surrounding OVI cases, the breath, blood and urine testing program, and the DRE program. She was able to assist in securing expert testimony and information to allow for proper cross examination of defense experts during motion hearings and trails.

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

<b>Awarded:</b>	<b>\$ 175,000.00</b>	<b>Expended:</b>	<b>\$ 50,036.06</b>	<b>Funding Source:</b>	<b>163</b>
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### **DRE (Drug Recognition Expert) Coordinator Program**

#### **Funded Agency**

Sharon Township Police Department  
Ohio State Highway Patrol

#### **Project Description**

A DEC advisory committee, comprised of ten agencies, selected a total of 12 officers from across the state for training. Forty-eight Advanced Roadside Impaired Driving Examination (ARIDE) classes were conducted training approximately 1,315 officers. At the end of FFY 2012 Ohio had 45 fully certified DREs.

<b>Awarded:</b>	<b>\$ 296,972.00</b>	<b>Expended:</b>	<b>\$ 116,501.56</b>	<b>Funding Source:</b>	<b>410</b>
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### **Statewide DRE Lab**

#### **Funded Agency**

Ohio State Highway Patrol

#### **Project Description**

The increase in the number of certified DREs in the state required the Ohio State Highway Patrol to increase equipment at the OSP lab to meet the demands of DRE testing. Funds were budgeted for a Lab Tech – Criminalist. This position was not filled during FFY 2012.

<b>Awarded:</b>	<b>\$ 83,597.16</b>	<b>Expended:</b>	<b>\$ 0.00</b>	<b>Funding Source:</b>	<b>410</b>
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## Evaluation

- C-5) The 2009 – 2011 average number of alcohol impaired driving fatalities (blood alcohol concentration of .08g/dL or higher) is 327. Ohio did not quite meet the goal of 323. The average decreased by 3.53 percent not the projected 4.72 percent.
- The average number of alcohol-related fatal crashes (any impairment level where alcohol was a factor) is 360. Ohio exceeded the goal of 384.
- Alcohol related fatal crashes represent 36.10 percent of all fatal crashes in 2011. Ohio exceeded the goal of 36.5 percent.

Alcohol-Related / Total Fatal Crashes			
Year	Alcohol-Related Fatal Crashes	Total Fatal Crashes	Percent of Total Fatal Crashes
2008	412	1,099	37.4
2009	354	945	37.5
2010	393	984	39.9
2011	341	942	36.2
2012*	260	855	30.4

\*2012 only includes preliminary numbers January 1, 2012 through October 31, 2012. It is only included to show progress toward stated goals.

Ohio did not meet the Core Outcome Measure, but it did exceed both additional goals set in the FFY 2012 HSP. Ohio will continue to implement programs to reduce impaired driving fatalities.

## Occupant Protection Program Area

### Overview

#### Core Outcome Measures

- C-4) To decrease unrestrained passenger vehicle occupant fatalities (all seat positions) 9.23 percent from the 2008 – 2010 calendar base year average of 416 to a 2009 – 2011 year average of 378 by December 31, 2012 and to a 2011 – 2013 year average of 311 by December 31, 2014.
- To decrease the number of unrestrained passenger vehicle occupant fatalities from the 2008 – 2010 calendar base year average of 37.9 percent of all traffic fatalities to a 2009 – 2011 average of no more than 36.1 percent of all traffic fatalities by December 31, 2012 and to a 2011 – 2013 average of no more than 32.8 percent of all traffic fatalities by December 31, 2014.

#### Core Behavior Measure

- B-1) To increase statewide seat belt compliance .74 percent from the 2011 calendar base year usage rate of 84.1 percent to 84.7 percent by December 31, 2012 and to 85.9 percent by December 31, 2014.



## Programming Efforts

### Click It or Ticket (CIOT) Earned Media Plan

Earned Media	
Press conferences	33
TV news stories	987
Radio news stories	1,011
Print news Stories	105

### Sustained Seat Belt Materials

#### Funded Agency

Office of Criminal Justice Services – Traffic Safety Section

#### Project Description


In FFY 2012, Ohio used the Click It or Ticket (CIOT) campaign messages for its sustained seat belt campaign throughout the year. Sustained materials were used in conjunction with high visibility enforcement efforts during time periods outside of the CIOT mobilization to help increase statewide seat belt usage.

Funding was set aside to replenish materials (e.g., banners, signs, coasters, etc.) if necessary to provide law enforcement agencies and other partners (e.g., Safe Communities, traffic safety partners, etc.) to promote seat belt usage.

**Awarded: \$ 100,000.00 Expended: \$ 59,216.00 Funding Source: 402 OP**

### Click It or Ticket Seat Belt Paid Media

The OCJS-TS paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for seat belts. There were no non-paid PSA airing or print ads prior to FFY 1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 28,641,629.

Medium	Paid Spots	Bonus Spots	Totals Spots	Cost
TV/Cable	512	493	1,005	\$ 155,164.73
Radio	3,731	3,793	7,524	\$ 51,779.99
Print Ads				\$ 4,698.53
Other (Outdoor)				\$ 181,142.60
			<b>Total Media Cost</b>	<b>\$ 392,785.85</b>

**Awarded: \$ 862,500.00 Expended: \$ 392,785.85 Funding Source: 402 PM**



## Click It or Ticket Mobilization

The OCJS-TS made it a priority for grantees and non-grantee partners to participate in the mobilization in 2012. Participation and public awareness focusing on restraint usage continues to increase each year.

<b>Click It or Ticket Mobilization Agency Participation</b>			
Law Enforcement Agencies	Total in State	Participating	Reporting
Highway Patrol	63	63	63
County Sheriffs	88	82	81
City / Town Police	791	657	341
Other	151	95	12
<b>Totals</b>	<b>1,093</b>	<b>897</b>	<b>497</b>

<b>Click It or Ticket Mobilization Activity</b>					
Enforcement Activity	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012
Enforcement Hours	127,675	123,582	165,508	127,694	132,135
OVI Arrests	1,380	2,229	1,943	2,204	2,018
Restraint Citations	20,630	15,982	13,286	13,812	13,561
Child Restraint Citations	289	373	459	538	468
Speed Citations	18,385	38,280	35,991	37,219	36,977
Driving Under Suspension	3,617	5,493	5,180	5,479	5,861
Felony Arrests	807	1,140	816	1,174	1,581

## Materials and Equipment Awards

Agencies across the state were encouraged to participate in the National CIOT and Drive Sober or Get Pulled Over mobilizations. Law enforcement agencies who participated and submitted activity for both mobilizations qualified for equipment. Over 800 agencies participated in the mobilization. Following is the equipment purchased for the incentive.

<b>Equipment Incentives</b>	
Quantity	Item
5	Patrol Cars
30	PBTs
50	Mini Camcorders
55	Lasers
240	Radars

Funds were also allocated to purchase materials (magnets and banners) specifically for the CIOT Mobilizations.

<b>Awarded:</b>	<b>\$ 650,000.00</b>	<b>Expended:</b>	<b>\$ 526,964.56</b>	<b>Funding Source:</b>	<b>402 CP</b>
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## Low Usage Site Mini-Grants

### Funded Agency

University Hospitals of Cleveland

### Project Description

Mini-grants were awarded to 21 low-usage jurisdictions in Cuyahoga County. Radio One, CBS Radio/WQAL, Sonic and Fox 8 provided \$37,550 worth of airtime, movie passes, CDs, banners, appearances and food for this project. Enforcement efforts averaged 2.5 stops per hours.

Year	June	September
2008	73.01%	71.49%
2009	78.40%	69.90%
2010	73.50%	69.60%
2011	72.50%	73.00%
2012	79.60%	75.00%

**Awarded:** \$ 56,818.09 **Expended:** \$ 48,912.33 **Funding Source:** 402 OP

## Sustained Belt Paid Media Plan

The OCJS-TS paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for seat belts. There were no non-paid PSA airings or print ads prior to FFY 1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 6,051,980.

Medium	Cost
TV/Cable	\$ 0.00
Radio	\$ 28,807.36
Print Ads	\$ 41.08
Other	\$ 151,431.15
<b>Total</b>	<b>\$ 180,546.61</b>

**Awarded:** \$ 287,500.00 **Expended:** \$ 180,546.61 **Funding Source:** 402 PM

## Evaluating Effectiveness of Seat Belt Usage Media Messages

The Office of Criminal Justice Services' (OCJS) paid media components pertaining to seat belt use consisted primarily of television and radio buys with earned media television, radio and outdoor advertising. The following is a summary of information collected via statewide telephone surveys used to evaluate the effectiveness of the FFY 2012 paid media plan for enhancing the statewide use of seat belts.

As reported in the Impaired Driving Program Area, the Miami University Applied Research Center (ARC) conducted four random-digit dialing statewide telephone surveys of 4,549 drivers across the

five regions of Ohio. These surveys were conducted between April and September 2012, to identify changes in public opinion in reaction to media campaigns and law enforcement initiatives. The surveys covered an array of topics pertaining to highway safety, including general driving habits; seat belt use; opinions and actions regarding drinking and driving; and opinions and actions related to Ohio laws and law enforcement.

Seventy percent of survey participants reported that during the 30 days prior to completing the survey, they had “definitely” or “probably” seen or heard messages in Ohio encouraging people to wear their seat belts. Approximately 44 percent of those respondents saw or heard the message on television while 20 percent reported being exposed to seat belt messages through the radio. Additionally, 11 percent of respondents reported they were exposed to these messages through both the television and the radio. When respondents were asked to identify other places they had seen or heard messages encouraging seat belt use, 39 percent said road signs and 37 percent cited billboards. Others mentioned places including electronic roadway signs (six percent), banners (five percent), bumper stickers (four percent), newspapers (three percent), signs on buses (two percent), signs at rest areas or welcome centers (two percent) and yard signs (two percent). Places that were each mentioned by fewer than one percent of the respondents included: driver’s education classes or programs and friends or relatives.

During FFY 2012, the majority of respondents reported that the number of seat belt messages they had seen or heard in the 30 days prior to the survey had been about the same (79 percent), while 16 percent claimed they had seen or heard more messages than usual.

Sixty-three percent of respondents reported that they had seen or heard slogans encouraging seat belt use during the 30 days prior to the survey. Those who reported seeing or hearing a slogan identified the following specific slogan names without prompting: During the first (baseline) survey, respondents mentioned *Click It or Ticket* (77 percent) and *What’s Holding You Back?* (five percent). During the second survey, which was congruent with the first paid media initiative, respondents mentioned *Click It or Ticket* (86 percent) and *What’s Holding You Back?* (two percent). During the third survey, respondents mentioned *Click It or Ticket* (83 percent) and *What’s Holding You Back?* (two percent). During the fourth survey, which followed the second paid media initiative, respondents mentioned *Click It or Ticket* (79 percent) and *What’s Holding You Back?* (one percent). Consequently, recall of slogans encouraging seat belt use, and especially *Click It or Ticket*, remained relatively high and stable through the fourth survey.

Finally, it is also significant that respondents who maintained that they had not heard or seen a slogan encouraging seat belt use during the 30 days prior to the survey as well as those who saw or heard a slogan were then questioned about the *Click It or Ticket* and *What’s Holding You Back?* slogans by name. When prompted, 80 percent of those respondents had heard *Click It or Ticket* and 34 percent said they had heard the *What’s Holding You Back?* slogan.

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

## Occupant Protection Coordinator (OPC) Program

### Funded Agency

Ohio Department of Health

### Project Description

The Ohio Department of Health (ODH) was again the lead agency for the OPC program. ODH contracted with nine regional OPC Coordinators to provide occupant restraint programming to all 88 Ohio counties. This program was responsible for coordinating the child safety seat distribution program for low-income families. Last year this program distributed a total of 5,061 seats. Other activities conducted by the regional OPC coordinators are listed below. During FFY 2012, OPC coordinators and ODH received \$49,404.00 in donations and in-kind contributions from local businesses.

Activity	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012
Car Seat Check Events	168	157	160	121	137
Car Seats Checked at Events	3,030	2,308	2,568	1,191	1,699
32-Hour Technician Classes	18	15	20	10	14
New CPS Technicians	215	172	199	140	167
Refresher Courses	25	11	25	40	67
Refresher Course Attendees	333	186	316	237	585

**Awarded:** \$ 363,346.84    **Expended:** \$ 361,531.31    **Funding Source:** 402 OP

## Special Needs Program

### Funded Agency

Goodwill Industries

### Project Description

In FFY 2012, the Goodwill Industries of the Miami Valley continued to distribute free seats to low income special needs families, provide consultations to families with special needs children, attend special needs clinics and attend special events.

Activity	FFY 2010	FFY 2011	FFY2012
Car Seats/Safety Restraints Provided	103	68	53
Consultations	592	368	406
Special Needs Clinics	78	34	35
Community Special Events	11	5	10

**Awarded:** \$ 38,261.78    **Expended:** \$ 32,607.81    **Funding Source:** 402 OP

## Third Grade Seat Belt Program

### Funded Agencies

179 local law enforcement agencies

## Project Description

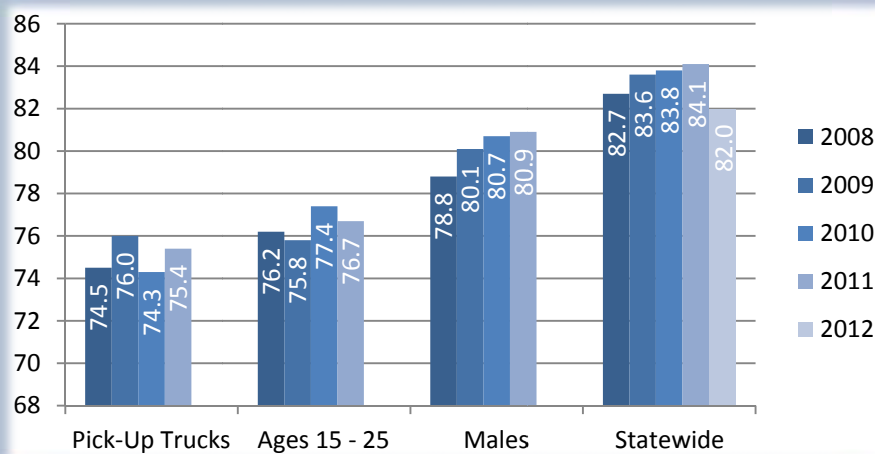
The Third Grade Seat Belt Program completed its 25<sup>th</sup> year in 2012. The program is offered to all agencies throughout the state. The program was taught in 56 of Ohio's 88 counties. This program is state funded through local fines levied against seat belt violators. Funds were used to pay law enforcement agencies an instructor stipend for each student taught. Participating agencies received videos, course curriculum guides and student materials to assist them in making presentations to third grade students where officers stressed the importance of wearing a seat belt at all times while riding in a motor vehicle. The training also serves to impress to all law enforcement officers the importance of wearing their seat belt and to enforce the seat belt law.

Agencies Enrolled	Agencies Providing Training	Students Trained
179	161	45,256

Awarded: \$ 305,600	Expended: \$ 190,176	Funding Source: State
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## Evaluation

- C-4) The 2009 – 2011 average number of unrestrained passenger vehicle occupant (all seat positions) is 387. While Ohio did not meet the goal of 378, the average number of unrestrained passenger vehicle occupant fatalities still decreased 6.79 percent from the 2008 – 2012 average.
- Unrestrained passenger vehicle occupant fatalities represent 35.14 percent of all traffic fatalities in 2011. Ohio exceeded the goal of unrestrained fatalities being no more than 36.1 percent of all traffic fatalities.
- B-1) The 2012 observed seat belt rate is 82.0 percent. Ohio did not meet the goal of 84.7 percent.



\*Breakdown of seat belt usage rates not available as of 12/26/12.

Ohio did not meet either the core performance goal or the core behavior measure, but did meet the additional goal set in the 2012 HSP. Ohio's seat belt observations were completed using the new NHTSA methodology. Commercial vehicles were added to the survey. In addition, the new survey included 57 counties that have 85 percent of Ohio's fatalities. This is ten counties more than were observed in 2010 and 2011. Even though Ohio did not meet the core performance goal, Ohio still achieved a 6.79 percent reduction. Ohio will continue to analyze the fatal and serious injury unbelted fatality data to determine programming in an effort to reduce unbelted fatalities and to increase the observed seat belt rate.

## Speed Management Program Area

### Overview

#### Core Outcome Measures

- C-6) To decrease speeding-related fatalities 5.65 percent from the 2008 – 2010 calendar base year average of 288 to a 2009 – 2011 year average of 272 by December 31, 2012.
- To decrease the number of speed-related fatalities from the 2008 – 2010 calendar base year average of 26.4 percent of all traffic fatalities to a 2009 – 2011 average of no more than 24.8 percent of all traffic fatalities by December 31, 2012 and to a 2011 – 2013 average of no more than 21.9 percent of all traffic fatalities by December 31, 2014.

### Programming Efforts

#### High Visibility Enforcement Overtime (HVEO) Grants

##### Funded Agencies

See listing under Alcohol Program Area

##### Project Description

High Visibility Enforcement Overtime 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 2008, 2009 and 2010. All agencies were required to conduct highly visible enforcement activities during the following strategic periods:

Halloween	Christmas/New Years	St. Patrick's Day	Click It or Ticket	Drive Sober
Thanksgiving	Super Bowl	Prom Season	4 <sup>th</sup> of July	Homecoming

All funded agencies were required to focus on three goals: reduce the number of traffic-related fatalities; increase seat belt usage; and decrease the number of alcohol-related fatalities. Enforcement efforts were conducted on locations and times where high visibility enforcement would achieve success in these goals.

See enforcement activity under Impaired Driving Program Area.

<b>Awarded:</b>	<b>\$1,653,609.42</b>	<b>Expended:</b>	<b>\$1,331,808.36</b>	<b>Funding Source:</b>	<b>402 PT</b>
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## Statewide HVEO and Training

### Funded Agency

Ohio State Highway Patrol

### Project Description

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

See enforcement activity under Impaired Program Area.

### Crash Related Training

Training Course	Number of Courses	Number of Students Taught	Number of Agencies
Electronic Speed Measuring Device (ESMD)	3	96	50
ESMD Instructor	1	11	10
ESMD Judges & Prosecutors	1	17	17
Basic Traffic Crash Investigation	3	70	39
Intermediate Traffic Crash Investigation	2	23	15
Technical Crash Investigation	1	13	8
Pedestrian Crash Investigation	1	10	6

<b>Total Awarded:</b>	<b>\$ 624,979.19</b>	<b>Expended:</b>	<b>\$ 546,806.54</b>	<b>Funding Source:</b>	<b>402 PT</b>
<b>Enforcement</b>	<b>\$ 584,837.66</b>		<b>\$ 522,153.99</b>		<b>402 PT</b>
<b>Training</b>	<b>\$ 15,140.03</b>		<b>\$ 8,770.10</b>		<b>402 PT</b>
<b>Education</b>	<b>\$ 25,000.00</b>		<b>\$ 15,882.45</b>		<b>402 PT</b>

### Speed Enforcement

Cincinnati Police Department purchased 29 laser speed measuring devices to equip Traffic Unit vehicles (17 cruisers and 12 motorcycles) in all five patrol districts. The speed measuring devices were used in conjunction with Cincinnati's High Visibility Enforcement Overtime grant. Increased speed enforcement occurred in locations that were identified as high speed-related crash locations.

<b>Awarded:</b>	<b>\$ 59,655.00</b>	<b>Expended:</b>	<b>\$ 59,655.00</b>	<b>Funding Source:</b>	<b>402 PT</b>
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## Corridor Enforcement

### Funded Agencies

HVEO Sub-grantees

### Project Description

The OCJS-TS continued to encourage all HVEO grantees to promote (through the use of earned media) and conduct high visibility enforcement efforts along corridors that have been identified as high crash locations. Several single county corridor projects were coordinated in the Countywide OVI Task Force grants. A corridor project was implemented on US 33 from Meigs County on the Ohio River to Van Wert County on the Indiana border. This project involved over 30 agencies over the Thanksgiving Holiday (11/23/11 – 11/27/11). Another multi-county project was conducted on US 27 on February 24, 2012. This project involved 9 agencies in Butler and Hamilton Counties.

## Data Driven approaches to Crime and Traffic Safety (DDACTS)

### Funded Agencies

None

### Project Description

OCJS encouraged law enforcement to develop strategies based on effective and fluid action plan designed to reduce crime and crashes. The strategy is based on the confluence of traffic incidents and crime and the opportunity to address both issues through common interventions.

## Speed Management

### Funded Agency

Office of Criminal Justice Services – Traffic Safety Section

### Project Description

The SHSP planning committee approved incorporating speed management concepts into the Strategic Highway Safety Plan in FFY 2007. In FFY 2009, the OCJS-TS worked closely with ODOT in adding speed management strategies under the CHST High-Risk Behaviors/Drivers subcommittee. In FFY 2010, strategies included meeting to discuss development of a state speed management policy, identifying best practices, development of educational materials and implementation of a joint speed management pilot project with ODOT. OCJS-TS and ODOT both set aside funding for use in FFY 2012 to jointly fund any projects that met SHSP goals.

Ohio will continue to work with NHTSA on how to best implement speed management programs and best practices in FFY 2013.

<b>Awarded:</b>	<b>\$ 10,000</b>	<b>Expended:</b>	<b>\$ 0.00</b>	<b>Funding Source:</b>	<b>402 SC</b>
	<b>\$ TBD</b>		<b>\$ 0.00</b>		<b>ODOT</b>



## Construction Zone Safety Project

### Funded Agencies

Agency	County
Cincinnati Police Department	Hamilton
Columbus Police Department	Franklin
Dayton Police Department	Montgomery
Franklin County Sheriff's Office	Franklin
Ohio State Highway Patrol	Lake, Morrow, Warren
Toledo Police Department	Lucas

### Project Description

The Ohio Department of Transportation (ODOT) designated federal safety funds to be spent directly on work zone enforcement presence in the 2012 construction season. The ODOT, the ODPS, and the agencies listed above formalized a partnership to reduce crashes in Ohio's work zones. The work zones targeted in FFY 2012 were:

Interstate 75 Warren County  
 Interstate 75 Montgomery County  
 Interstate 75 Hamilton County  
 State Route 90 Lake County  
 Interstate 71 Franklin County  
 Interstate 670 Franklin County  
 Interstate 270 Franklin County  
 Interstate 475 Lucas County  
 Interstate 71 Morrow County

Construction Zone Enforcement Results					
Enforcement Activity	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012
Daytime Enforcement Hours*					5,062
Nighttime Enforcement Hours*					760
Total Enforcement Hours	1,944	2,780	2,437	3,469	5,822
Number of Traffic Stops	2,840	3,809	3,790	5,899	10,678
OVI Arrests 21 and Over	2	9	11	29	11
OVI Arrests Under 21	0	3	3	2	0
Adult Restraint Citations	203	253	126	354	638
Child Restraint Citations	5	1	30	21	54
Speed Citations	1,925	2,668	2,504	3,102	7,493
Driving Under Suspension	71	60	71	88	641
Felony Arrests	16	8	133	7	14
Other Citations	356	344	674	582	1,169

\*Breakdown of Daytime and Nighttime hours not available prior to FFY 2012.

**Awarded: \$ 408,618.50 Expended: \$ 310,357.40 Funding Source: ODOT**

## Evaluation

- C-6) The 2009 – 2011 average number of speeding-related fatalities is 298. Ohio did not meet the goal of 272.
- Speed-related fatalities represent 29.43 percent of all fatalities in 2011. Ohio did not meet the goal of no more than 24.8 percent.

Ohio did not meet either goal set in the 2012 HSP. Speed-related fatalities have reduced each year since 2010; however 2010 was a high year making the average high. Speeding citations have also increased each year since 2010. Ohio will keep watching speed-related fatalities and adjust programming to keep this trend.

## Motorcycle Safety Program Area

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### Overview

#### Core Outcome Measures

- C-7) To decrease motorcyclist fatalities 4.37 percent from the 2008 – 2010 calendar base year average of 183 to a 2009 – 2011 year average of 175 by December 31, 2012 and to a 2011 – 2013 year average of 160 by December 31, 2014.
- C-8) To decrease un-helmeted motorcyclist fatalities 6.77 percent from the 2008 – 2010 calendar base year average of 134 to a 2009 – 2011 year average of 124 by December 31, 2012 and to a 2011 – 2013 year average of 109 by December 31, 2014.
- To decrease the number of motorcycle fatalities from the 2008 – 2010 calendar base year average of 16.6 percent of all traffic fatalities by December 31, 2012 and to a 2011 – 2013 average of no more than 13.8 percent of all traffic fatalities by December 31, 2014.

### Programming Efforts

#### Motorcycle Safety Earned media Plan

Earned Media Material	Quantity
Ride SMART Banner	288
Ride SMART Napkins	78,300
Ride SMART Coasters	19,450
Ride SMART Kick Stand Plates	48,060
Ride SMART Litter Bags	20,500
Look Out for Motorcycles Bumper Magnets	38,300
Look Out For Motorcycles banners	536
Ohio Motorcycle Maps	40,960

#### Motorcycle Safety Strategic Planning Work Group

The Motorcycle Safety Strategic Planning Work Group was established in 2005 to provide input to Motorcycle Ohio on development of the motorcycle safety strategic plan.

The Ohio Department of Transportation (ODOT), the Ohio State Highway Patrol (OSHP), Miami University of Ohio, motorcycle dealers, the American Motorcyclist Association (AMA), motorcyclist organizations, and motorcycle-related businesses continued to participate in the meetings and assisted with implementation of the strategic plan in FFY 2012.

## Motorcycle Strategic Plan

### Funded Agency

Office of Criminal Justice Services – Motorcycle Ohio


### Project Description

Motorcycle Ohio (MO) developed the Ride SMART (Sober, Motorcycle endorsed, Alert, Right gear, Trained) campaign to help make motorcyclists more aware of safety issues associated with riding. 2010 funds were spent on sub-grants for educational opportunities, earned media materials, motorcycles, motorcycle parts, an instructor workshop, and a truck to transport motorcycles to and from the training site.

**Awarded: \$ 349,007.76 Expended: \$ 186,316.44 Funding Source: 2010**

### Motorcycle Safety Paid Media

The OCJS-TS's paid media components consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for motorcycle safety. There were no non-paid PSA airing or print ads prior to FFY 1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 49,114,089.

Medium	Paid Spots	Bonus Spots	Totals Spots	Cost
TV/Cable	230	275	505	\$ 110,227.41
Radio	8,338	8,92	17,240	\$ 111,829.27
Print				\$ 4,359.62
Other(Outdoor)				\$ 79,948.24
			<b>Total Media Cost</b>	<b>\$ 306,364.54</b>

**Awarded: \$ 500,000.00 Expended: \$ 306,364.54 Funding Source: 402 PM**

## Safe Communities

### Funded Agencies

See Comprehensive Program Area for full list of Safe Communities

### Program Description

See Comprehensive Program Area for full description and funding information. Since FFY 2008, each Safe Communities program has been required to conduct motorcycle safety activities. During FFY 2012, the OCJS-TS continued to require Safe Communities to develop partnerships and hold events at the grassroots level to reach motorcyclists in their communities. Safe Communities provided the education/earned media portion of the motorcycle campaign while our law enforcement agencies including the Ohio State Highway Patrol conduct motorcycle enforcement based upon fatality/serious injury problem identification. Some examples of education/earned media that were provided last year are participation in local bike nights, safety awareness rides, safety fairs, kickoff events for the riding season and distributing materials.

## Alcohol Awareness Grant

### Funded Agency

Mothers Against Drunk Driving (MADD)

### Program Description

See Impaired Driving Program Area for full description and funding information. In FFY 2012, MADD continued outreach to the motorcycle community. MADD distributed over 5,000 motorcycle safety pamphlets. Pamphlets were distributed during biker night events, to Safe Communities and to law enforcement agencies. MADD also conducted a motorcycle safety run.

## Motorcycle Ohio Program

### Funded Agency

Office of Criminal Justice Services – Motorcycle Ohio

### Program Description

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



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

In 2012, MO trained 12,334 students at 21 permanent training sites across the state. Private providers trained an additional 2,228 students.

Four workshops and curriculum updates were held throughout the state with participation of 256 certified MO instructors. MO conducted three Instructor Preparation Courses. Twenty-nine candidates successfully completed the course.

<b>Awarded:</b>	<b>\$3,185,000</b>	<b>Expended:</b>	<b>\$2,295,074.48</b>	<b>Funding Source:</b>	<b>State</b>
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### Motorcycle Data Evaluation Grant

#### Funded Agency

University of Akron

#### Program Description

The University of Akron developed a statewide database collecting all motorcycle-related crash records from 2008 through September of 2012. Using this data, the University of Akron was able to develop four multinomial mixed logit motorcycle crash models based on helmet use and motorcycle type. The University also developed ten “hot spot” maps. Program staff attended 27 motorcycle events around identified “hot spots” to share information on crash trends and to offer advice on safer riding.

All these results have been made available on the university’s website for access. The University of Akron also gave presentations to large groups, individual agencies, provided information over the phone and customized information from the website throughout the grant year in an effort to supplement law enforcement motorcycle safety efforts.

<b>Awarded:</b>	<b>\$ 70,748.23</b>	<b>Expended:</b>	<b>\$ 46,591.85</b>	<b>Funding Source:</b>	<b>402 MC</b>
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### High Visibility Enforcement Overtime (HVEO) Grants

#### Funded Agencies

See listing under Impaired Driving Program Area

#### Program Description

See Impaired Driving and Speed Programs areas for full description and funding information. High Visibility Enforcement Overtime 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 2008, 2009 and 2010. All agencies were required to conduct highly visible enforcement activities during the following strategic periods:

Halloween	Christmas/New Years	St. Patrick’s Day	Click It or Ticket	Drive Sober
Thanksgiving	Super Bowl	Prom Season	4 <sup>th</sup> of July	Homecoming

All funded agencies were required to focus on three goals: reduce the number of traffic-related fatalities; increase seat belt usage; and decrease the number of alcohol-related fatalities. In addition to these goals, jurisdictions including OSHP whose problem identification indicates a motorcycle problem were encouraged to conduct motorcycle enforcement. Enforcement efforts

were conducted on locations and times where high visibility enforcement would achieve success in these goals.

## Evaluation

- C-7) The 2009 – 2011 average number of motorcyclist fatalities is 167. Ohio exceeded the goal of 175.
- C-8) The 2009 – 2011 average number of un-helmeted motorcyclist fatalities is 125. Ohio did not meet the goal of 124.
- Motorcycle fatalities represent 16.24 percent of all fatalities in 2012. Ohio did not meet the goal of no more than 15.6 percent.

Motorcycle Crashes		
Year	Motorcycle Crashes	Motorcycle Fatal Crashes
2008	5,075	212
2009	4,401	163
2010	4,435	168
2011	3,965	167
2012*	3,430	146

\*2012 only includes preliminary numbers January 1, 2012 through October 31, 2012. It is only included to show progress toward stated goals.

Although Ohio met only one of the Core Performance Measures and did not meet the additional goal listed in the FFY 2012 HSP, the numbers are moving in the right directions for all goals listed. Ohio continues to analyze the data to determine what programming will best address the motorcycle issues. Ohio will continue to make motorcycle safety a priority and will continue to allocate funding based on problem identification.

## Youthful Driver Program Area

### Overview

#### Core Outcome Measures

- C-9) To decrease drivers age 20 or younger involved in fatal crashes 9.4 percent from the 2008 – 2010 calendar base year average of 174 to a 2009 – 2011 year average of 158 by December 31, 2012 and to a 2011 – 2013 year average of 130 by December 31, 2014.
- To decrease the number of youth (age 20 and under) fatalities from the 2008 – 2010 calendar base year average of 16.1 percent of all traffic fatalities to a 2009 – 2011 average of no more than 15.8 percent of all traffic fatalities by December 31, 2012 and to a 2011 – 2013 average of no more than 15.1 percent of all traffic fatalities by December 31, 2014.

## Programming Efforts

### Peer to Peer Youth Programming

#### Funded Agency

SADD

#### Project Description

SADD delivered two programs to 412 schools across the state. PROMise a Safe Summer campaign focused on seat belt use, impaired driving and speed. InTXTicated focused on Ohio's new distracted driving law. These programs reached over 300,000 students each.

SADD conducted three regional training conferences in FFY 2012. One day sessions were held in Cleveland, Sharonville and Columbus. At the end of the training over 850 students and advisors had actions plans to take back to their schools to implement traffic safety programming. Estimated reach is over 2 million.

SADD's final goal was to implement a pilot project based on SADD National's Mobilizing the Community. The U R The Key: Shape the Future program has been successful in Pickaway County. The students have responded well to the methods, efforts and ideas. SADD will look to expand to a second community in FFY 2013.

SADD received \$25,000 in in-kind contributions to support these efforts.

Awarded:	\$	99,932.47	Expended:	\$	92,194.99	Funding Source:	402 CP
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### Ford Driving Skills for Life

#### Funded Agency

Governor's Highway Safety Association (GHSA)

#### Project Description

Ford Driving Skills for Life (Ford DSFL) in partnership with the Ohio Department of Public Safety/Office of Criminal Justice Services and Westfield Insurance offered Ohio teen drivers twelve, free half-day driving clinics with some of the nation's top professional driving instructors. The courses were conducted in three cities (Cincinnati, Columbus and Cleveland). More than 900 students and parents were trained. The teens showed a 21 percent improvement from the pre-event test to the post-event test administered the day of the training.

Awarded:	\$	100,000.00	Expended:	\$	98,842.50	Funding Source:	402 CP
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## Safe Communities

### Funded Agencies

See listing under Comprehensive Program Area

### Program Description

See Comprehensive Program Area for full description and funding information. All Safe Communities programs were required in their grant to conduct activity for both Prom and Homecoming. Some examples of the activities for youth included: Every 15 Minutes, High School Safety Fairs, University Health Fairs, Buckle-Up Bowls, school presentations, youth safety councils, Homecoming presentations, Prom Promise events, media events, and car teens.

## Hispanic Initiatives

### Funded Agencies

Ohio Hispanic Coalition

### Project Description

See Multicultural Program Area for full description and funding information. The Ohio Hispanic Coalition conducted a Latino Youth Safety Summit covering distracted driving and driving under the influence of drugs and alcohol. The presentations were done in English and Spanish. There were 55 participants.

## Asian Initiatives

### Funded Agency

Asian American Community Services

### Project Description

See Multicultural Program Area for full description and funding information. The Asian American Community Services grant provided 8 teen/parent safety workshops. More than 300 parents and teens attended the workshops together. Topics that were addressed included: the GDL process, eight danger zones for teens behind the wheel, parent-teen driving contract and setting house rules to reduce crash risks. Surveys showed a 21 percent increase in knowledge.

## Alcohol Enforcement and Education

### Funded Agency

Ohio Investigative Unit

### Project Description

See Impaired Driving Program Area for full description and funding information. A large component of the Ohio Investigative Unit's grant is doing compliance checks of establishments that serve/sell alcohol to ensure they are not serving /selling alcohol to anyone underage.

## Alcohol Awareness Grant

See Impaired Driving Program Area for full description and funding information. Mothers Against Drunk Driving (MADD) worked with representatives from the Underage Drinking Enforcement

Training Center of Gaithersburg, Maryland to conduct training on effectively containing and dispersing underage drinking parties. Two sessions were conducted in each of the following cities: Columbus, Centerville, Maumee and Richfield. A total of 92 individuals from 44 law enforcement agencies attended.

MADD continued working with both parents and potential partnering agencies on the “Power of Parents – It’s Your Influence” program. Presentations were made to parents in the Licking Valley School District (Licking County) and the Trumbull County Career Center. Presentations were also made to Safe Community Coalitions in Greene, Pickaway and Clark Counties. A total of 62 individuals viewed the presentations. Eighteen expressed interest in training for their own workshops.

### High Visibility Enforcement Overtime (HVEO)

#### Funded Agencies

See list under Impaired Driving Program Area

#### Program Description

See Impaired Driving and Speed for full description and funding information. Each HVEO program had overtime enforcement for Prom and Homecoming.

### Evaluation

- C-9) The 2009 – 2011 average number of drivers age 20 or younger involved in fatal crashes is 165. Ohio did not meet the goal of 158.
- Youth (age 20 and under) fatalities represents 17.03 percent of all fatalities in 2012. Ohio did not the goal of 15.8 percent.

Youth Crashes		
Year	Youth Crashes	Youth Fatal Crashes
2008	69,738	182
2009	65,525	169
2010	63,109	156
2011	67,445	167
2012*	38,691	131

\*2012 only includes preliminary numbers January 1, 2012 through October 31, 2012. It is only included to show progress toward stated goals.

Ohio did not meet either youth goal set in the FFY 2012 HSP even though drivers aged 20 or younger involved in fatal crashes only increased by one last year and number of youth fatalities only increased 5. Ohio will continue to monitor and analyze youth data to ensure youth fatalities decrease.

# Multicultural Program Area

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## Overview

### Outcome Measures

- To ensure all vital traffic safety materials and messaging are available in languages that reach Ohio's populations.
- To make traffic safety messaging culturally relevant to Ohio's populations.

## Programming Efforts

### Ohio's Multicultural Partners

#### Funded Agency

Office of Criminal Justice Services – Traffic Safety

#### Program Description

In FFY 2012, the Office of Criminal Justice Services – Traffic Safety Section (OCJS-TS) continued to network with multicultural partners to promote seat belt use, reduce the incidence of alcohol-impaired driving and address other traffic safety issues. Information was made available through the OCJS web site encouraging participation in the seat belt and alcohol campaigns. Additionally, communities received weekly traffic safety e-mail broadcasts.

### Asian Initiatives

#### Funded Agencies

Asian American Community Services

#### Project Description

In Central Ohio, the Asian American Community Services (AACS) continued to work with new drivers from the Asian community whether they were adults new to driving in America or teen drivers. AACS conducted six safe driving workshops in the Chinese, Korean, Filipino and Vietnamese communities reaching 45 participants. Post-test results showed a 26 percent increase in knowledge of traffic laws, rules, regulations and signals. AACS developed a new workshop in FFY 2012 to educate college students on the dangers of impaired driving. Eight workshops were conducted reaching 150 Asian college students. Post survey showed a 19 percent increase in attitudes and knowledge on impaired driving. The Asian American Community Services grant provided 8 teen/parent safety workshops. More than 300 parents and teens attended the workshops together. Topics that were addressed included: the GDL process, eight danger zones for teens behind the wheel, parent-teen driving contract and setting house rules to reduce crash risks. Surveys showed a 21 percent increase in knowledge. In addition to working with new drivers, AACS conducted four child passenger safety workshops in the Chinese, Korean and Vietnamese communities with 50 families. AACS distributed over 700 pieces of child passenger safety materials. Forty-six car seats were checked. The car seat checks found that while most of the participants were in car seats, about 70 percent were installed incorrectly. Additional time was

spent educating parents about the importance of proper installation and showing the parents how to install the seat. Two program staff became certified technicians in FFY 2012.

AACS received \$12,710 from the community to support their program.

<b>Awarded:</b>	<b>\$ 55,731.96</b>	<b>Expended:</b>	<b>\$ 47,415.04</b>	<b>Funding Source:</b>	<b>402 CP</b>
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## Cleveland’s Multicultural Communities

### Funded Agency

University Hospitals of Cleveland

### Project Description

University Hospitals of Cleveland continued their population based-minority outreach effort to reach both the African American and the Hispanic communities in Cleveland. The hospital partnered with 7 new social services agencies or churches in the Hispanic communities. The hospital also partnered with 15 new barber shops and beauty salons in the Cleveland and East Cleveland neighborhoods. Another avenue to reach these communities was local gas stations and stores. The project staff and the communities involved distributed leaflets, window decals, gas pump stickers and educational materials. “Give-a-penny” trays were a new item in this year’s grant; however, some locations refused the trays due to theft issues. In addition, University Hospitals of Cleveland attended over 50 minority focused events to distribute safety materials. These events reached over 15,000 people. University Hospitals of Cleveland was able to obtain pro bono media for this program again. Ten billboards were posted at various locations in our target communities.

University Hospitals received \$4,000 in funding from local partners to support grant activities.

<b>Awarded:</b>	<b>\$ 100,356.62</b>	<b>Expended:</b>	<b>\$ 90,974.99</b>	<b>Funding Source:</b>	<b>402 CP</b>
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## Hispanic Initiatives

### Funded Agencies

Ohio Hispanic Coalition  
OCCHA

### Project Description

The Ohio Hispanic Coalition worked with the Hispanic community in central Ohio that had been court ordered to attend Victim Impact classes as a result of driving under the influence. The Ohio Hispanic Coalition hosted 4 car seat checks and participated in ten safety/health fair events. A total of 140 car seats were provided. The Ohio Hispanic Coalition conducted a Latino Youth Safety Summit covering distracted driving and driving under the influence of drugs and alcohol. The presentations were done in English and Spanish. There were 55 participants. Throughout the grant year, Coalition staff distributed traffic safety literature in the community by visiting Hispanic business such as grocery stores, restaurants, beauty salons, clinics, etc.

OCCHA worked with the Hispanic community in northeastern Ohio. OCCHA attended many local festivals and fairs to distribute educational literature on child passenger safety. OCCHA distributed 81 car seats in FFY 2012.

<b>Awarded:</b>	<b>\$ 105,000.00</b>	<b>Expended:</b>	<b>\$ 90,134.94</b>	<b>Funding Source:</b>	<b>402 CP</b>
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## Mature Driver

### Funded Agency

Office of Criminal Justice Services – Traffic Safety

### Project Description

This funding was set aside in FFY 2012 to allow for any material costs related to mature driver issues. Information was available to partners on the website and through the weekly e-mail broadcasts. No funds were spent during FFY 2012.

<b>Awarded:</b>	<b>\$ 5,000.00</b>	<b>Expended:</b>	<b>\$ 0.00</b>	<b>Funding Source:</b>	<b>402 CP</b>
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## Evaluation

During FFY 2012, the OCJS-TS continued to deliver traffic safety messaging to faith-based communities, Hispanic/Latino communities, and Asian communities. While efforts to ensure all vital traffic safety materials and messaging are available in languages that reach Ohio's populations and to make traffic safety messaging culturally relevant to Ohio's populations will continue in FFY 2013, funds will be allocated to projects that demonstrate measureable results.

## Comprehensive Program Area

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### Overview

#### Core Outcome Measures

The comprehensive program projects address multiple core outcome measure and/or the core behavior measure.

### Programming Efforts

#### Ohio Strategic Highway Safety Plan (SHSP) Coordinating Committee

### Funded Agency

Office of Criminal Justice Services – Traffic Safety

### Project Description

The federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for User (SAFETEA-LU) enacted in August 2005 required states to conduct strategic highway safety planning. State Strategic Highway Safety Plans (SHSP) are to be used to identify and analyze

highway safety problems and opportunities, include projects or strategies to address them, and evaluate the accuracy of data and the priority of proposed improvements. The SHSP must be based on accurate and timely safety data, consultation with safety stakeholders, and performance-based goals that address infrastructure and behavioral safety problems on all public roads. States are also required to develop an evaluation process to assess results and use the information to set priorities for highway safety improvements.

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

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

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

Subcommittees representing the plan's five emphasis areas (Data and Support Systems, High-Risk Behaviors/Drivers, Serious Crash Types, Special Vehicles/Roadway Users, and Incident and Congestion Related Crashes) meet quarterly to review and update project information.

## **Ohio Department of Public Safety (ODPS)/Ohio Department of Transportation (ODOT) Meetings**

### **Funded Agencies**

Office of Criminal Justice Services – Traffic Safety  
Ohio Department of Public Safety

### **Project Description**

The OCJS-TS and ODOT's System Planning and Program Management staff continued to meet to share information, discuss common problems and identify joint ventures to address Ohio's crash problems. Benefits of this closer partnership between the two agencies included sharing of crash problem identification, assistance with grant proposal review, better coordination of local safety efforts and collaboration on joint projects.

## Employer Safety Partners

### Funded Agency

Office of Criminal Justice Services

### Project Description

The OCJS-TS has recognized that in order to impact the 21 – 40 year old age group, a partnership with the business community is an important element. Since October 1992, the OCJS-TS has coordinated a statewide network of employers and safety advocates entitled the Ohio Partnership for Traffic Safety (OPTS). The purpose of this network is to unite government and the private sector by combining the safety expertise and resources of ODPS with the knowledge and insight of Ohio business leaders. This partnership can increase profits, reduce operating costs, and minimize the public cost to citizens by reducing vehicle-related deaths and injuries. While, in FFY 2012, OPTS partnered with organizations with employees and company vehicles, a minimal amount federal dollars were spent. Materials that are available to sub-grantees are made available to businesses as well. Additionally, the OPTS partners received a weekly broadcast from relaying up to date traffic safety information and available resources to use within their companies.

<b>Awarded:</b>	<b>\$ 10,000.00</b>	<b>Expended:</b>	<b>\$ 12.00</b>	<b>Funding Source:</b>	<b>402 CP</b>
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## Law Enforcement Liaisons

### Funded Agencies

Agency	Region
Cincinnati Police Department	Southwest
Shawnee Township Police Department	Northwest
Summit County Sheriff's Office	Northeast
Upper Arlington Police Department	Central/Southeast

### Project Description

In FFY 2012, Ohio's four Law Enforcement Liaisons (LELs) worked with law enforcement agencies across the state to encourage participation in both the *Click It or Ticket* and the *Drive Sober or Get Pulled Over* national mobilizations. Two of the LELs facilitated large media events in Cincinnati. 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, attended National Lifesavers, and LEL and Traffic Safety Resource Prosecutor Training.

<b>Awarded:</b>	<b>\$ 381,544</b>	<b>Expended:</b>	<b>\$ 285,282.67</b>	<b>Funding Source:</b>	<b>402 CP</b>
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## Officer Training

### Funded Agency

Ohio Peace Officer Training Academy (OPOTA)

### Project Description

OPOTA continued to train Ohio officers in OVI, speed enforcement and crash investigation. Under grant OPOTA provided law enforcement training to 214 officers in the various courses listed in the following chart.

Grant Funded Training Course	Number of Courses	Number of Students Taught	Number of Agencies
Advanced SFST	1	13	1
SFST Instructor	1	13	11
Electronic Speed Measuring Device (ESMD) Instructor	1	17	14
ESMD Operator	1	25	14
Crash Investigation Techniques for the Patrol Officer	1	6	6
Traffic Collision Investigation Level I	2	30	18
Traffic Collision Investigation Level II	2	50	35
Advanced Roadside Impaired Driving Enforcement (ARIDE)	2	60	34

OPOTA provided training to an additional 175 officers in the various courses listed in the following chart. This training is valued at \$73,400.

In-Kind Training Course	Number of Courses	Number of Students Taught	Number of Agencies
Electronic Speed Measuring Device (ESMD) Instructor	1	18	16
ESMD Operator	2	30	18
Vehicle Dynamics Level III	2	63	42
Advanced Roadside Impaired Driving Enforcement (ARIDE)	3	64	30

**Awarded:** \$ 103,054.00 **Expended:** \$ 103,054.00 **Funding Source:** 402 PT

## Safe Communities

### Funded Agencies

Agency	County
Atrium Medical Center	Warren*
Bethesda North Hospital	Hamilton
Brunswick Division of Police	Medina
Clark County Combined Health	Clark
Clermont County General Health District	Clermont
Columbus Health Department	Franklin
Delaware General Health District	Delaware

Educational Service Center of Lake Erie West	Lucas
Family & Community Services, Inc.	Portage
Family Recovery Center	Columbiana*
Fowler Township Police Department	Trumbull
Greene County Combined Health District	Greene
Knox County Health Department	Knox
Lake County General Health	Lake
Licking County Health Department	Licking
Lima-Allen County Regional Planning Commission	Allen
Lorain County General Health District	Lorain
Mansfield-Richland County Health Department	Richland
Morrow County Health Department	Morrow
New Middletown Police Department	Mahoning
Pickaway County Sheriff's Office	Pickaway*
Putnam County Educational Service Center	Putnam*
Ross County Health District	Ross
Safety Council of Southwestern Ohio	Butler*
Stark County Sheriff's Office	Stark
Summa Health System	Summit*
UHHS Memorial Hospital of Geneva	Ashtabula
Union County Health District	Union
University Hospitals of Cleveland	Cuyahoga
University of Cincinnati	Brown
Williams County Combined Health	Williams
Your Human Resource Center	Holmes
Your Human Resource Center	Wayne

\*Counties that did not have a Safe Communities program in all years (2008 – 2012). Crash numbers are not included for these counties in the table below.

Safe Community Counties			
Year	Fatal Crashes	Alcohol-Related Fatal Crashes	Seat Belt Usage
2008	608	234	82.7
2009	495	193	83.6
2010	504	213	83.8
2011	509	187	84.1
2012*	434	136	

\*2012 only includes preliminary numbers January 1, 2012 through October 31, 2012. It is only included to show progress toward stated goals.

### Project Description

Ohio Safe Communities is a data driven initiative to save lives and reduce injuries by building collaboration between state, county, and local community partners. In FFY 2012 there were 33 countywide community-based programs. Each program had five primary goals that included increasing seat belt usage, increasing seat belt and impaired driving awareness, increasing motorcycle safety awareness, coalition building and fatal data review.



All Safe Community programs were required to conduct Fatal Data Review meetings to review each fatal in the county to determine if trends or patterns could be identified. The committee made recommendations to the coalition on how the fatal crash might have been avoided. Overall, Safe Community coordinators reported that 154 countermeasures were recommended last year and 80 have been or are in the process of being implemented.

Safe Community programs reported \$21,357 in monetary donations to their programs in addition to donations of advertising, space, food, time, door prizes, etc.

Volunteers donated 3621.5 hours to the Safe Communities program. Using the national estimated dollar value of volunteer time of \$21.79 per hour, volunteers contributed \$78,912.49.

Coordinators reported 558 activities, including 85 that were “in-kind”. The “in-kind” activities were traffic safety related activities conducted by the coordinators or coalition members that were not charged to the grant. The reported activities reached over 10.8 million people of all population types (teens, mature drivers, minorities, etc.). These activities received the following gross impressions:

Type of Media	Gross Impressions
Print	9,333,468
Radio	11,234,917
Television	3,355,342
Web	5,793,372

In FFY 2012, Safe Community programs reached 71.36 percent of Ohio’s populations (approximately 8.1 million people) through earned media and education.

**Awarded: \$1,739,938.34 Expended: \$1,422,328.49 Funding Source: 402 SA**

**Safe Communities Advisory Committee**

**Funded Agency**

Safe Communities Advisory Committee

**Project Description**

The Safe Communities Advisory Committee did not meet during FFY 2012.

**Evaluation**

**Funded Agency**

Miami University

**Project Description**

**Statewide Observation Survey of Seat Belt Use**

During 2011, the National Highway Traffic Safety Administration (NHTSA) issued new Uniform Criteria for conducting State Observational Surveys of Seat Belt Use. The final rule was published in the Federal Register Vol. 76 No. 63, April 1, 2011. Consequently beginning in 2011, the ARC’s Director and staff reviewed the document and began planning and preparing Ohio’s response to the requirement to submit to NHTSA a study and data collection protocol for the 2012 state survey

to estimate vehicle occupant restraint use. The final ARC plan for Ohio was fully compliant with the Uniform Criteria and was successfully implemented during Ohio's 2012 seat belt survey.

The policy-related goal of this annual research is to determine the percentage of Ohio drivers and/or passengers who wear seat belts while traveling in a motor vehicle. The observation survey was conducted by retired Ohio State Highway Patrol Officers at two different times (April and June) during FFY12 (and additional observations in October 2012). For this project, the Applied Research Center (ARC) selected new observation sites per the new methodology mandated by the National Highway Traffic Safety Administration (NHTSA); monitored and updated sites; collected data from observers, completed data entry and statistical analysis; and reported the findings of the annual statewide observation survey data to the Office of Criminal Justice Services (OCJS) and NHTSA. Ohio's seat belt use rate for 2012 steadily increased from a baseline of 78.1 percent (21,029 drivers and front-seat passengers) in April, to 81.5 percent (21,963 drivers and front-seat passengers) in June, to 82 percent (20,253 drivers and front-seat passengers) in October; however, the 2012 rate was lower than the 2011 rate of 84.1 percent. The Survey 3 statewide seat belt use rate estimate of 82 percent with a standard error of 0.8 percent is a very respectable state rate, especially given NHTSA's required inclusion of commercial vehicles and 57 counties that have 85 percent of Ohio's fatalities (i.e., 10 additional counties above the 47 counties observed in 2010 and 2011).

#### **Office of Criminal Justice Service's Sub-Grantee Survey**

OCJS required that all FFY 2012 Safe Communities and High Visibility Enforcement Overtime (HVEO) grant recipients conduct observation surveys of seat belt use in their respective counties. The required surveys conducted at selected sites were a major component of the ongoing OCJS commitment to reduce highway fatalities and serious injuries throughout Ohio by increasing seat belt use. The ARC selected sites, completed data entry, analyzed the data, and completed a report on the findings. OCJS sub-grantees conducted approximately 130,000 surveys of occupant seat belt use, including an estimated 111,000 drivers and 19,000 passengers (as of 9/30/2012).

#### **A Geographical and Temporal Analysis of Fatal Crashes in Ohio**

In consultation with ODPS personnel, the Geographical and Temporal Analysis of Fatal Crashes in Ohio was restricted to developing and geo-mapping new sites as mandated by the NHTSA seat belt observation protocol.

#### **Report Collaboration**

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

<b>Awarded:</b>	<b>\$ 450,000.00</b>	<b>Expended:</b>	<b>\$ 443,518.52</b>	<b>Funding Source:</b>	<b>402 CP</b>
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### **Evaluation**

The comprehensive program area projects addressed multiple problem areas already listed in the document. See Fatal/Serious Injury Program Area Evaluation, Impaired Driving Program Area Evaluation, Occupant Protection Program Area Evaluation, Speed Management Program Area Evaluation, Motorcycle Safety Program Area Evaluation, Youthful Driver Program Area Evaluation, Multicultural Program Area Evaluation, and Pedestrian Safety Program Area Evaluation.

# Pedestrian Safety Program Area

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## Overview

### Core Outcome Measures

- C-10) To decrease pedestrian fatalities 1.04 percent from the 2008 – 2010 calendar base year average of 92 to a 2009 – 2011 year average of 91 by December 31, 2012 and to a 2011 – 2013 year average of 89 by December 31, 2014.
- To decrease the number of pedestrian fatalities from the 2008 – 2010 calendar base year average of 8.4 percent of all fatalities to a 2009 – 2011 average of no more than 8.2 percent of all fatalities by December 31, 2012 and to 2011 – 2013 average of no more than 7.8 percent by December 31, 2014.

## Programming Efforts

### Safe Routes to School (SRTS) Advisory Committee

#### Funded Agency

Office of Criminal Justice Services – Traffic Safety

#### Project Description

The Office of Criminal Justices Services – Traffic Safety (OCJS-TS) section participated in the Safe Routes to School (SRTS) Advisor Committee which is housed at ODOT. OCJS-TS provided technical assistance as needed and provided a communication and distribution network to the SRTS coordinator through the weekly e-mail broadcast.

### Safe Communities

#### Funded Agency

Columbus Health Department

#### Project Description



See Comprehensive Program Area for full description and funding information. One Safe Communities program elected to focus efforts on pedestrian safety (based on local problem identification). The Franklin County Safe Communities program (Columbus Health Department) developed A Resource Guide to Traffic Safety Issues. This was sent to Somali, Asian and Hispanic communities for translation and distribution. The Resource Guide was also distributed to other communities upon request. Columbus Health Department partnered with the Ohio State Highway Patrol and BP Oil/Duchess Shoppes to distributed neon green bags to been given to customers at purchases to make them more visible at night. Columbus Health Department reached 20,619 people with pedestrian messaging in FFY 2012.

### Statewide HVEO and Training

#### Funded Agency

Ohio State Highway Patrol

## Project Description

See Speed Program Area for full description and funding information. The Ohio State Highway Patrol (OSHP) conducted one Pedestrian Crash Investigation course training ten officers from six agencies on the special techniques that are required to investigate and reconstruct pedestrian and bicycle crashes. In this course, officers learned to recognize and interpret the evidence and correlate it with the collision sequence. Officers received classroom instruction and practical exercises with staged crash situations.

## Evaluation

- C-10) The 2009 – 2011 average number of pedestrian fatalities is 94. Ohio did not meet the goal of 91.
- Pedestrian fatalities represent 10.24 percent of all fatalities. Ohio did not meet the goal of no more than 8.2 percent.

Pedestrian Fatalities	
Year	Fatalities
2008	99
2009	85
2010	93
2011	101
2012*	95

\*2012 only includes preliminary numbers January 1, 2012 through October 31, 2012. It is only included to show progress toward stated goals.

Ohio did not meet either goal set in the FFY 2012 HSP. Ohio will continue to monitor and analyze pedestrian fatality data to support local programming.

## Roadway Safety Program Area

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### Overview

#### Outcome Measure

- Track locations studied to see if improvements have been completed and if improvements have reduced fatal/injury crashes.

### Programming Efforts

#### Roadway Safety Studies

#### Funded Agencies

City	County
Forest Park	Hamilton
Franklin	Warren
Marietta	Washington
Mt. Orab	Brown
Waynesville	Warren

## Project Description

The projects completed in FFY 2012 focused on improvements to various intersections within city limits. The consultants, through the use of collection and analysis of crash data, traffic count, and on-site observations of the intersections identified potential safety-related countermeasure and developed cost estimates for improvements. The studies help determine if additional funding is available to agencies. The joint partnership between OCJS-TS, ODOT and the locals completed 15 intersections studies in FFY 2012.

**Awarded:** \$ 71,000.00 **Expended:** \$ 71,000.00 **Funding Source:** 402 RS

## Roadway Safety Training

### Funded Agency

Ohio Department of Transportation

### Project Description

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

Training Course	Number of Courses	Number of Students Taught	Number of Agencies
Intersection Safety Workshop	2	44	31
Designing for Pedestrian Safety	1	34	16
Roadway Safety Design	1	26	13
Design, Construction and Maintenance of Highway Safety Appurtenances and Features	1	26	13
Design and Operation of Work Zone Traffic Control	5	147	33
Construction Zone Safety Inspection	4	103	29
Access Management, Location and Design	2	45	17

**Awarded:** \$ 153,900.00 **Expended:** \$ 146,600.00 **Funding Source:** 402 RS

## ODOT 164 HE Funds

### Funded Agency

Ohio Department of Transportation

### Project Description

ODOT/ODPS split the 164 penalty funds during FFY 2012. ODOT received 95 percent to be used for roadway safety improvement and ODPS received five percent to be used for alcohol programming.

**Awarded:** \$36,815,448.14 **Expended:** \$17,027,370.66 **Funding Source:** 164 HE



## Evaluation

Intersection studies were completed at 15 local high crash location intersections. Final studies contain both short term and long term recommendations to reduce crashes. These intersection will be tracked to determine if recommendations were made and if the changes made an impact on the crash problem.

## Traffic Records Program Area

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### Overview

#### Outcome Measure

- Improvements in traffic records will provide a more accurate problem identification to help determine future funding for traffic safety projects.

### Programming Efforts

#### Traffic Records Coordinating Committee

##### Funded Agency

Traffic Records Coordinating Committee

##### Project Description

The Traffic Records Coordinating Committee (TRCC), comprised of state, local and federal agencies, met throughout FFY 2012 to oversee the implementation of the Traffic Records Strategic Plan and assisted in the development of the 408 application. In FFY 2012, the committee focused its efforts on the recommendations from the Traffic Records Assessment completed in FFY 2010.

#### Crash Outcomes Data Evaluation System (CODES) Project

##### Funded Agency

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

##### Project Description

Ohio CODES continues to operate out of Children's Hospital's Center for Injury Research and Policy (CIRP). The CODES data manager continued to link motor vehicle crash records, EMS incidence report, hospital discharge data, emergency department data, trauma registry data, driver's license records and death certificate data to keep the linkages up to date. The CODES data manager is a member of the TRCC.

#### Location Based Response System (LBRS)

##### Funded Agencies

Belmont County Engineer's Office
Columbiana County Engineer
Vinton County Engineer

## Project Description

The Location Based Response System (LBRS) project has been listed as a priority in the Traffic Records Strategic Plan since 2006. Once the project is complete, Ohio will have a multi-jurisdictional statewide database containing accurate street centerline information, valid address ranges for every road throughout the state, along with other critical roadway inventory items that will improve traffic crash location information and highway safety analysis, as well as enable quick response of emergency responders. Counties that have been completed are available online at: <http://gis3.oit.ohio.gov/%5Clbrs/downloads/docs/The%20Ohio%20Location%20Based%20Response%20System.pdf>

County Status	
69	County Data Accepted
0	State Reviewing Data
5	Memorandums of Agreement – Approved/Collecting
4	Memorandums of Agreement – Pending Controlling Board Approval
3	County Requested Memorandums of Agreement
5	County Requested Information

**Awarded: \$ 342,334.00 Expended: \$ 120,000.00 Funding Source: 408**

\*An additional \$470,000 was spent by local agencies for the LBRS project.

## 408 Projects Grant

### Funded Agency

Ohio State Highway Patrol

### Project Descriptions

#### Crash Data Export

Agencies with existing electronic records management systems that were not compatible with ODPS's electronic crash report system were evaluated for the cost effectiveness of working with the vendor to enable those agencies to submit electronically. Even though no money was spent in FFY 2012, Ohio has been working to finalize contracts with 3 vendors that represent 42 agencies to begin online submission in FFY 2013.

**Awarded: \$ 360,286.95 Expended: \$ 0.00**

#### Ohio Trauma Registry

Emergency Medical Services (EMS) submitted a project to the TRCC for funding through the 408 grant to create a system that meets the data collection needs of the state of Ohio and is capable of providing improved analysis of the state trauma systems and trauma care, as well as allowing for comparison of data with other state and national data. This project reached a temporary set-back in FFY 2011 and FFY 2012 and the contract had to repeat the state's bidding process to select a vendor. This project will move forward in FFY 2013.

**Awarded: \$ 600,000.00 Expended: \$ 0.00**

### Crash Data Accessibility - Rewrite

Since the Ohio Crash Report (OH1) was revised to capture more current MMUCC required data fields, the ODPS crash data website need to be re-written to match the new fields. This project was completed by in-house IT staff and no funds were charged to the grant.

<b>Awarded:</b>	<b>\$ 150,000.00</b>	<b>Expended:</b>	<b>\$ 0.00</b>
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### Statewide Police Crash Report (OH1) Upgrade Training

The revised OH1 crash report was released for use in FFY 2012 with a mandatory use date of January 2013. Ohio developed training DVDs that were distributed to law enforcement agencies. In addition, an eOPOTA course was developed and launched to train law enforcement officers how to complete the revised OH1.

<b>Awarded:</b>	<b>\$ 25,000.00</b>	<b>Expended:</b>	<b>\$ 18,000.00</b>
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<b>Awarded:</b>	<b>\$1,374,714.62</b>	<b>Expended:</b>	<b>\$ 18,000.00</b>	<b>Funding Source:</b>	<b>408</b>
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## Evaluation

The LBRS project has been completed in 69 of Ohio's 88 counties, nine more counties are in the process of collecting data, reviewing data, or getting Memorandums of Agreement approved and an additional five counties have either requested a Memorandum of Agreement or requested information about the project. This leaves two more counties. The Crash Data Export project is taking longer than expected, but is progressing as Ohio adds more agencies that are submitting crash reports electronically. The other projects will continue into FFY 2013 as mentioned in the individual descriptions. As these projects continue and as new projects are added, Ohio continues to improve the timeliness and accuracy of traffic records. This improves the problem identification used to determine funding and programming.

## Grant Management Program Area

### Overview

#### Outcome Measure

- To administer the State and Community Highway Safety Grant Program and other state and federal funded highway safety programs; to plan for coordinated highway safety activities; to use strategic resources most effectively; and to decrease traffic crashes, deaths and injuries.

## Programming Efforts

### Traffic Safety Grant Program Management

#### Funded Agency

Office of Criminal Justice Services – Traffic Safety Section

#### Program Description

The Office of Criminal Justice Services – Traffic Safety Section (OCJS-TS) administered the Section 402 State and Community grants, related NHTSA awards and initiatives, and contracts for traffic safety activities as well as the State funded Third Grade program. In addition to direct office expenditures, OCJS-TS incurred the cost for staff salaries, benefits, office expenses such as travel, equipment, supplies and other indirect costs necessary to carry out the functions of the office.

<b>Awarded:</b>	<b>\$ 668,672.00</b>	<b>Expended:</b>	<b>\$ 579,576.85</b>	<b>Funding Source:</b>	<b>402 PA</b>
	\$ 319,262.43		\$ 319,262.43		402 CP
	\$ 668,672.00		\$ 579,576.85		State Soft Match

### Web-Based Grants Management System

#### Funded Agency

Office of Criminal Justice Services – Traffic Safety Section

#### Program Description

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

<b>Awarded:</b>	<b>\$ 109,000</b>	<b>Expended:</b>	<b>\$ 63,608.58</b>	<b>Funding Source:</b>	<b>402 PA</b>
	\$ 109,000		\$ 63,608.58		State Soft Match

### Regional Strategy

#### Funded Agency

Office of Criminal Justice Services – Traffic Safety Section

#### Program Description

The Office of Criminal Justice Services – Traffic Safety Section (OCJS-TS) continued the regional approach in FFY 2012. Each planner was assigned to manage most agreements within the region. Ohio has found that the regional approach encourages staff to build relationships with a broader array of traffic safety advocates in a geographic area of the State and allows for more consistency for sub-grantees by reducing the number of staff assigned to a sub-grantee agency,

broadens staff's knowledge of all grant program areas. Ohio will continue the regional approach in FFY 2013.

## Evaluation

The OCJS-TS administered the State and Community Highway Safety Grant Program and other state and federal funded highway safety programs; planned for the coordinated highway safety activities listed in this document; and used strategic resources effectively to reduce traffic related fatalities and injuries.

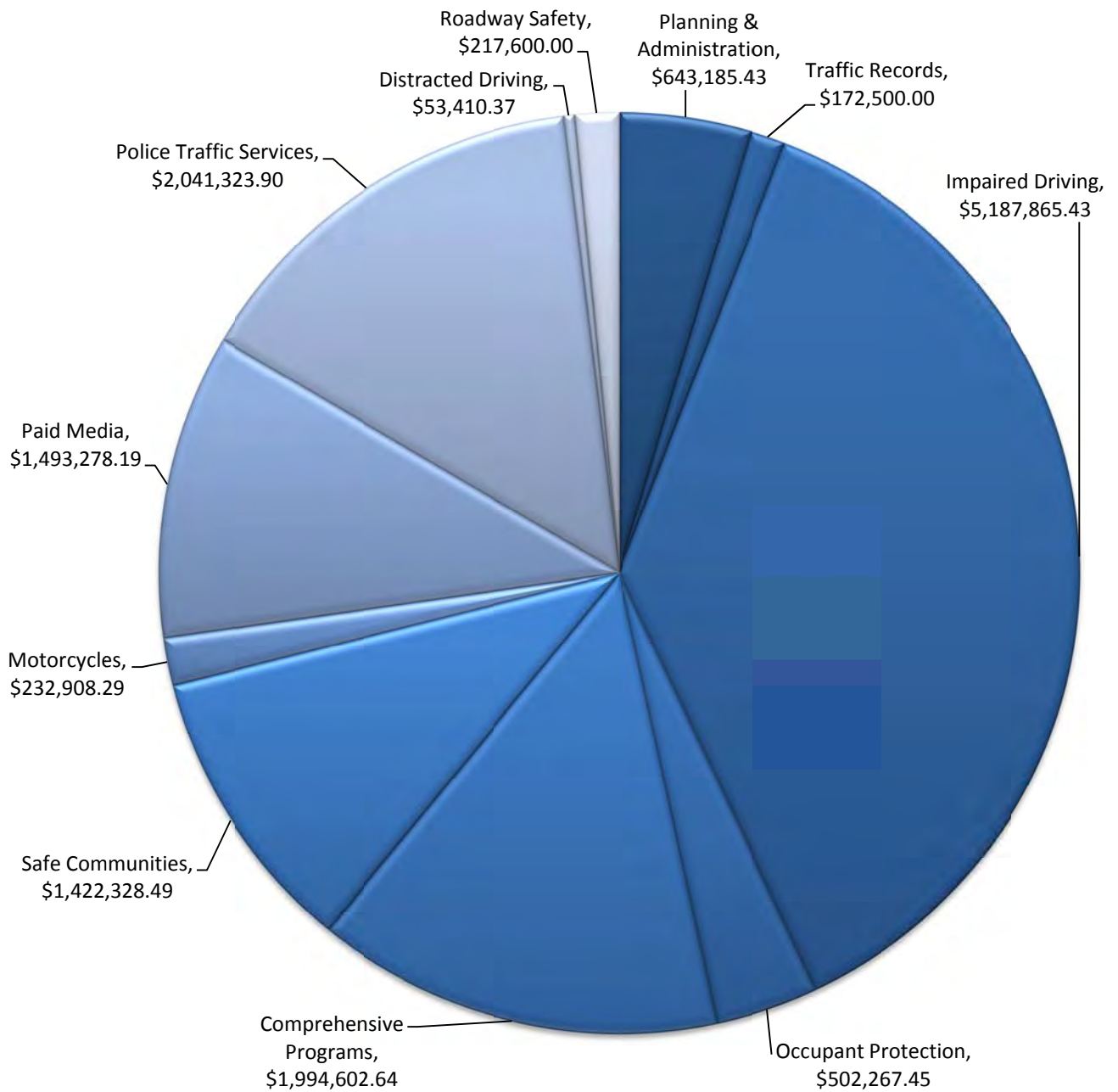
## FFY 2012 Financial Summary Table

Federal Fund	Code	Program Descriptions	Federal Obligated	Expended	% Spent	Local Benefit	% Local
402	PA	Administration	\$2,047,423.86	\$ 643,185.43	31%	0.00	0%
402	MC	Motorcycle Safety	71,000.00	46,591.85	66%	46,591.85	100%
402	OP	Occupant Protection	560,000.00	502,267.45	90%	392,020.14	78%
402	PT	Police Traffic Services	2,625,000.00	2,041,323.90	78%	1,494,547.36	73%
402	CP	Comprehensive Programs	2,358,000.00	1,994,602.64	85%	419,562.46	21%
402	RS	Roadway Safety	225,000.00	217,600.00	97%	217,600.00	100%
402	SA	Safe Communities	1,825,000.00	1,422,328.49	78%	1,422,328.49	100%
402	SC	Speed Control	10,000.00	0.00	0%	0.00	0%
402	PM	Paid Advertising	1,850,000.00	892,359.37	48%	0.00	0%
	DD	Distracted Driving	53,410.37	53,410.37	100%	0.00	0%
402	SE	Speed Enforcement	1,206,087.85	0.00	0%	0.00	0%
<b>402 Total</b>			<b>12,830,922.08</b>	<b>7,813,669.50</b>	<b>61%</b>	<b>3,992,620.30</b>	<b>51%</b>
<b>408 Total</b>	<b>K9</b>	<b>Data Program</b>	<b>3,259,963.27</b>	<b>172,500.00</b>	<b>5%</b>	<b>120,000.00</b>	<b>70%</b>
410	K8	Impaired Driving	12,435,081.01	4,137,282.94	33%	2,787,887.27	67%
410	K8PM	Paid Advertising	650,918.82	600,918.82	92%	0.00	0%
<b>410 Total</b>		<b>Section 410 Impaired Driving</b>	<b>13,085,999.83</b>	<b>4,738,201.76</b>	<b>36%</b>	<b>2,787,887.27</b>	<b>59%</b>
<b>2010 Total</b>	<b>K6</b>	<b>Motorcycle Safety</b>	<b>566,835.18</b>	<b>186,316.44</b>	<b>33%</b>	<b>11,805.62</b>	<b>6%</b>
164	164AL	Section 164 Alcohol Programs	1,542,272.98	0.00	0%	0.00	0%
164	164HE	Section 164 Hazard Elimination	58,587,548.14	17,027,370.66	29%	0.00	0%
<b>164 Total</b>			<b>60,129,821.12</b>	<b>17,027,370.66</b>	<b>28%</b>	<b>0.00</b>	<b>0%</b>
<b>Total GTS FHWA</b>			<b>89,873,541.48</b>	<b>29,903,558.36</b>	<b>33%</b>	<b>6,912,313.19</b>	<b>54%</b>
<b>163</b>	<b>163</b>	<b>163.08</b>	<b>1,050,582.49</b>	<b>1,050,582.49</b>	<b>100%</b>	<b>534,506.48</b>	<b>51%</b>

Note:

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

# FFY 2012 Financial Summary Chart





**Total Enforcement Activity**

Activity	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012
Overtime Enforcement Hours	272,098	329,295	444,873	378,594	374,989
Number of Traffic Stops	312,954	281,147	360,341	412,986	421,887
OVI Arrests 21 and Over	5,272	7,851	6,474	6,912	7,987
OVI Arrests Under 21	757	428	900	955	322
Adult Restraint Citations	40,499	41,276	31,683	39,095	40,503
Child Restraint Citations	941	1,120	1,466	1,557	1,586
Speed Violations	76,831	127,431	128,631	121,636	135,981
Driving Under Suspension	13,334	19,130	18,610	17,765	21,036
Felony Arrests	2,899	2,753	2,447	3,223	3,818
OVI Checkpoints Conducted	217	237	266	429	421
Vehicles through Checkpoint	119,454	131,168	148,006	182,246	168,114
Vehicles Checked	99,291	109,146	117,575	139,430	139,236
No Operator License Citations	434	427	433	420	378
Other Citations Issued	22,486	22,613	50,304	75,157	50,861
Vehicles Seized	401	461	419	334	345
Misdemeanor Arrests	458	595	544	596	563
Refusals	167	170	157	173	161

Activity includes Construction Zone Activity.

## Legislative Report

<b>Ohio House of Representatives</b>	
<b>H.B. 99:</b>	To prohibit driving a vehicle while writing, sending, or reading a text-based communication on an electronic wireless communications device.
<b>Sponsor:</b>	Damschroder and Garland
<b>Status:</b>	6/1/12 – Signed by Governor; Effective 8/31/2012
<b>H.B. 107:</b>	To require that motor vehicles carry only one license plate, to be displayed on the rear of the vehicle.
<b>Sponsor:</b>	Damschroder and Slesnick
<b>Status:</b>	12/11/12 – Reported Out, House Transportation, Public Safety and Homeland Security (Fourth Hearing)
<b>H.B. 269:</b>	To provide that a person who holds a current, valid driver’s license from another state be required to pass only vision screening in order to be issued a driver’s license.
<b>Sponsor:</b>	Dovilla
<b>Status:</b>	5/22/12 – Reported Out, House Transportation, Public Safety and Homeland Security, (Third Hearing)
<b>H.B. 272:</b>	To increase the penalties for street racing and to create the offense of “street racing manslaughter.”
<b>Sponsor:</b>	Celeste and Ruhl
<b>Status:</b>	11/28/12 – House Criminal Justice, (Second Hearing)
<b>H.B. 278:</b>	To increase the minimum amounts required for valid proof of financial responsibility.
<b>Sponsor:</b>	Stebelton and Okey
<b>Status:</b>	12/13/12 – Consideration of Senate Amendments; Concurred Vote 82-4
<b>H.B. 316:</b>	To permit motorcycle handlebars to be of any height so long as the height does not adversely affect the ability of the operator to operate the motorcycle safely.
<b>Sponsor:</b>	Rosenberger
<b>Status:</b>	5/9/12 - Reported Out as Amended, House Transportation, Public Safety and Homeland Security (Third Hearing)
<b>H.B. 333:</b>	To establish, under certain circumstances, a grace period and prorated fees when a temporary resident applies for a nonrenewable driver’s license.
<b>Sponsor:</b>	Young
<b>Status:</b>	1/25/12 – House Transportation, Public Safety and Homeland Security, (First Hearing)
<b>H.B. 337:</b>	Make changes in the law governing commercial drivers’ licenses, including hazardous material endorsements, medical certification requirements, disqualifications, conviction records, establish texting while driving as serious traffic violation.
<b>Sponsor:</b>	Rosenberger
<b>Status:</b>	1/27/12 – Signed by Governor; effective 1/27/12
<b>H.B. 349:</b>	To make changes in certain provision relating to road signs and traffic signals for

	purposes of the Ohio Manual of Uniform Traffic Control Devices.
<b>Sponsor:</b>	McGregor
<b>Status:</b>	1/20/12 – Signed by Governor; effective 4/20/12
<b>H.B. 395:</b>	To increase the speed limit on interstate freeways from 65 to 70 miles per hour for all vehicles and to limit the use of the left-hand lane of interstate freeways.
<b>Sponsor:</b>	Maag
<b>Status:</b>	2/15/12 – Reported Out, House Transportation, Public Safety and Homeland Security, (Third Hearing)
<b>H.B. 400</b>	To require the written re-examination of holders of driver's licenses upon every renewal and the on-road re-examination of those holder upon every other renewal.
<b>Sponsor:</b>	Hagan
<b>Status:</b>	1/17/12 – Referred to Committee House Transportation, Public Safety and Homeland Security

<b>Ohio Senate</b>	
<b>S.B. 19:</b>	To permit a judge to elect to order the Registrar of Motor Vehicles not to suspend the probationary driver's license, restricted license, or temporary instruction permit of certain juvenile repeat traffic violators.
<b>Sponsor:</b>	Hughes
<b>Status:</b>	6/26/12 – Signed by Governor – effective 9/28/2012
<b>S.B. 77</b>	To require bicycle operators and passengers under 18 years of age to wear protective helmets.
<b>Sponsor:</b>	Skindell
<b>Status:</b>	2/1/12 – Senate Highways & Transportation, (First Hearing)
<b>S.B. 114</b>	To establish conditions for the operation of specialized motor vehicles, to prohibit a motor vehicle manufacturer from providing to a licensed dealer a vehicle that violates window tinting standards. Handlebars on motorcycles cannot be taller than the motorcyclist's height.
<b>Sponsor:</b>	Seitz
<b>Status:</b>	12/13/12 – Consideration of House Amendments; Concurred Vote 33-0
<b>S.B. 336</b>	To increase the penalties related to operating a motor vehicle on the wrong side of an interstate freeway.
<b>Sponsor:</b>	Wagoner and Hughes
<b>Status:</b>	11/28/12 – Substitute bill accepted, Senate Highways & Transportation, (Second Hearing)



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