A SAFER OHIO

OHIO DEPARTMENT OF PUBLIC SAFETY
SAFETY · SERVICE · PROTECTION

FFY 2017 HIGHWAY SAFETY PLAN

2017

State of Ohio
FFY2017 Highway Safety Plan
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Mission Statement

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

Executive Summary

402 Program

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

Highway Safety Office Program

Housed under the Ohio Department of Public Safety (ODPS) within the Ohio State Highway Patrol (OSHP), the Ohio Traffic Safety Office (OTSO) administers the Section 402 State and Community grants, Section 405 National Priority Safety Program grants, related National Highway Traffic Safety Administration (NHTSA) awards and initiatives and contracts for traffic safety activities. The staff consists of the Traffic Safety Commander, Traffic Safety Program Administrator, Grants Administrator, Regional Programs Manager/ Law Enforcement Liaison (LEL) Coordinator, Special Projects Coordinator, Program Administrator, Management Analyst, three Planners, Grants Coordinator 2 and a Grants Coordinator. The programmatic staff oversees a geographical region of the state, rather than focusing solely on grant program area(s). The state is divided into patrol districts. Planners and LELs are assigned grants based on the highway patrol districts so that each district will have the same planner and LEL. The Planner is responsible for overseeing the programmatic activity on each grant. The Regional Programs Manager/LEL Coordinator oversees the planners and coordinates the five Law Enforcement Liaisons. The Program Administrator oversees the Ignition Interlock program, assists with the web-based grants management system, the Grant Solicitation Package, HSP and AER. The Grants Coordinator and Grants Coordinator 2 are responsible for the fiscal activity on each grant. The Grants Administrator oversees the Program Administrator, Grants Coordinator and Fiscal Specialist, manages the web-based grants management system, coordinates the Grant Solicitation Package, Highway Safety Plan (HSP) and Annual Evaluation Report (AER). The Management Analyst and Special Projects Coordinator assist with the national campaigns, planning assessments, and other projects as needed throughout the year. The Traffic Safety Program Administrator oversees all staff mentioned above and is responsible for all activities of the office. The Traffic Safety Commander oversees the OTSO.

Competitive grant proposals are accepted and reviewed annually by OTSO, with funds awarded to traffic safety projects that will have the greatest impact on reducing fatal crashes

or that significantly improve traffic safety systems. Since partnerships are critical to the long-term success of a project effort, applicants are encouraged to develop broad-based support and commitment by officials and constituent groups toward addressing traffic safety concerns.

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

The FFY2017 competitive grant process solicited grant proposals for highway safety activities from state agencies, non-profit organizations, colleges, universities, hospitals, political subdivisions and other interested groups within Ohio counties and jurisdictions (based upon the number of fatal crashes). OTSO uses a targeted approach to ensure a statewide effort that will satisfy state highway safety goals and that a minimum of 40 percent of federal funds are allocated to local jurisdictions. Two hundred and sixty-two grant proposals have been received for FFY2017. Federal funds have been tentatively allocated to 67 of Ohio's 88 counties representing 92.23 percent of Ohio's population (not counting the Ohio State Highway Patrol, whose grants operate on a statewide basis).

Many components of the FFY2017 Highway Safety Plan are reflected in Ohio's Strategic Highway Safety Plan (SHSP). The SHSP strategically addresses Ohio's most problematic traffic safety issues and relies on a collaborative approach by the state's many safety partners to implement effective programs that impact motor vehicle crashes on Ohio's roadways. The SHSP was developed in conjunction with various safety agencies and focuses on safety for all road users, including cars, trucks, trains, motorcycles, pedestrians and bikes. The SHSP committee includes representatives from various local, state and federal safety agencies. The committee meets quarterly to review crash trends and discuss key strategies being implemented across agencies to reduce crashes.

Fatalities and Injuries

In 2015, there were 1,110 fatalities and 8,785 serious injuries in traffic crashes. The number of fatalities in Ohio has increased 2.77 percent since 2010 and the number of injuries has decreased 13.75 percent in the same timeframe.

Top Priorities

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

Major Strategies

Impaired Driving

Reducing impaired driving fatalities to 319 is a strategy to reducing Ohio's overall death and injury rates. This will be accomplished through earned media, paid media, high visibility enforcement (including saturation patrols and checkpoints), and evaluation. Ohio is entering its seventh year of being a Drug Recognition Expert (DRE) state and plans to have 225 DREs by the end of 2017 to help remove drug-impaired drivers from the roads.

Occupant Protection

Reducing unbelted fatalities to 378 is a strategy to reducing Ohio's overall death and injury rates. Increasing seat belt usage will be accomplished through earned media, paid media, high visibility enforcement, and evaluation. Ohio will also continue to fund the Ohio Department of Health to coordinate the statewide Occupant Protection Coordinator program that addresses child passenger safety as well as older children and adults through education.

Speed

Reducing speed related fatalities to 296 is a strategy to reducing Ohio's overall death and injury rates. Selective Traffic Enforcement Program (STEP) grants concentrate speed efforts using local problem ID.

Motorcycles

Reducing motorcycle fatalities to 146 and un-helmeted fatalities to 102 are strategies to reducing Ohio's overall death and injury rates. Both of these will be accomplished through earned media, paid media, high visibility enforcement, and evaluation.

Youth

Reducing the number of drivers 20 or younger that are involved in fatal crashes to 142 is a strategy to reducing Ohio's overall death and injury rates. Reducing this number will be accomplished through working with teens statewide through a peer-to-peer program. These peer-to-peer efforts are designed to: increase seat belt use; reduce speeding; reduce impaired driving; reduce distracted driving; reduce underage drinking; and reduce other risky behaviors that contribute to injuries and fatalities.

Pedestrian

Reducing the number of pedestrian fatalities to 95 is a strategy to reducing Ohio's overall death and injury rates. Since this number is a small percentage of Ohio's fatality number, this reduction will be accomplished by concentrating efforts at the local level where the highest number of pedestrian fatalities are occurring. Columbus Health Department (Franklin County), Safety Council of SW Ohio (Butler County) and Bethesda North Hospital (Hamilton County) requested funding for pedestrian activities in their Safe Communities proposals.

Distracted Driving

Reducing the number of distracted driving fatal crashes to 25 and the number of distracted driving injury crashes to 3,026 is a strategy to reducing Ohio's overall death and injury rates. In 2011, Ohio began adding fields to the OH-1 (Crash Report) to capture distracted driving data. The revised OH-1 was available for use in 2012, but was not mandatory until 2013.

Distracted driving data is incomplete for 2011 and 2012. Prior to the new fields, all distracted driving was captured under one field, Driver Inattention. Decreasing this number will be accomplished through earned media, paid media, high visibility enforcement, and evaluation.

Traffic Records

Through the Traffic Records Coordinating Committee, several projects have been approved for funding for FFY2017. Existing projects such as Crash Mapping (accurate / timely crash reporting), Electronic Crash Submissions (accurate / timely crash reporting), and Citation Tracking (accurate / timely citation reporting) will continue until the projects are complete.

Bicycle

Reducing the number of bicycle fatalities to 14 is a strategy to reducing Ohio's overall death and injury rates. Since this number is a small percentage of Ohio's fatality number, this reduction will be accomplished by concentrating efforts at the local level where the highest number of bicycle fatalities are occurring.

Key Partners

Ohio works closely with many partners throughout the year to assist in identifying problems and infrastructure needs. These partners include but are not limited to: NHTSA, Federal Highway Administration (FHWA), Governor's Highway Safety Association (GHSA), Ohio Department of Transportation (ODOT), Public Utilities Commission of Ohio (PUCO), Buckeye State Sheriff's Association (BSSA), Ohio Association of Chiefs of Police (OACP), Mid-Ohio Regional Planning Commission (MORPC), Crash Outcome Data Evaluation System (CODES), Ohio State Highway Patrol (OSHP), Motorcycle Ohio, American Motorcycle Association (AMA), Emergency Medical Services (EMS), University of Akron, Miami University of Ohio, Countywide OVI Task Forces, Safe Communities and sub-recipients.

OTSO is a member of the SHSP committee and heads one of the sub-committees. OTSO is also a member of the TRCC. Many of the agencies listed above are also members of the SHSP and TRCC. Working with these agencies in different committees allows for coordination of data and programming across many disciplines in Ohio to achieve our common goals.

Highway Safety Planning Process

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

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

Activity	Time Frame	Parties Involved
Obtain Input for Future Programming	Year - round	All Staff (Management, Planners, Grant Coordinator, Grants Coordinator 2, Special Projects Coordinator, Program Administrator, Management Analyst, Law Enforcement Liaisons), District Staff, Post Commanders, Sub-Recipients, Federal Partners, State Partners, Local Partners
Evaluate Previous Programs	October - December	Management, Planners, District Staff, Post Commanders
Annual Evaluation Report (AER) Submitted	December 31	Management, Planners, Program Administrator, Grants Coordinator 2
Begin Problem ID	January - February	Management
Finalize Problem ID	March	Management
Notify Eligible Agencies	March - April	Planners, Law Enforcement Liaisons, District Staff, Post Commanders
Finalize Proposal Package	March	Management
Proposal Guideline Web Presentations	April	Management, Program Administrator, Planners, LELs, Potential Sub-Recipients
Highway Safety Plan (HSP) including Section 405 Development	May - June	Management, Program Administrator, Planners, Grants Coordinator 2, Recommendations from "Obtain Input for Future Programming"
Proposal Deadline	May 15	
Proposal Review and Risk Assessment	May - July	Management, Planners, Program Administrator, Grant Coordinator, Law Enforcement Liaisons, District Staff, Post Commanders
Proposal Recommendations	June	Management, Planners, Program Administrator, Grant Coordinator, Law Enforcement Liaisons, District Staff, Post Commanders
HSP Submission	July 1	Management, Program Administrator
Grant Executions	September	Management, Planners, Program Administrator, Grants Coordinator, Grants Coordinator 2
Pre-Activity Web Presentations	September	Management, Program Administrator, Planners, LELs, Sub-Recipients
HSP and Grant Implementation	October 1	Management, Planners, Program Administrator, Grants Coordinator, Grants Coordinator 2

Problem Identification

Problem Identification Process

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

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

The Program Administrator and the Special Projects Coordinator compiled demographic, registration, driver license and crash data. The traffic crash data used for this analysis was from Fatality Analysis Reporting System (FARS) calendar years 2010, 2011, 2012, 2013 and 2014 and the Ohio Department of Public Safety (ODPS) Ohio Crash Facts calendar years 2010, 2011, 2012, 2013, 2014 and preliminary 2015. The Grants Administrator and Program Administrator analyzed traffic crash data, documents and current trend data to not only identify and prioritize the Ohio's traffic safety problems, but to target fatal crash locations for traffic safety programming. In addition to targeting locations, data is analyzed to determine the additional factors involved in targeting our resources on the problem. Other factors that are reviewed are vehicle type, gender, age, day of week, time of day and type of roadway. Ohio's demographic, registration, driver license and crash data can be found on pages 11 through 38.

Once the state's problems have been identified, the grant solicitation package is developed. The grant solicitation package identifies the types of grants that will be considered for review (e.g., Selective Traffic Enforcement Program, Impaired Driving Enforcement Program, Seat Belt Tac Squad, OVI Task Force, Safe Communities, and general). Each year, the solicitation package is available online at http://ghsogrants.dps.ohio.gov. Depending on the type of grant, potential grantees identify required goals, project activities and evaluation measures as part of the application process.

Proposal guideline presentations were developed and released electronically for potential sub-recipients to review statewide goals, OTSO's expectations and to serve as a guide to submit the proposal using the online GRANTS System. Information for the new grant cycle was presented to the sub-recipients at each district traffic safety meeting. Sub-recipients are required to review the most recent version of *Countermeasures that Work* prior to submitting the proposal.

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

Evidence-Based Traffic Enforcement Plan

Ohio conducted an in-depth analysis of traffic crash data to identify and prioritize the state's traffic safety problems and to target fatal crash locations for programming. This analysis was used to develop Ohio's Evidence-Based Traffic Enforcement Plan. Once the problems and locations were determined, *The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Eighth Edition, 2015* was reviewed to determine the most effective evidence based programming to address Ohio's problems. See Appendix M for Ohio's Evidence Based Traffic Enforcement Plan.

Ohio Demographics

The following Ohio-specific information is from the U.S. Census Bureau's *American Community Survey, 2014 5 - Year Estimates Survey.*

Population	
Total	11,560,380
Male	5,651,577
Female	5,908,803

Race	
White	82.6%
Black/African American	12.2%
Hispanic or Latino	3.3%
Asian	1.8%

School Enrollment	
Total	3,007,872
Nursery/Pre-School	183,480
Elementary (grades K-8)	1,344,519
High School (grades 9-12)	628,645
College/Graduate	851,228

Nativity	
Native Born	95.9%
Foreign Born	4.1%

Language Spoken at Home	
English	93.3%
Other Language	6.7%

Education	
High School or higher	88.8%
Bachelor's or higher	25.6%

Other Language Spoken at Home	
Spanish or Spanish Creole	2.2%
Other Indo-European Language	2.5%
Asian/Pacific Islander	1.1%
Other Language	0.8%
Speak English Less than "Very Well"	2.4%

Work Commute	
Drove Alone	83.5%
Carpooled	7.9%
Walked	2.3%
Public Transportation	1.6%
Bicycle	0.3%
Work at home	3.5%
Taxi, motorcycle or other	0.8%
Average Commute	23 Minutes

Age Distribution of People in Ohio

Age Group	Percent
65 AND OVER	14.6%
45 TO 64	27.6%
25 TO 44	24.9%
20 TO 24	6.8%
UNDER 20	26.0%
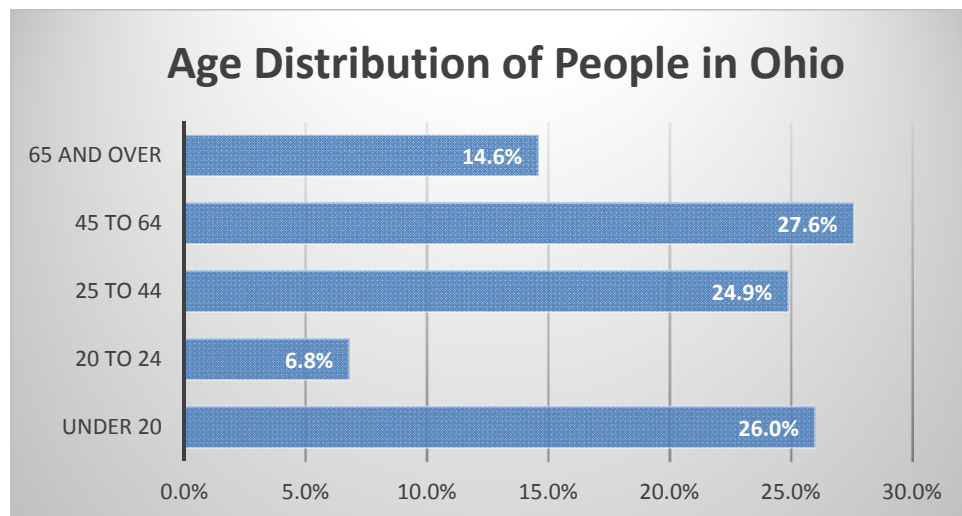
In the U.S. Census Bureau's *American Community Survey, 2014 5 - Year Estimates Survey,* Ohio has a population of 11,560,380. Ohio has 88 counties, 246 cities, 687 villages and 1,308 townships. There are 122,884 miles of public roads in Ohio. About 16 percent, or 19,232, miles are state maintained (IR, US and SR) and 83 percent, or 102,248 miles, are local maintained. The remaining 1,404 miles are turnpike, state park roads, etc.

Climate

While Ohio's winters range from cool to cold with moderate year-round precipitation, severe lake effect snowstorms are not uncommon in the area southeast of Lake Erie. Snow is not uncommon throughout the state between November and March (5 out of 12 months - 41.67 percent of the year). However, only 36.24 percent of fatalities and 35.63 percent of serious injuries (2010 - 2014) occurred November - March.

Media

Ohio has 42 commercial TV stations, 550 commercial radio stations, 80 daily newspapers, 154 weekly newspapers and 12,539 outdoor billboards. There are nine markets in Ohio and five of these markets cover areas in five (Indiana, Kentucky, Michigan, Pennsylvania, West Virginia) neighboring states.

Vehicle Registration/Driver License Data

Registered Vehicles by Type 2010 - 2014

Year	Motorcycle	Commercial	Motorcycle	Non-Comm Truck	Passenger Car
2014	388,742	578,563	388,742	1,535,933	8,065,569
2013	388,563	569,243	388,563	1,527,958	7,966,202
2012	389,103	563,547	389,103	1,517,808	7,850,831
2011	379,880	554,026	379,880	1,520,252	7,783,805
2010	369,968	549,054	368,703	1,512,232	7,586,961
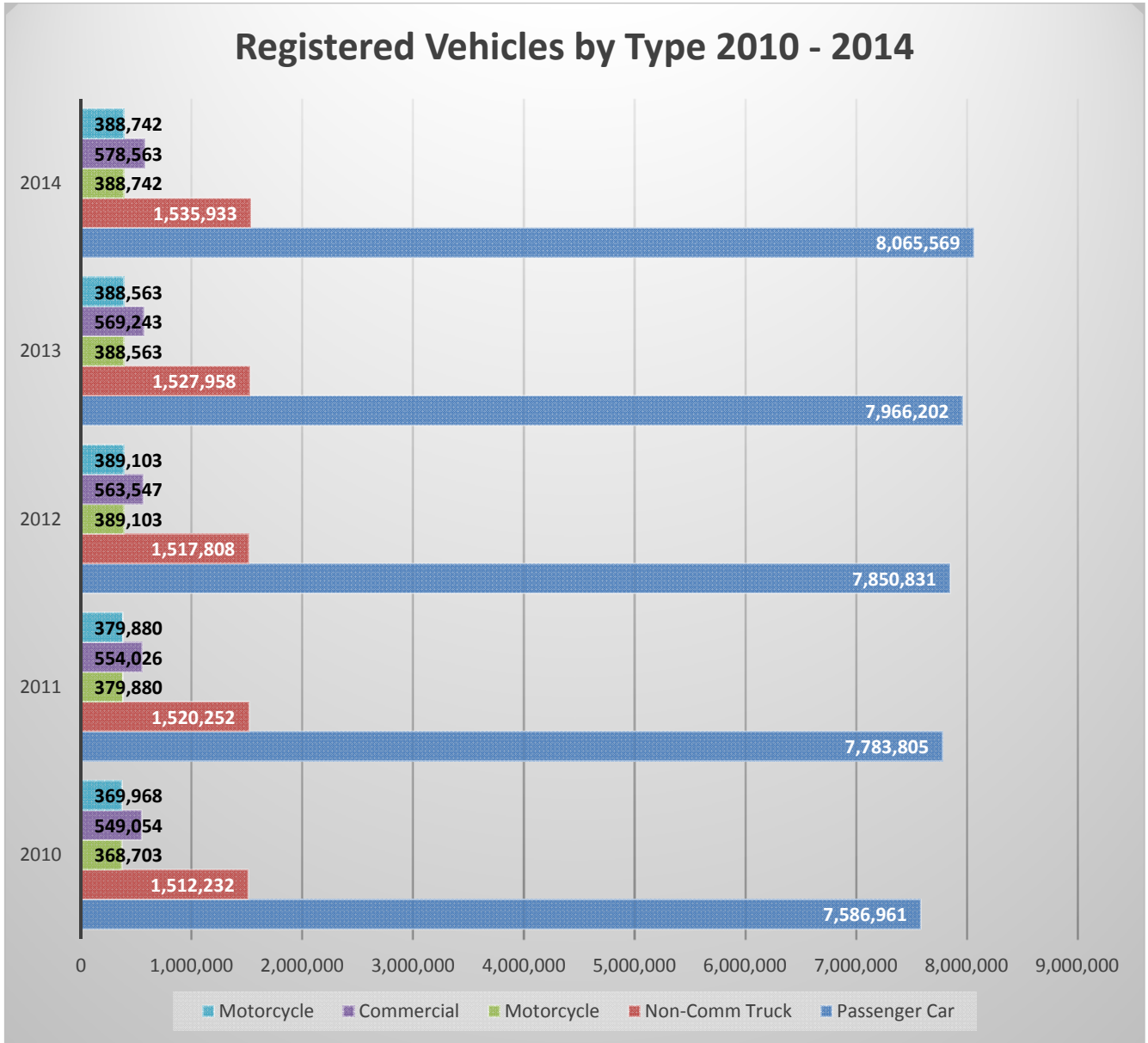
Licensed Drivers by Age 2010 - 2014

2014
- >69: 981,599
- 65-69: 556,425
- 55-64: 1,468,457
- 45-54: 1,466,304
- 35-44: 1,281,518
- 25-34: 1,305,089
- 21-24: 539,368
- 16-20: 495,866
- <16: 5,610

2013
- >69: 976,529
- 65-69: 526,079
- 55-64: 1,453,144
- 45-54: 1,492,632
- 35-44: 1,291,896
- 25-34: 1,294,023
- 21-24: 543,034
- 16-20: 500,439
- <16: 5,591

2012
- >69: 948,176
- 65-69: 501,140
- 55-64: 1,431,749
- 45-54: 1,522,364
- 35-44: 1,304,394
- 25-34: 1,283,039
- 21-24: 541,287
- 16-20: 508,865
- <16: 5,985

2011
- >69: 970,260
- 65-69: 467,240
- 55-64: 1,357,508
- 45-54: 1,556,346
- 35-44: 1,316,827
- 25-34: 1,277,614
- 21-24: 536,083
- 16-20: 516,797
- <16: 6,097

2010
- >69: 899,977
- 65-69: 442,367
- 55-64: 1,378,656
- 45-54: 1,584,195
- 35-44: 1,337,726
- 25-34: 1,268,681
- 21-24: 527,647
- 16-20: 523,960
- <16: 5,805

Legend: >69, 65--69, 55-64, 45-54, 35-44, 25-34, 21-24, 16-20, <16

Average Age of Licensed Drivers 2010 - 2014

AGE OF LICENSED DRIVERS 2010-2014

- >69: 955,308
- 65-69: 498,650
- 55-64: 1,417,903
- 45-54: 1,524,368
- 35-44: 1,306,472
- 25-34: 1,285,689
- 21-24: 537,484
- 16-20: 509,185
- <16: 5,818

Legend: >69, 65-69, 55-64, 45-54, 35-44, 25-34, 21-24, 16-20, <16
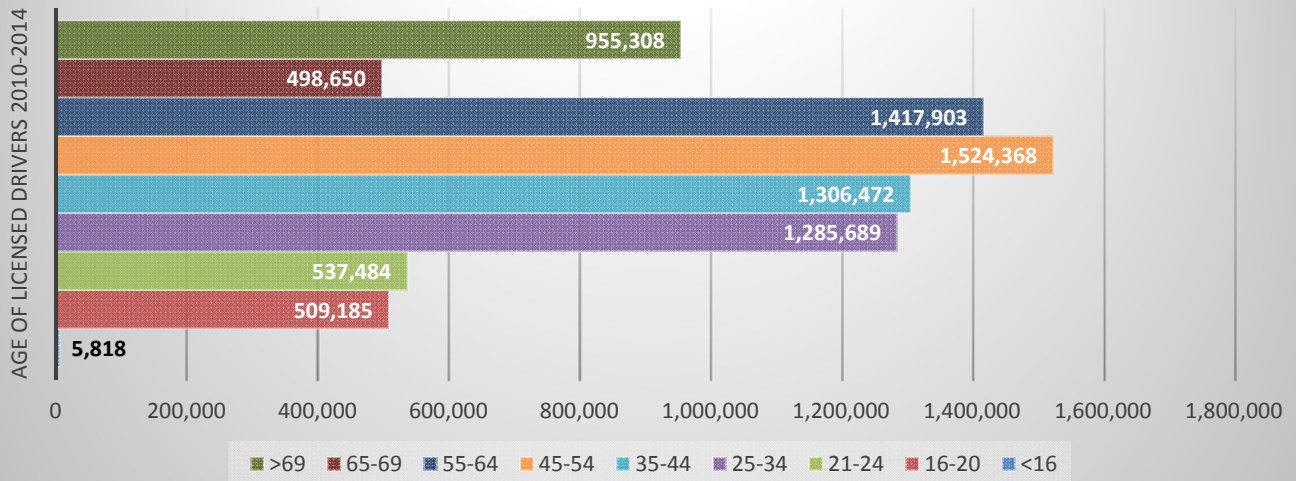
Average Licensed Drivers by Gender 2010 - 2014

- MALE: 3,908,611
- FEMALE: 4,132,263
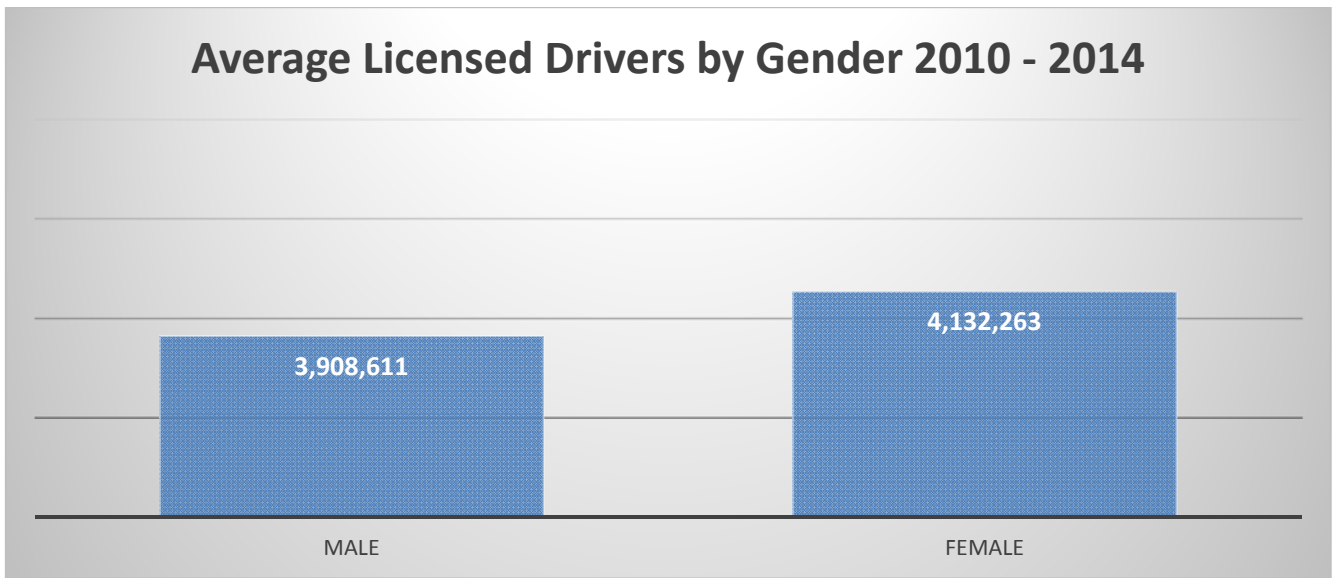
Ohio Data Analysis and Identified Problem Areas

Fatality/Serious Injury

The number of traffic fatalities has decreased 6.85 percent over the five-year period (2010 - 2014). The five-year average has decreased 9.85 percent since the 2006 - 2010 average. The five - year moving average has continued to decline each year.

Traffic Fatalities

- 2010: Yearly Fatality Count 1,080; 5 Year Moving Average 1,157
- 2011: Yearly Fatality Count 1,017; 5 Year Moving Average 1,113
- 2012: Yearly Fatality Count 1,121; 5 Year Moving Average 1,086
- 2013: Yearly Fatality Count 989; 5 Year Moving Average 1,046
- 2014: Yearly Fatality Count 1,006; 5 Year Moving Average 1,043

Legend: Yearly Fatality Count — 5 Year Moving Average
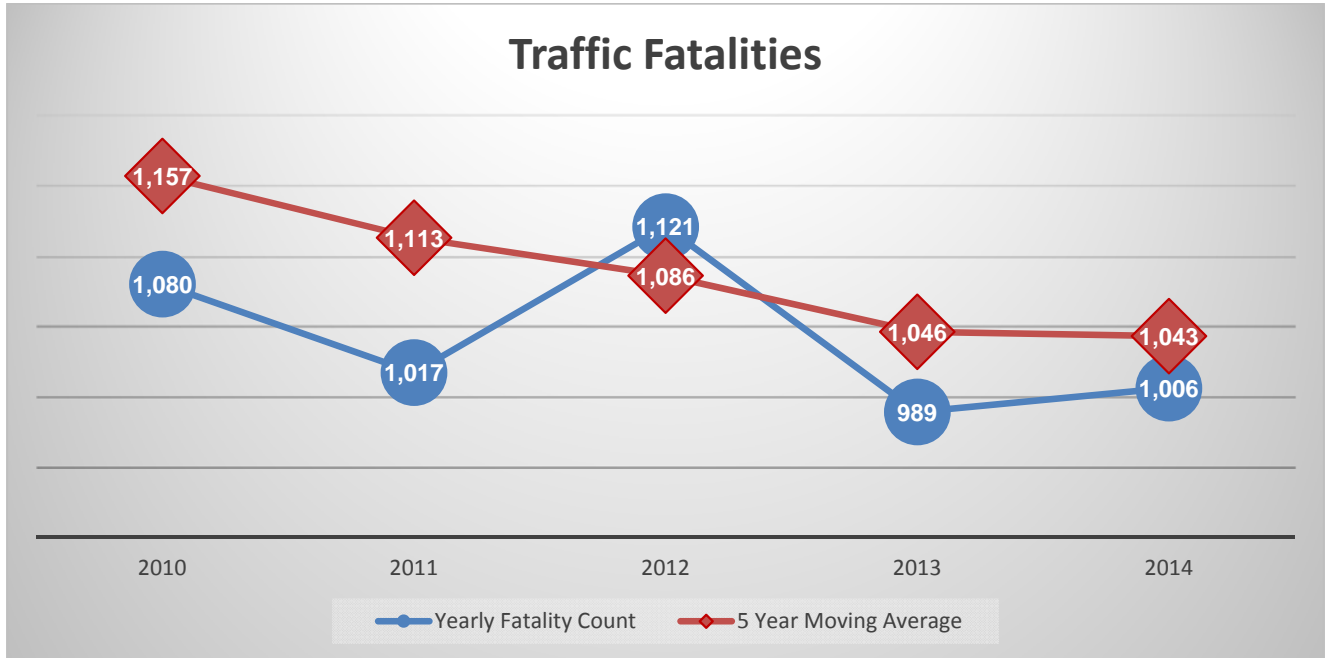
Between 2010 and 2014, 43.51 percent of all fatalities occurred in cars, 11.18 percent in SUVs and 9.94 percent occurred in pick-up trucks. Cars, Pick-ups, Vans have all gradually decreased from the 2008 - 2012 data set to the 2009 - 2013 data set to the 2010 - 2014 data set. SUVs have gradually increased.

Fatalities 2010 - 2014

- Car: 2,268
- Pick-up: 518
- SUV: 583
- Van: 251
- Other: 1,593

Legend: Car, Pick-up, SUV, Van, Other
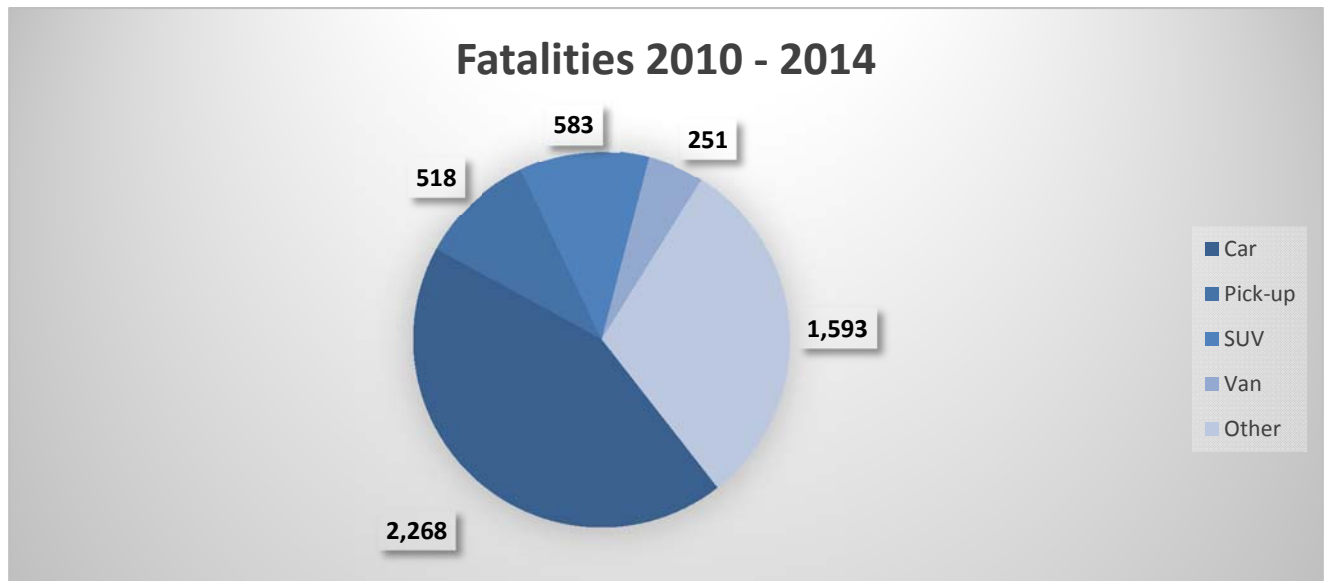
Fatalities occurred most often in the 25 - 34 age group, then the 45 - 54 age group and the 35 - 44 age group. These three age groups 25 - 34, 45 - 54 and 35 - 44 consistently contain the highest number of fatalities.

Fatalities 2010 - 2014
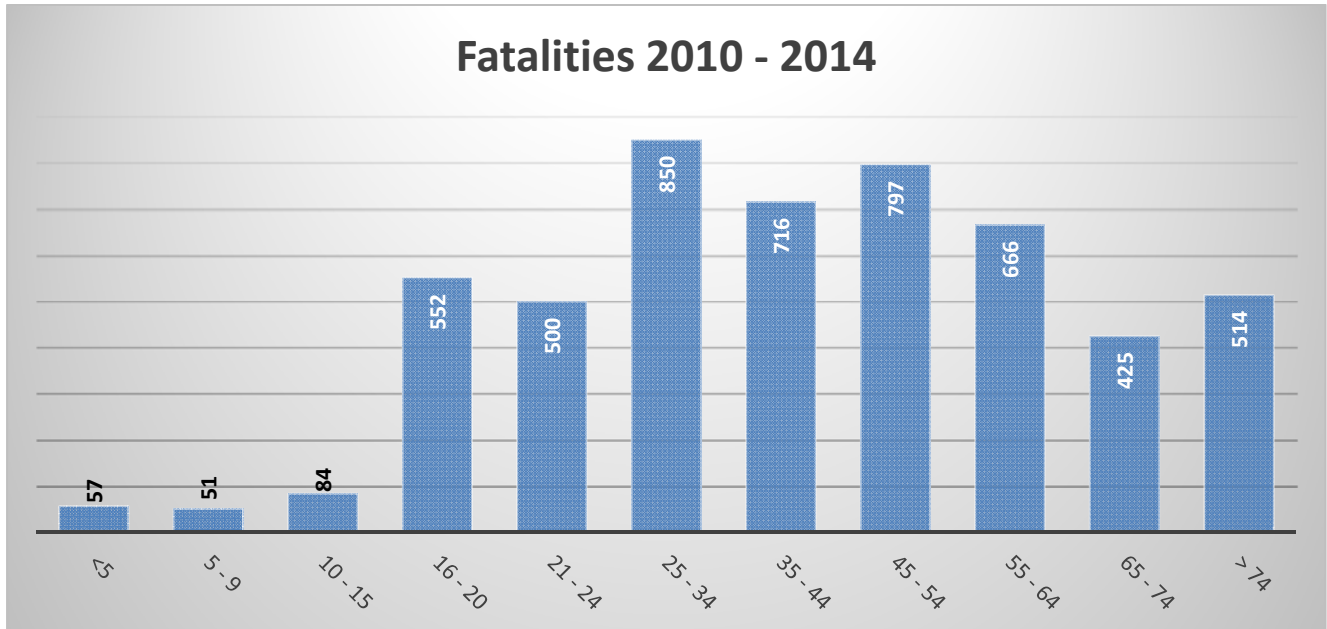
When we reduce the fatalites by age group to the percent of all fatalites then compare that percentage to the percantage that the same age group is of Ohio's population, we can see what age group is over represented in fatalities. The largest over represented age group is 25 - 34. Next is the 15 - 19 age group. Also over represented are the over 74 age group, the 20 - 24 age group, the 35 - 44 age group and the 45 - 54 age group. When you group these age groups into under 20 (young drivers 15 - 19) and over 65 (older drivers), the young driver group is 6.90 percent of the population, and 10.59 percent of the fatalities. The older driver group is 14.80 percent of the population and 18.01 percent of the fatalities. Older driver fatalities have come up as a growing concern in several of the district meetings with sub-recipients.

Fatalities vs Population by Age 2010 - 2014
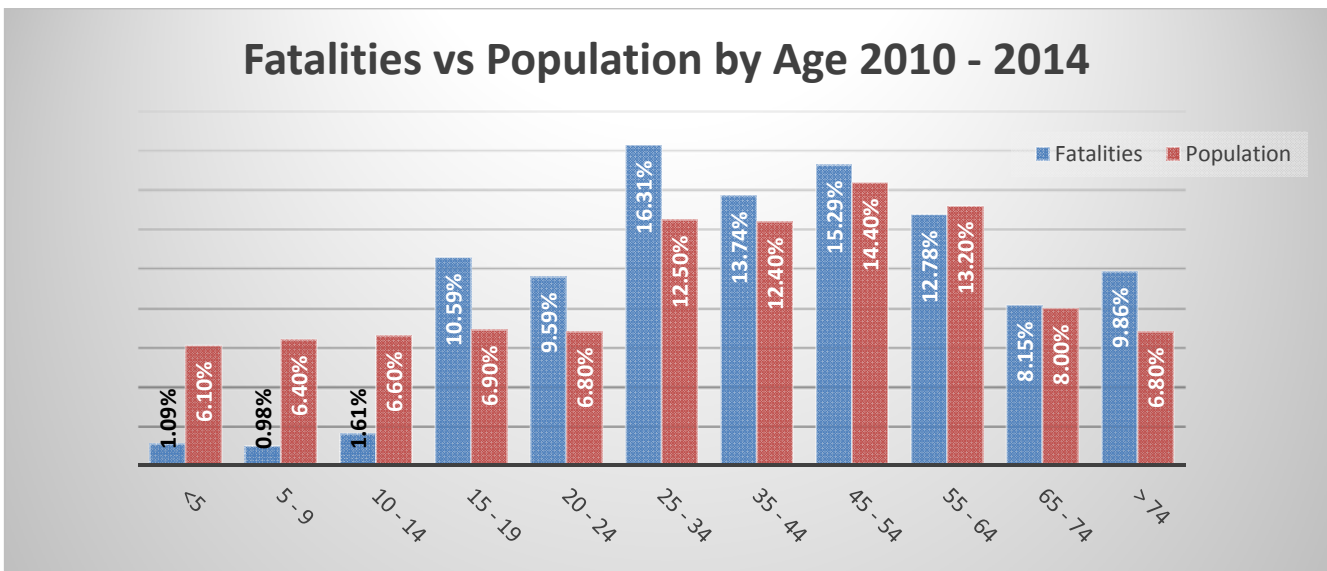
Between 2010 and 2014, 3.89 percent of fatal crashes occurred between midnight and 3:00 am on Sunday mornings. This time is much higher than any other day of week/time frame. This day/time frame was 3.75 percent in the 2009 - 2013 data. In the past the midnight - 3:00 am time frame on Saturday mornings is much higher as well. In the 2010 - 2014 data, midnight - 3:00 am on Saturday morning has decreased.
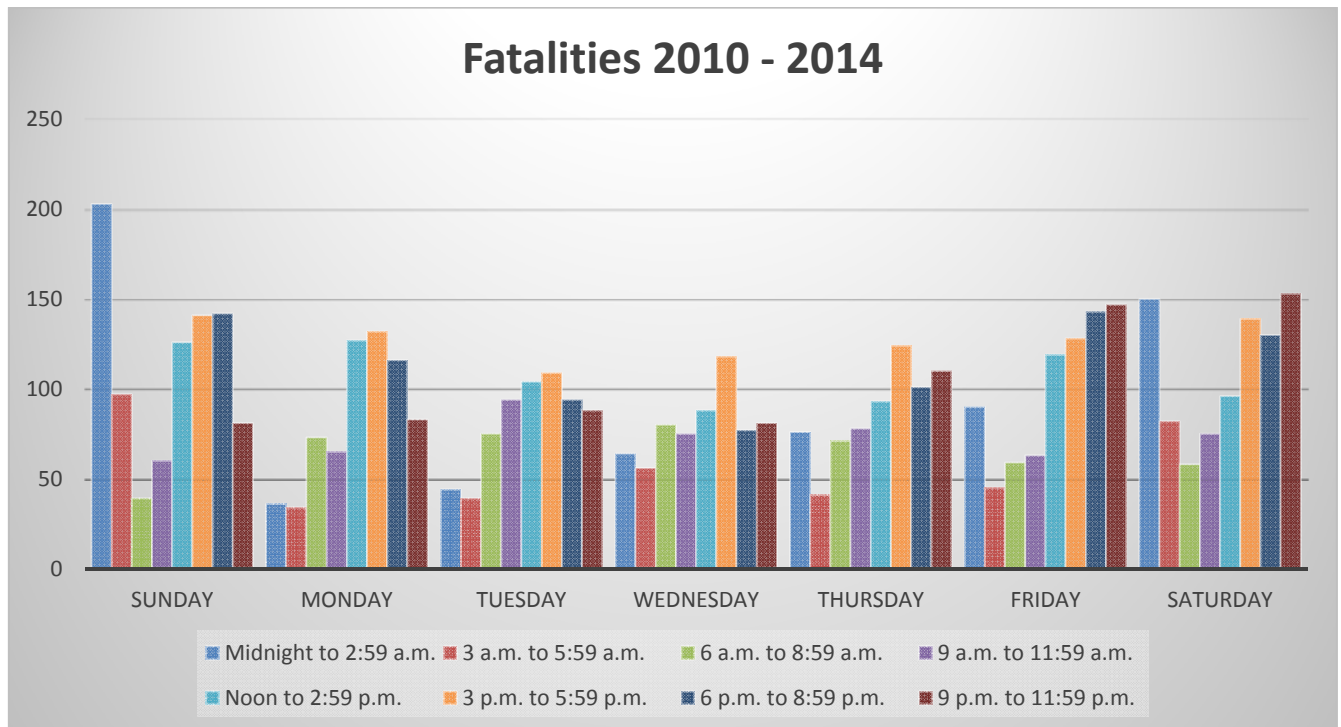
Between 2010 and 2014, 57.99 percent of all fatal crashes occurred on rural roadways. This is down from 61.61 percent of the 2009 - 2013 average.

The 2010 - 2014 average fatality rate (fatalities/vehicle miles traveled) is 0.94. This is up slightly from the 2009 - 2013 average of 0.93. The fatality rate has decreased 10.48 percent over the five-year period (2010 - 2014). The 2010 - 2014 average urban fatality rate is 0.56 and has increased 3.70 percent over the same five-year period. The 2010 - 2014 average rural fatality rate is 1.71. The rural rate is down from the 2009 - 2013 average of 1.78 and has decreased 18.18 percent during the same time period.

The number of serious injuries has decreased 13.75 percent over the five-year period (2010 - 2014). The five-year moving average has decreased 7.04 percent since the 2006 - 2010 average. The five-year moving average has continued to decline each year.

Serious Injuries

Legend: Yearly Serious Injury Count (blue), 5 Year Moving Average (red)

Data points:
- 2010: 10,249 (moving average), 10,186 (yearly count)
- 2011: 10,041 (moving average), 9,654 (yearly count)
- 2012: 9,902 (moving average), 9,781 (yearly count)
- 2013: 9,727 (moving average), 9,231 (yearly count)
- 2014: 9,527 (moving average), 8,785 (yearly count)
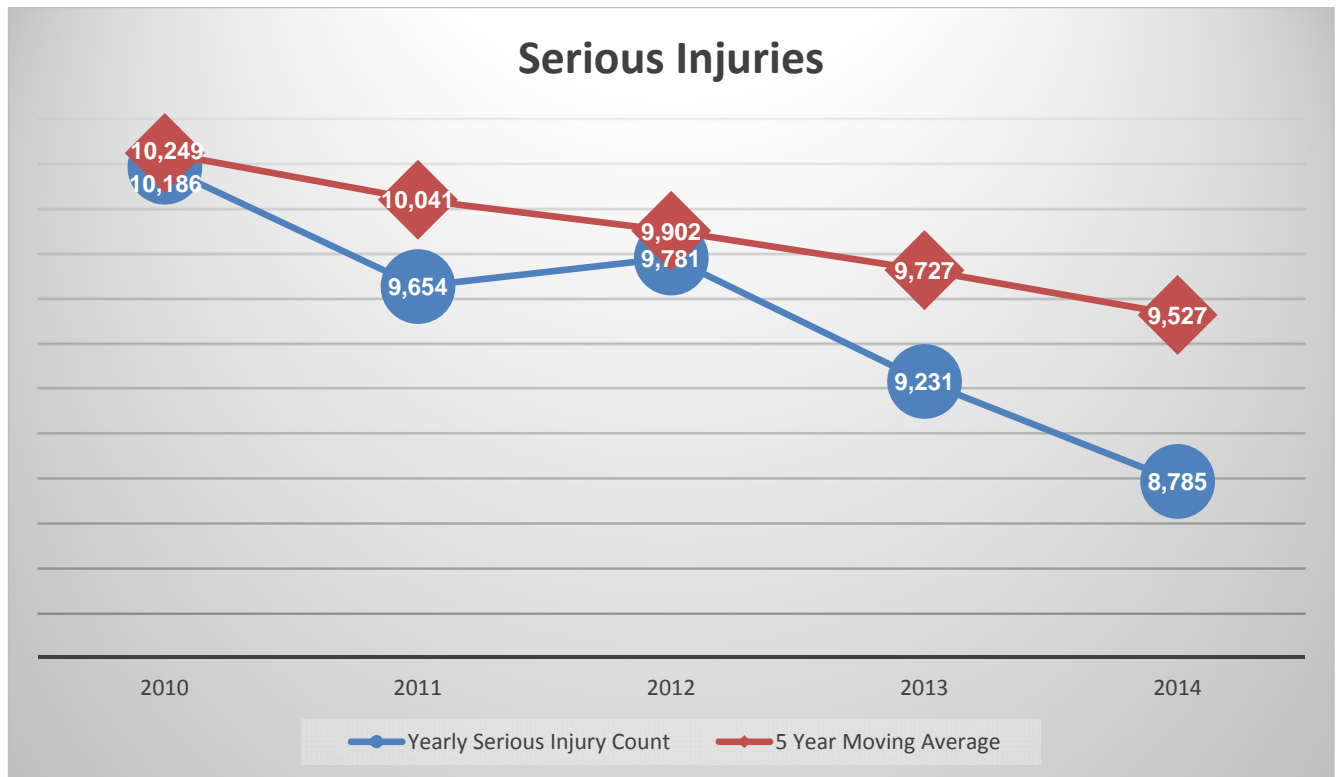
Analysis

Fatalities increased 1.72 percent to 1,006 in 2014 and provisional 2015 numbers show a 10.34 percent increase to 1,110. The five-year moving average continues to show a decrease each year. Ohio continues to base funding decisions on a three year trend, however current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Towards Zero Deaths.

Only 29.56 percent of Ohio's Vehicle Miles Traveled (VMTs) are rural, however 57.99 percent of all fatal crashes (2010 - 2014 average) occur on rural roadways. Ohio will use the model (earned media (education/outreach), paid media, enforcement and evaluation) to reach these segments of Ohio's roadways.

Ohio's five-year moving average is showing a decrease of 7.04 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues.

Impaired Driving

The number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has decreased 7.46 percent over the five-year period (2010 - 2014). The five-year moving average has decreased 9.52 percent since the 2006 - 2010 average. The five-year moving average has continued to decline each year.

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

Year	Yearly Fatality Count	5 Year Moving Average
2010	335	357
2011	310	342
2012	389	342
2013	271	326
2014	310	323
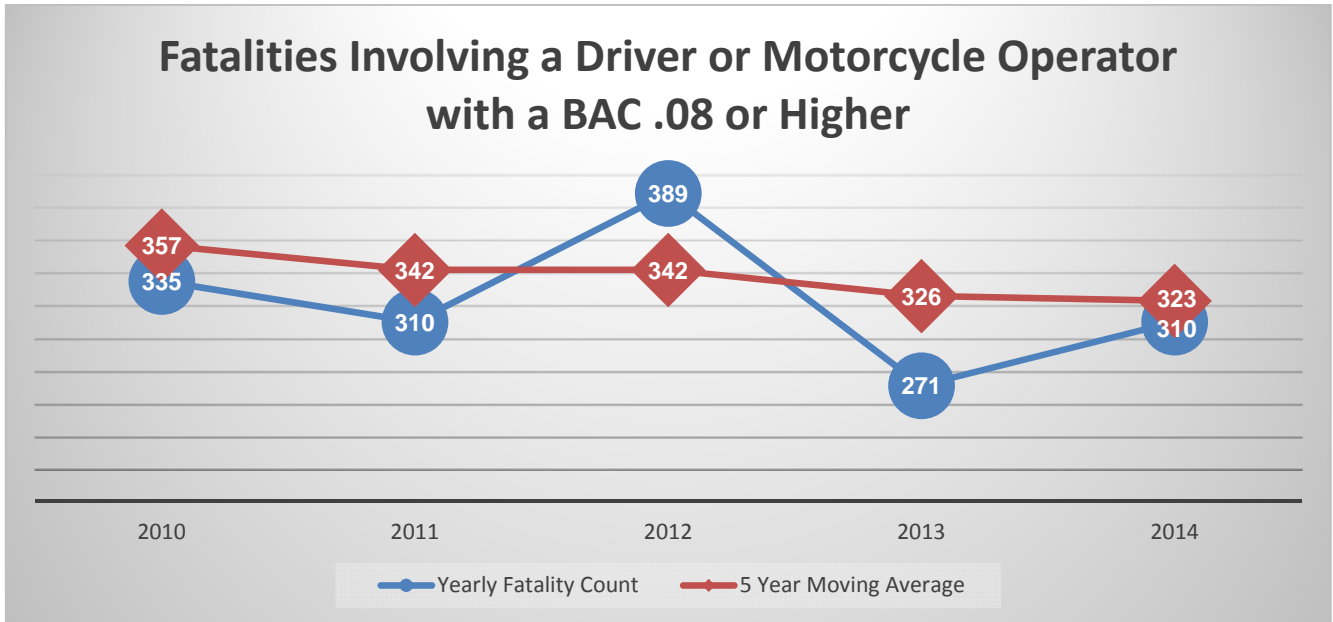
Between 2010 and 2014 Ohio averaged 347 alcohol-related (any impairment level) fatal crashes (Ohio Traffic Crash Facts) in Ohio. The five-year moving average has decreased 17.77 percent since the 2005 - 2009 average.

Unbelted fatalities that tested between 0.01 and 0.07 BAC accounted for 4.52 percent of all unbelted fatalities between 2010 and 2014. Test results showing 0.00 BAC accounted for 42.47 percent and .08 percent and above accounted for 31.57 percent. Although the overall number of unbelted fatalities that were 0.08 and above significantly decreased from 694 to 614 (11.53 percent), the portion of unbelted fatalities that are .08 and above increased slightly (1.15 percent).
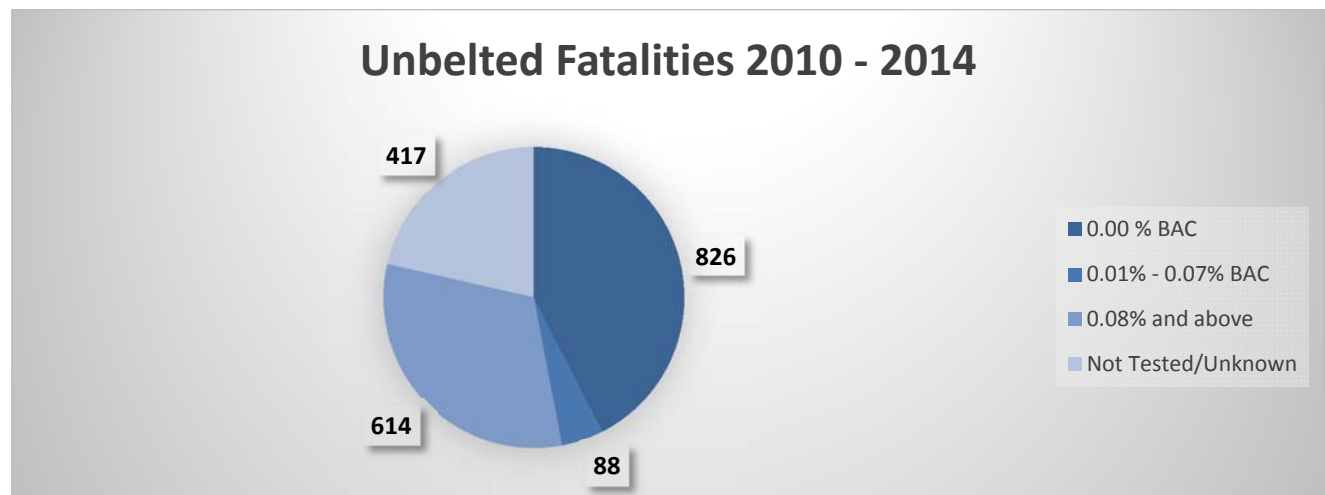
Unbelted Fatalities 2010 - 2014

Category	Count
0.00 % BAC	826
0.01% - 0.07% BAC	88
0.08% and above	614
Not Tested/Unknown	417

Motorcycle operator fatalities that tested between 0.01 and 0.07 BAC accounted for 7.44 percent of all motorcycle fatalities between 2010 and 2014. Test results showing 0.00 BAC accounted for 47.19 percent and 0.08 and above accounted for 31.74 percent. The percent of 0.08 and above increase 6.65% from the 2009 - 2013 average.

Motorcycle Fatalities 2010 - 2014
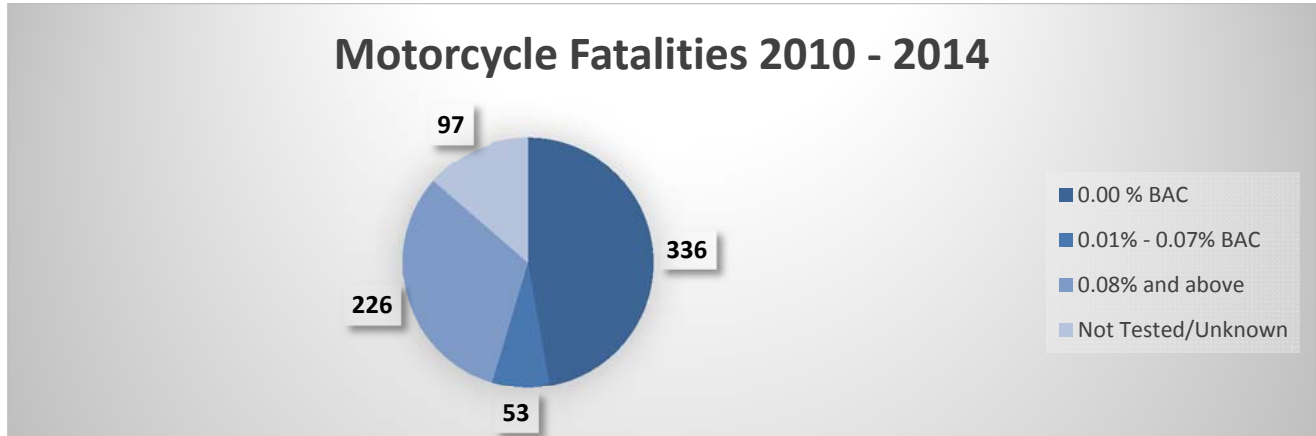
Between the years of 2010 and 2014, the age groups of 25 - 34 and 35 - 44 were significantly higher than any other age group in driver fatalities with a BAC of .08 or higher. This was the same in the 2009 - 2013, 2008 - 2012 and the 2007 - 2011 data. While these age groups still represent the highest age groups, the numbers are decreasing and the gap between the second highest (35 - 44) and the third highest (45 - 54) has decreased from 100 (2007 - 2011) to 61 (2008 - 2012) to 49 (2009 - 2013) to 25 (2010 - 2014).
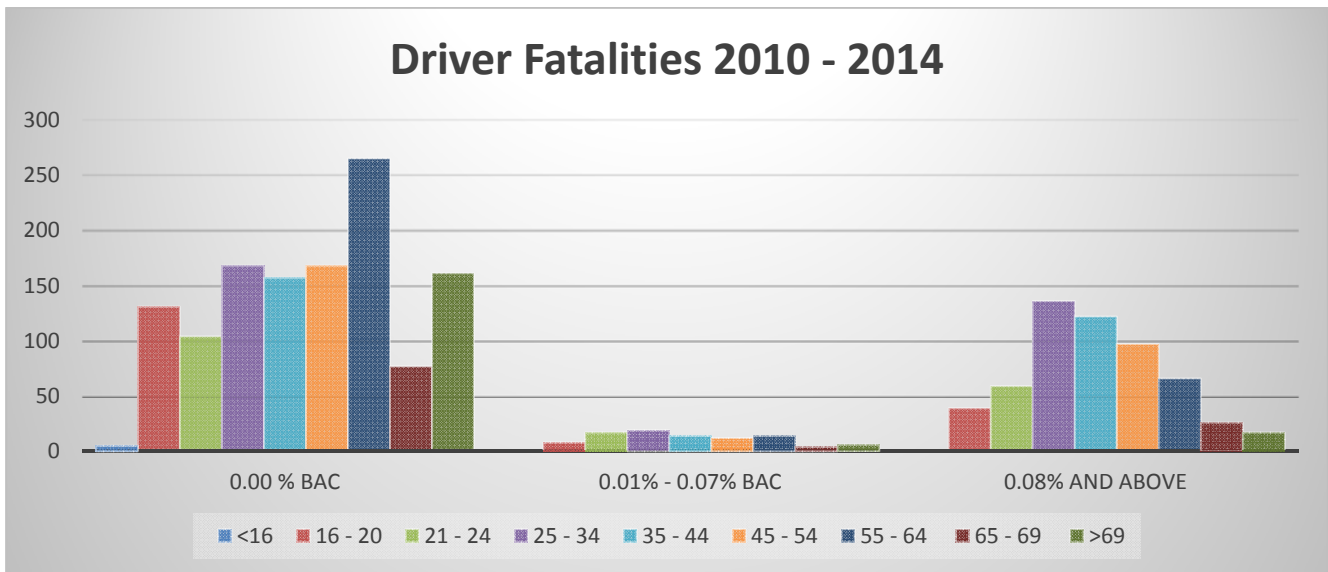
Driver Fatalities 2010 - 2014

Pedestrian fatalities that tested between 0.01 and 0.07 BAC accounted for 6.08 percent of all tested pedestrian fatalities between 2010 and 2014. Test results showing 0.00 BAC accounted for 58.01 percent and 0.08 percent and above accounted for 35.91 percent. The percent of pedestrian fatalities that tested 0.08 and above has increased 11.12 percent since the 2009 - 2013 data while the number of pedestrian fatalities has remained the same. See chart under Pedestrian.

Between 2010 and 2014, 84.80 percent of the crashes involving a driver with a BAC of 0.08 or higher were male; this is down slightly from the 2009 - 2013 data. Over 55 percent of the crashes involving a driver with a BAC of 0.08 or higher, occurred on a rural roadway. This is down from over 60 percent in the 2008 - 2012 data.

Between 2010 and 2014, 8.19 percent of the crashes involving a driver with a BAC of 0.08 or higher occurred between midnight and 3:00 am on Sunday mornings. In the past several years, this time frame on both Saturday and Sunday mornings were nearly identical in number. However as we saw in the overall fatal number, the difference between these two time frames is growing. The number of fatal crashes that occurred during these time frames has decreased from 179 (2007 - 2011) to 168 (2008 - 2012) to 155 (2009 - 2013) to 152 (2010 - 2014). The only day/time that significantly increased is: Wednesday 3:00 am - 6:00 am. This increased from two crashes in the 2009 - 2013 data to 9 in the 2010 - 2014 data, a 350 percent increase.
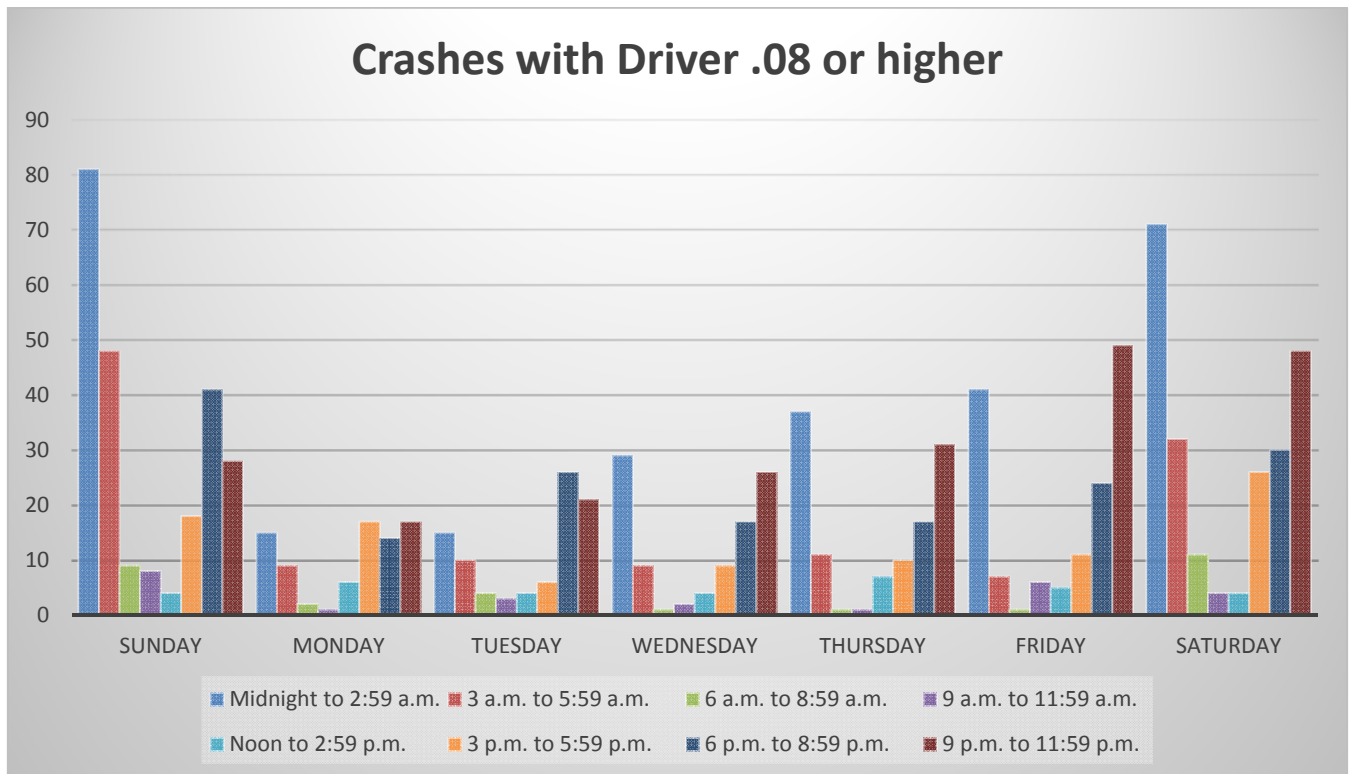
Analysis

Over 31 percent of all unbelted fatalities tested 0.08 BAC or higher. Ohio will continue to examine this data to determine what countermeasures will be effective on this target audience.

Ohio will continue to focus efforts toward impaired riding. Almost 32 percent of motorcycle operator fatalities tested a 0.08 BAC or higher.

Drivers between 25 - 34 and 35 - 44 are the two highest age groups of driver fatalities that tested .08 or higher. These two groups were also higher than any other age group in the 2009 - 2013, 2008 - 2012 and 2007 - 2011 data sets.

On 84.80 percent of fatal crashes where the driver tested a 0.08 BAC or higher, the driver was male. Male drivers only account for 48.61 percent of licensed drivers.

Over 55 percent of crashes that had the driver test a 0.08 or higher occurred on a rural roadway. Only 29.56 percent of Ohio's VMTs are rural.

Ohio will continue to use the model (earned media (education/outreach), paid media, enforcement and evaluation) to reach the target audiences of: motorcyclists, males aged 25 - 44 and rural Ohio during the peak alcohol times of weekend nights.

Occupant Protection

In 2014, Ohio reached an 85.0 percent observed seat belt use rate; however, the rate dropped to 83.9 percent in 2015.

The number of unrestrained fatalities has decreased 7.18 percent over the five-year period (2010 - 2014). The five-year average has decreased 16.26 percent since the 2006 - 2010 average. The five-year moving average has continued to decrease each year.

Unrestrained Passenger Vehicle Fatalities

Year	Yearly Fatality Count	5 Year Moving Average
2010	404	455
2011	358	426
2012	416	404
2013	352	386
2014	375	381
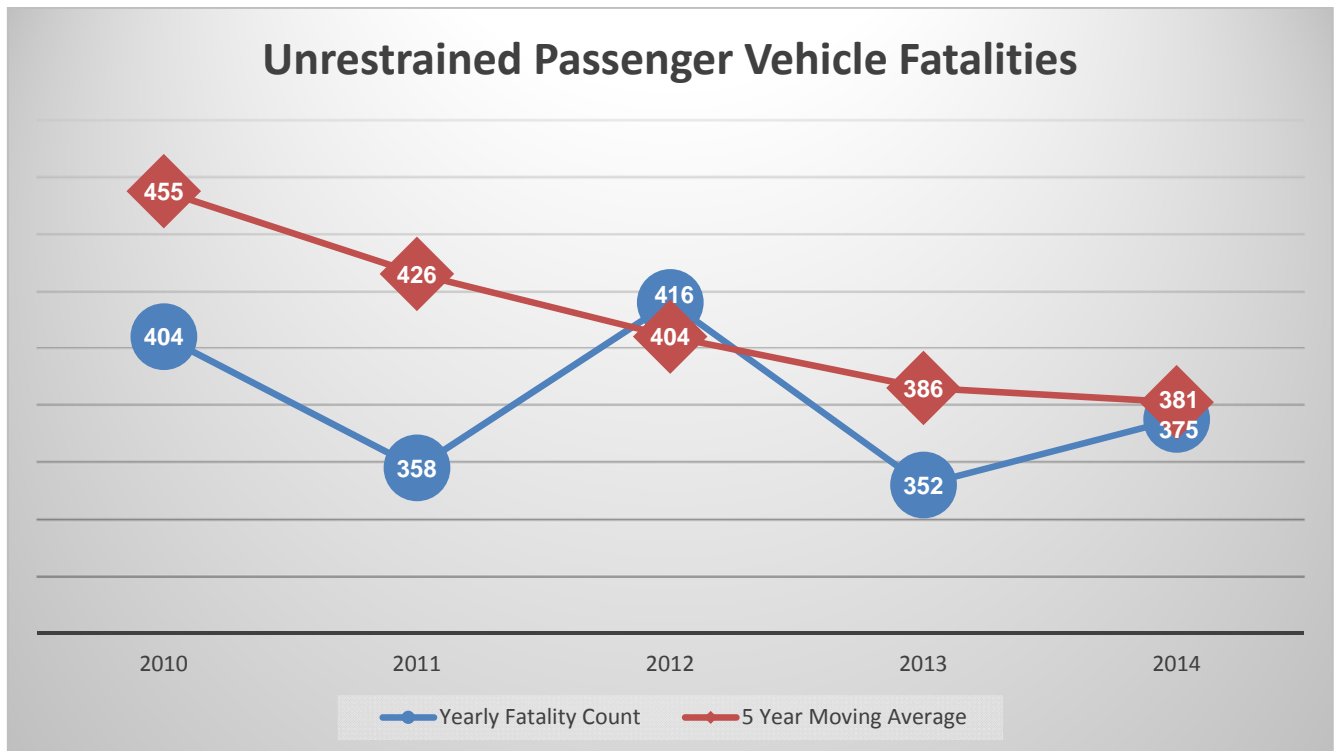
Between 2010 and 2014, 57.04 percent of all unbelted fatalities occurred in cars, 17.87 percent occurred in SUVs and 16.23 percent occurred in pick-up trucks. These percentages are remaining fairly consistent from the 2009 - 2013 and 2008 - 2012 data sets.
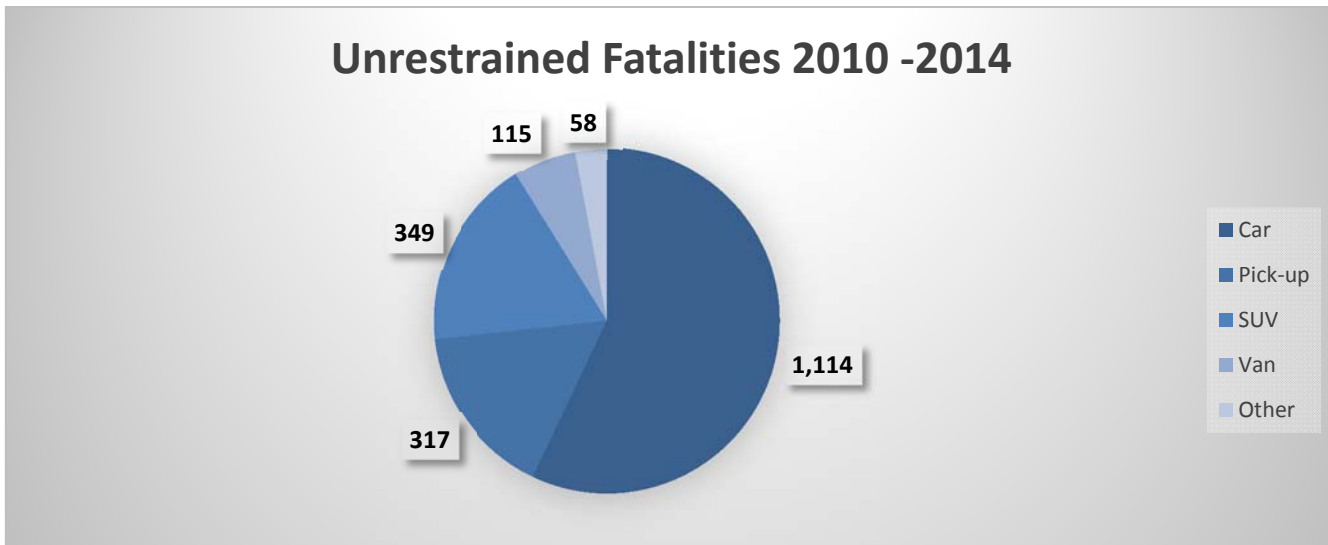
Unrestrained Fatalities 2010 -2014

Category	Value
Car	1,114
Pick-up	317
SUV	349
Van	115
Other	58

Unbelted fatalities occurred most often in the 25 - 34 age group, then the 35 - 44 age group and the 16 - 20 age group. The first two groups are consistent with the 2009 - 2013 and 2008 - 2012 data sets.

Unrestrained Fatalities 2010 - 2014

Age Group	Value
<5	7
5 - 9	12
10 - 15	27
16 - 20	267
21 - 24	245
25 - 34	383
35 - 44	304
45 - 54	242
55 - 64	192
65 - 74	115
> 74	160

Comparing the unbelted fatalities by age group to the population, the 15 - 19, 20 - 24, 25 - 34, 35 - 44 and over 74 groups are all over-represented.

Unbelted Fatalities vs Population by Age 2010 - 2014

Age Group	Unbelted Fatalities	Population
<5	0.36%	6.10%
5 - 9	0.61%	6.40%
10 - 14	1.38%	6.60%
15 - 19	13.66%	6.90%
20 - 24	12.54%	6.80%
25 - 34	19.60%	12.50%
35 - 44	15.56%	12.40%
45 - 54	12.38%	14.40%
55 - 64	9.83%	13.20%
65 - 74	5.89%	8.00%
> 74	8.19%	6.80%
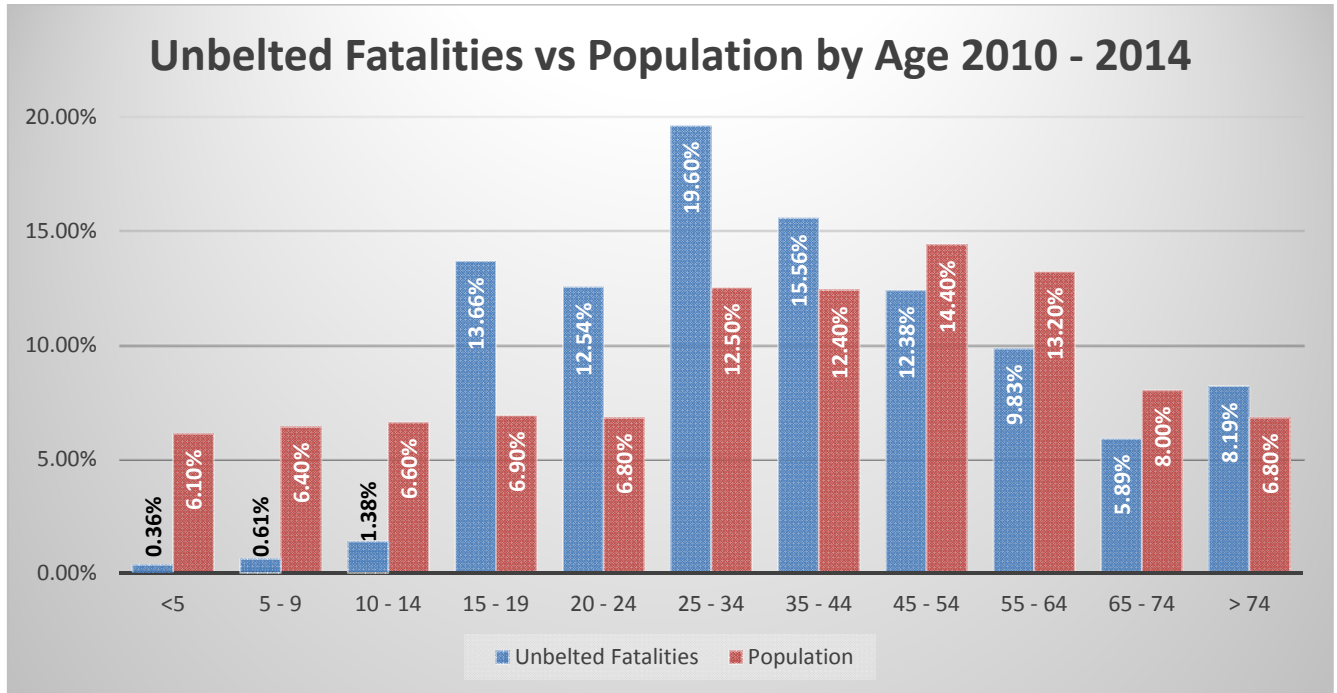
Between 2010 and 2014 Ohio had 5,213 traffic related fatalities. Less than two percent (1.29 percent) of these are children eight years or younger. Looking at these 67 fatalities, 61 percent used some form of restraint*. Twenty-seven percent used no restraint.

Fatility Restraint Usage for 0 - 8 years 2010 - 2014

Category	Count
None Used	18
Restraint Used*	41
Unknown	8
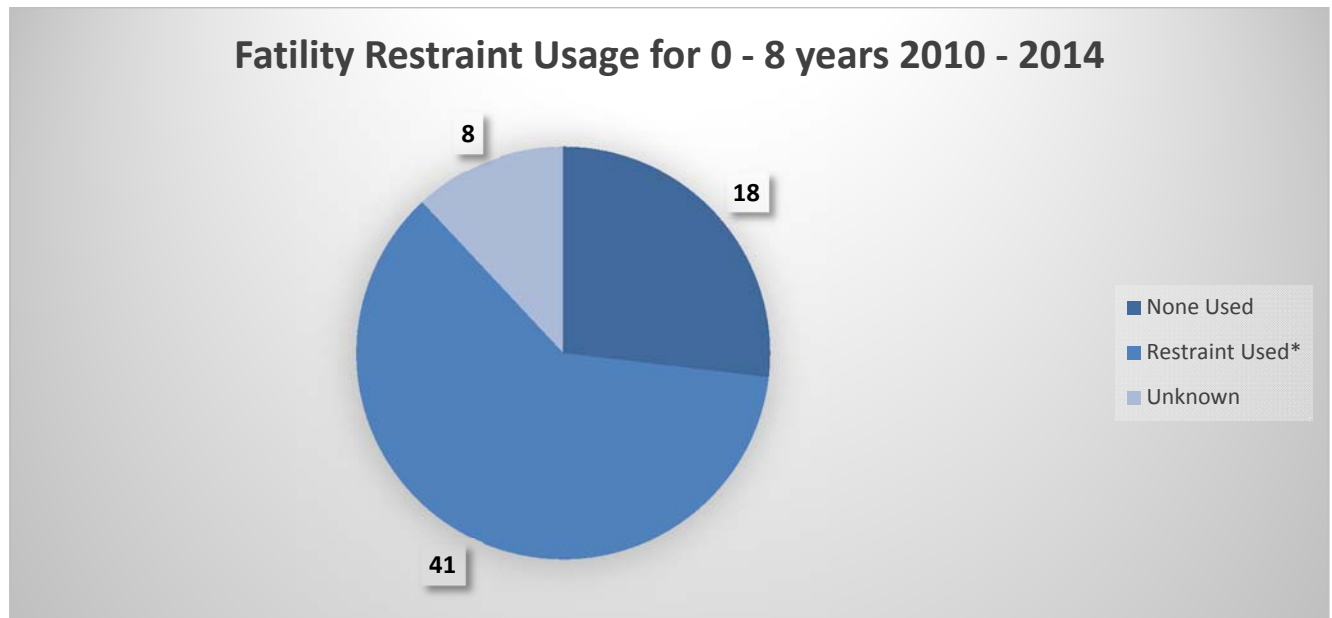
Between 2010 and 2014 Ohio had 479,492 traffic related injuries; 86.88 percent were restrained. Under four percent (3.98 percent or 19,084), of these injuries were children ages 0 - 8. Of this sub-section, 77.24 percent were restrained.*

Injury Restraint Usage for 0 - 8 Years 2010 - 2014
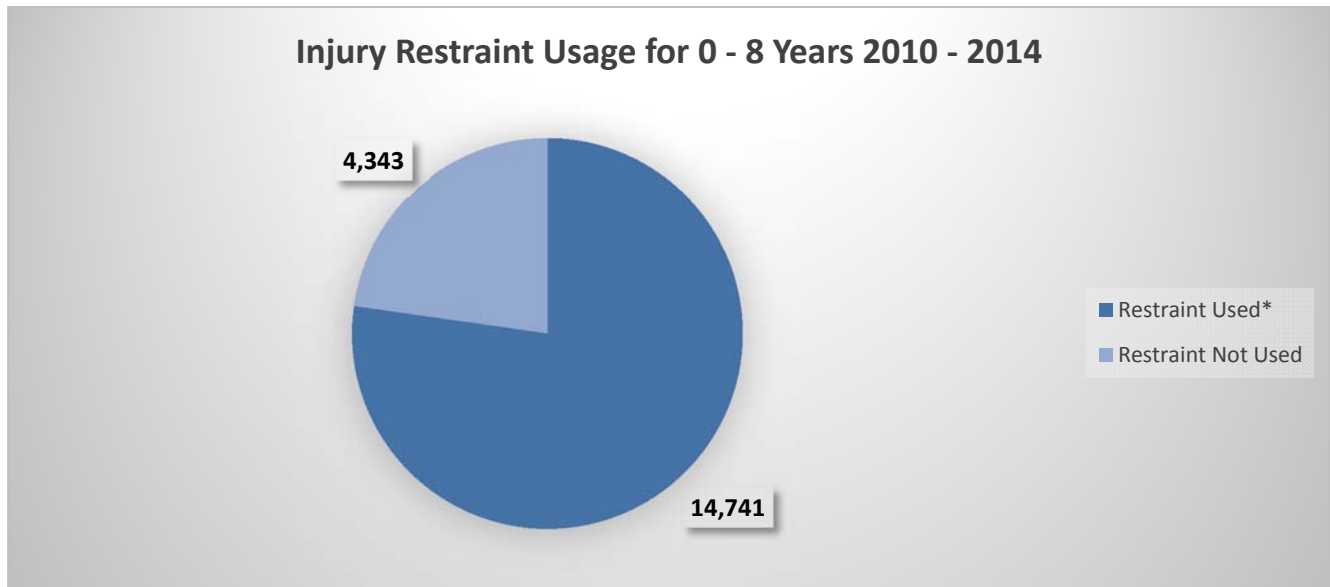
*Restraint used only indicates that some form of restraint was used. It does not mean that the proper restraint was used or that the restraint was used correctly.

Between 2010 and 2014, 69.40 percent of unbelted fatalities were male. This is a decrease from the 2009 - 2013 average of 71.65 percent and the 2008 - 2012 average of 73.57 percent. Between 2010 and 2014, 63.73 percent of all unbelted fatalities occurred on a rural roadway. This is a slight decrease from the 2009 - 2013 average of 64.67 percent and the 2008 - 2012 average of 64.14 percent.

Between 2010 and 2014, 9.06 percent of unbelted fatalities occurred between midnight and 3:00 am on Saturday and Sunday mornings. This is down slightly from the 9.36 percent in the 2009 - 2013 data set and the 9.44 percent in the 2008 - 2012 data set.
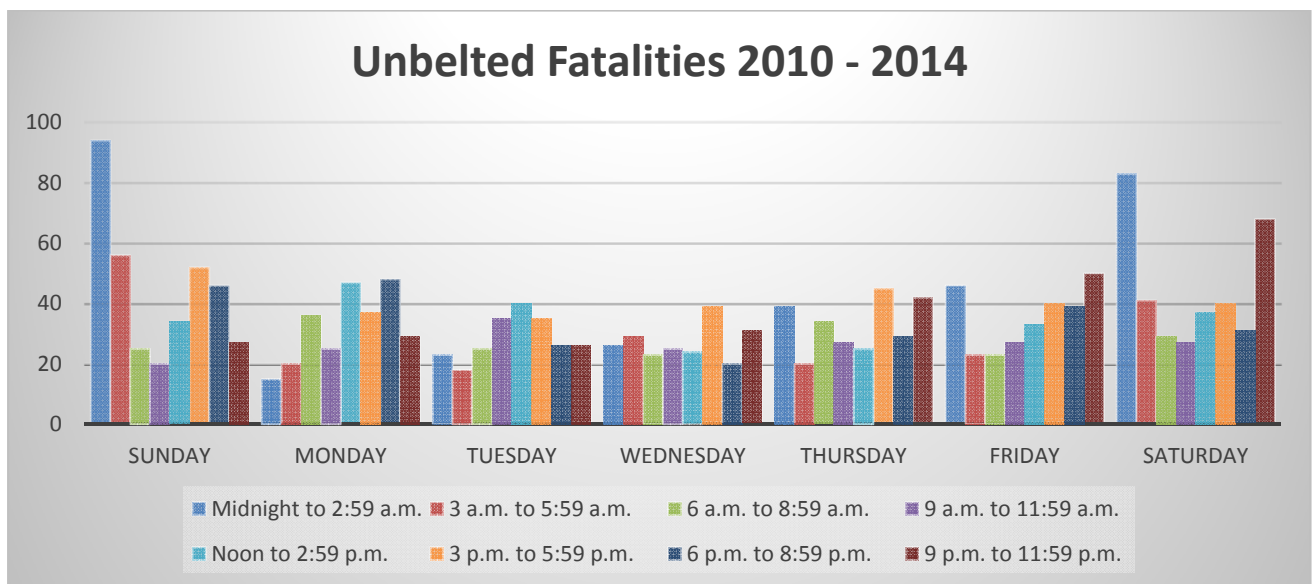
Unbelted Fatalities 2010 - 2014

Unbelted fatalities that tested between 0.01 and 0.07 BAC accounted for 4.52 percent of all unbelted fatalities between 2010 and 2014. Test results showing 0.00 BAC accounted for 42.47 percent and 0.08 percent and above accounted for 31.57 percent. Although the overall number of unbelted fatalities that were 0.08 and above significantly decreased from 694 to 614 (11.53 percent), the portion of unbelted fatalities that are 0.08 and above increased slightly (1.15 percent). See chart under Impaired Driving.

Analysis

Ohio's observed seat belt usage rate decreased from 85.0 percent in 2014 to 83.9 percent in 2015. Ohio will continue to use the model (earned media (education/outreach), paid media, enforcement and evaluation) to increase the observed seat belt usage rate.

Unbelted fatalities are occurring most often in the 25 - 34 age group. The 35 - 44 and 16 - 20 are not far behind. The 16 - 20 year old age group represents 13.66 percent of all unbelted fatalities but only 6.90 percent of Ohio's population. The age groups between 15 and 44 are all over-represented when compared to the population.

Fatal data analysis for children eight years old and under revealed that 1.29 percent of Ohio's fatalities between 2010 and 2014 were eight or under. Of these (67 fatalities), 61 percent used some form of restraint and 27 percent used no restraint. Injury data analysis for the same age group shows that 3.98 percent of Ohio's injuries were eight or under. Of these (19,084 injuries), 77.24 percent used some form of restraint and 22.76 percent used no restraint. The data does not indicate if the proper restraint was used or if the restraint was used correctly.

Ohio's population is 48.89 percent male; however 69.40 percent of all unbelted fatalities were male.

Only 29.56 percent of Ohio's VMTs are rural; however, 63.73 percent of unbelted fatalities occurred on a rural roadway.

Between the years of 2010 and 2014, 36.54 percent of all fatalities were unbelted. This percent decreased 0.98 percent over the previous five - year average. Over nine percent of all unbelted fatalities occurred between midnight and 3:00 am Saturday and Sunday mornings. Ohio will also focus efforts on the areas mentioned above (pick-up truck drivers, SUV drivers, ages 15 - 44, males and rural roadways) to decrease the percent of unbelted fatalities.
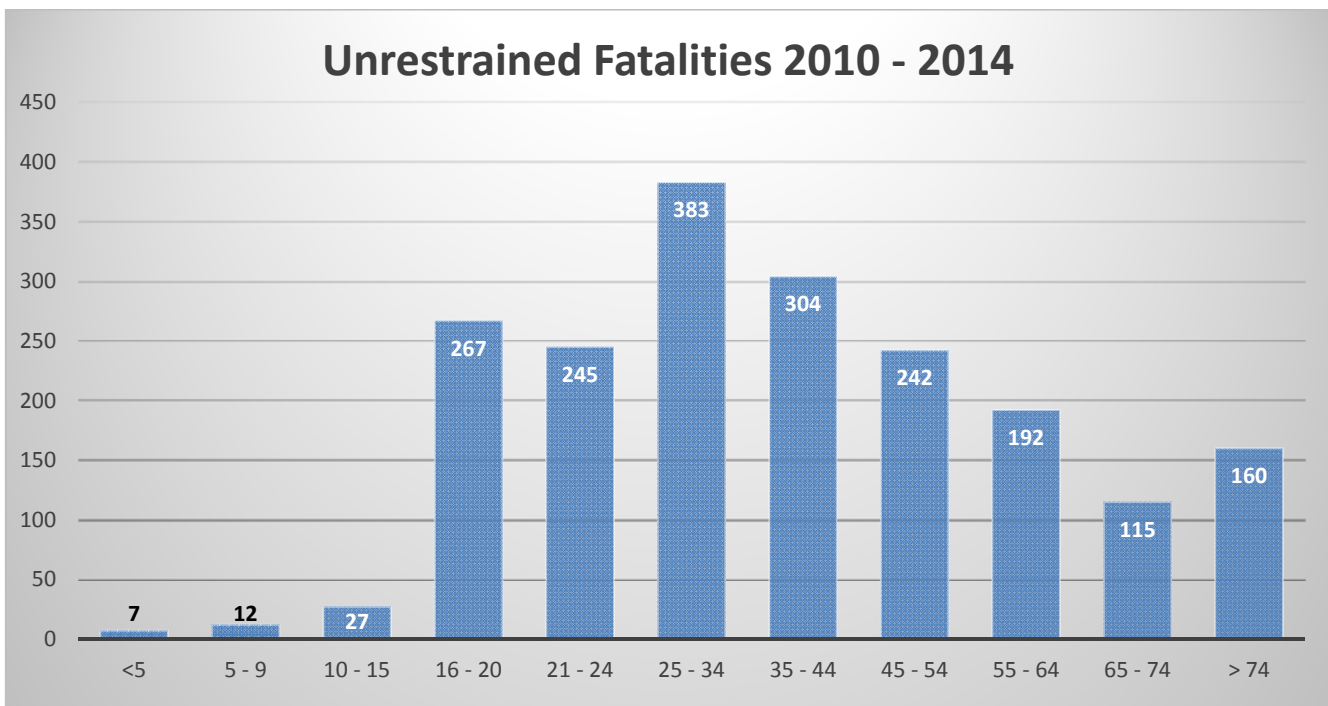
Speed

The number of speed related fatalities has increased 14.64 percent over the five-year period (2010 - 2014). The five-year average has increased 7.24 percent since the 2006 - 2010 average.
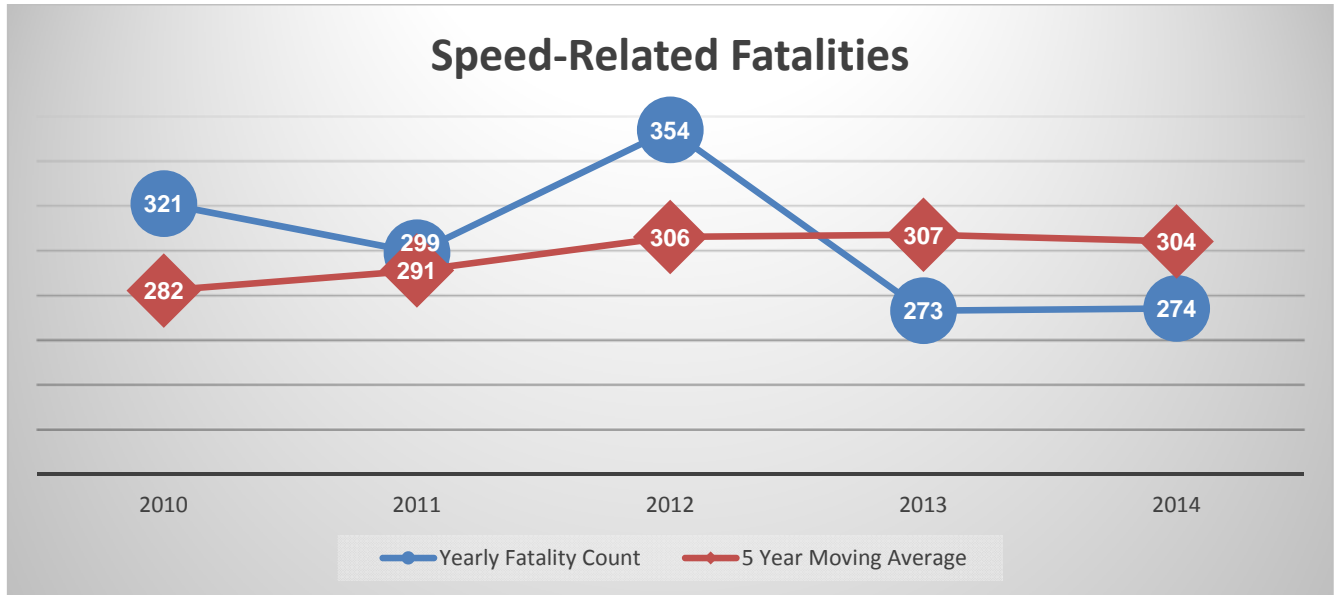
Speed was a factor in 31.79 percent of the fatal motorcycle crashes between 2010 and 2014.

Ten percent of all driver fatalities where the driver was speeding (between 2010 and 2014) were drivers under the age of 20.

Speed related fatalities occurred most often in the 25 - 34 age group, then the 16 - 20 age group and the 35 - 44 age group. This is consistent with the 2009 - 2013 and the 2008 - 2012 data sets.
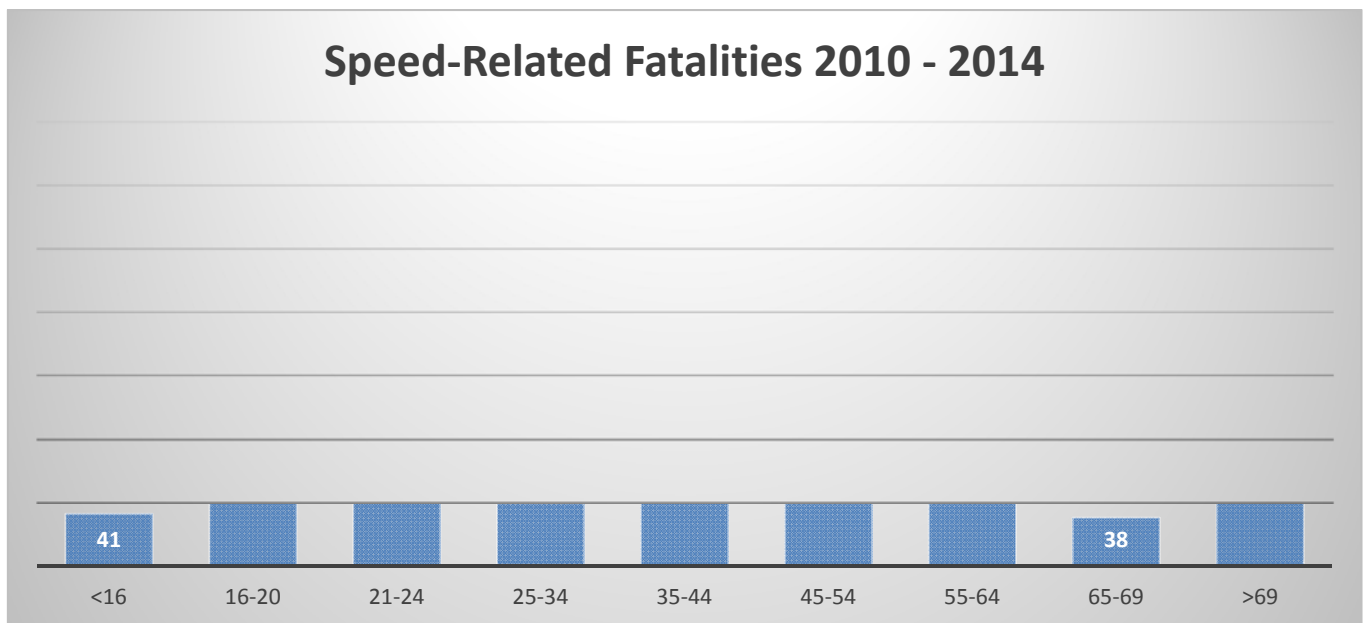
Analysis

Speed-related fatal crashes have fluctuated in the last five years. Speed is a factor in 31.79 percent of fatal motorcycle crashes. In FFY2014, Ohio purchased eight speed trailers for use around the state. One trailer was assigned to each patrol district for use by all law enforcement within the district to help battle this issue. Additional speed trailers were purchased in FFY2016. Speed-related fatal crashes decreased 14.64 percent from 2010 to 2014. Ohio will continue to address speed-related fatal crashes based on local problem identification.

Motorcycle Safety

The number of motorcycle fatalities has decreased 20.00 percent over the five-year period (2010 - 2014). The five-year average has decreased 14.53 percent since the 2006 - 2010 average.

Motorcycle Fatalities

	2010	2011	2012	2013	2014
Yearly Fatality Count	170	165	162	132	136
5 Year Moving Average	179	181	175	159	153
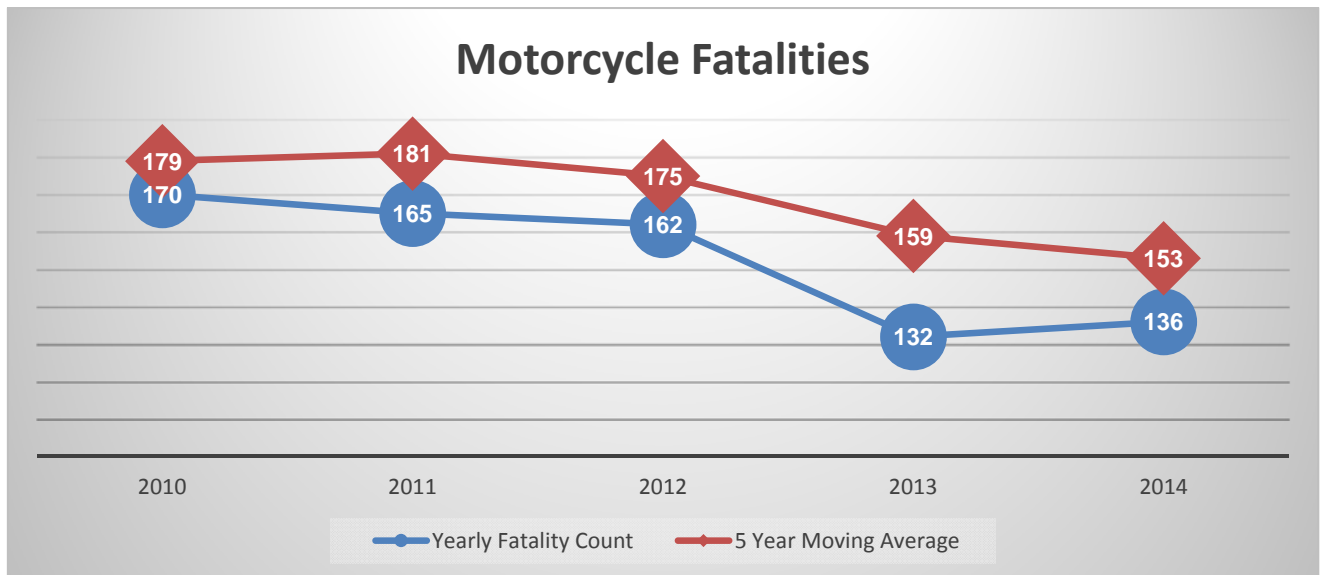
The number of un-helmeted motorcycle fatalities has decreased 27.20 percent over the five-year period (2010 - 2014). The five - year average has decreased 14.84 percent since the 2006 - 2010 average.

Un-helmeted Motorcycle Fatalities

	2010	2011	2012	2013	2014
Yearly Fatality Count	125	120	124	87	91
5 Year Moving Average	128	129	129	117	109
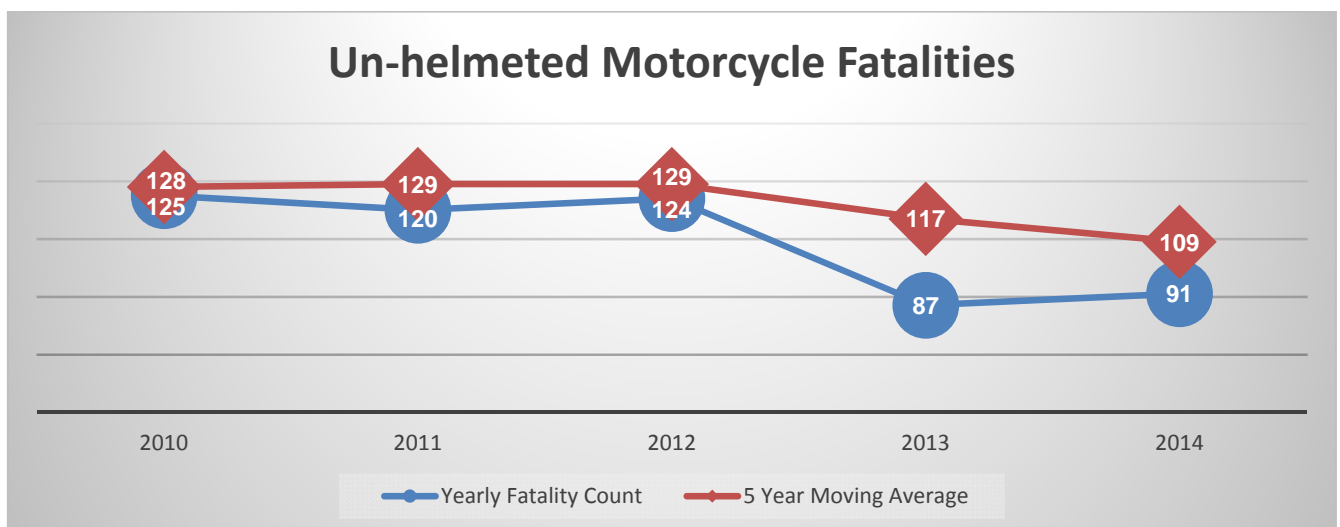
Motorcycle fatalities occurred most often in the 45 - 54 age group, then the 55 - 64 age group, then the 35 - 44 age group. The 45 - 54 age group has consistently been the highest age group. The other groups varied a little this year over the previous two five-year data sets. The 35 - 44 age group dropped from second highest to third highest and the 55 - 64 age group rose to second highest.

Motorcycle Operator Fatalities 2010 - 2014

Age Group	Fatalities
<16	1
16-20	23
21-24	58
25-34	123
35-44	130
45-54	182
55-64	136
65-69	33
>69	27
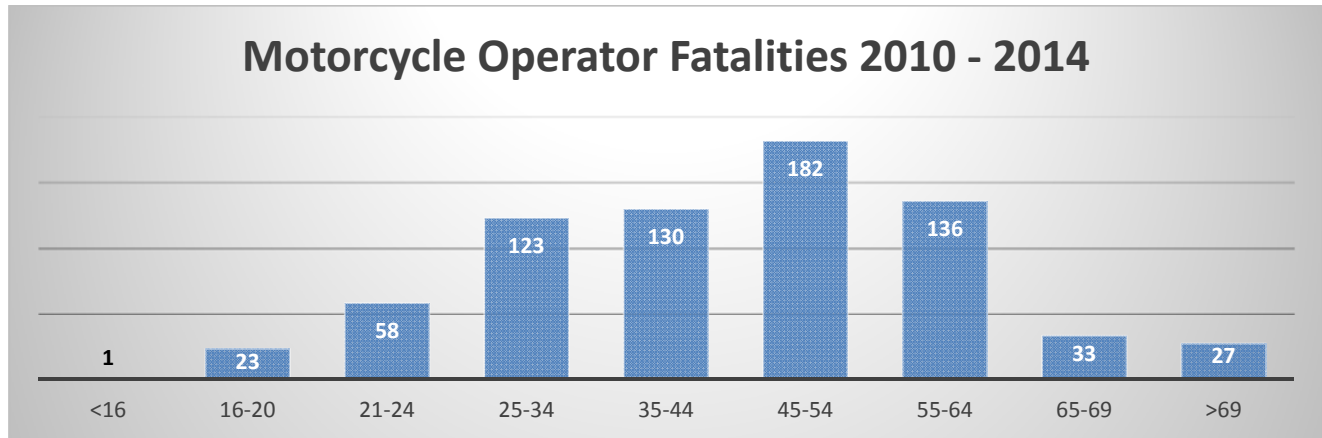
Between 2010 and 2014, 95.23 percent of motorcycle operator fatalities were male. This is an increase from the 2009 through 2013 data of 94.61 percent and still a decrease from the 2008 through 2012 data of 96.14 percent. Over 57 percent of the motorcycle fatal crashes occurred on a rural roadway; consistent with the 2009 - 2013 data and down from 62.00 percent in the 2008 - 2012 data.

Between 2010 and 2014, 5.62 percent of motorcycle fatalities occurred between 3:00 pm and 6:00 pm on Saturday afternoons. This is down from the 6.29 percent in the 2009 - 2013 data and the 6.17 percent in the 2008 - 2012 data. The next highest periods are 5.36 percent between 6:00 pm and 9:00 pm Saturday evening, 4.71 percent each between 3:00 pm and 6:00 pm Sunday afternoon and 6:00 pm and 9:00 pm Sunday evening. These four time frames make up 20.40 percent of motorcycle fatalities compared to 20.88 percent for the four highest periods in the 2009 - 2013 data and 21.26 percent in the 2008 - 2012 data and 21.09 percent in the 2007 - 2011 data.

Motorcycle Fatalities 2010 - 2014

Legend: Midnight to 2:59 a.m.; 3 a.m. to 5:59 a.m.; 6 a.m. to 8:59 a.m.; 9 a.m. to 11:59 a.m.; Noon to 2:59 p.m.; 3 p.m. to 5:59 p.m.; 6 p.m. to 8:59 p.m.; 9 p.m. to 11:59 p.m.

Motorcycle operator fatalities that tested between 0.01 and 0.07 BAC accounted for 7.44 percent of all motorcycle fatalities between 2010 and 2014. Test results showing 0.00 BAC accounted for 47.19 percent and .08 and above accounted for 31.74 percent. The percent of .08 and above increased 6.65% from the 2009 - 2013 average. See chart under Impaired Driving.

Speed was a factor in 31.79 percent of the fatal motorcycle crashes between 2010 and 2014.

Analysis

Many of the numbers involving motorcycles continue to move in the right direction; however Ohio still has problems to address. The number of motorcycle fatalities has decreased over the last five years. However over 71 percent of the motorcycle fatalities between 2010 and 2014 are un-helmeted. This has decreased 2.89 percent from the 2008 - 2012 data set. The number of motorcycle fatalities has decreased; however, motorcycle fatalities represent over 14 percent over Ohio's fatalities compared to just under four percent of Ohio's registered vehicles.

Most of the operator fatalities continue to occur in the following age groups: 45 - 54, 55 - 64, 35 - 44 and 25 - 34.

Only 29.56 percent of Ohio's VMTs are rural; however, over 57 percent of the motorcycle fatal crashes are occurring on rural roadways. This is the same as the 2009 - 2013 data set and has declined from over 61 percent in the 2008 - 2012 data set.

Based on this data, Ohio will focus its efforts to increase helmet use, reduce impaired riding and speeding among males aged 25 - 64 riding on Ohio's rural roadways during the peak times of Saturday and Sunday afternoons.

Youthful Driver

The number of young drivers (20 or younger) involved in fatal crashes has decreased 13.20 percent over the five-year period (2010 - 2014). The five-year average has decreased 25.13 percent since the 2006 - 2010 average.
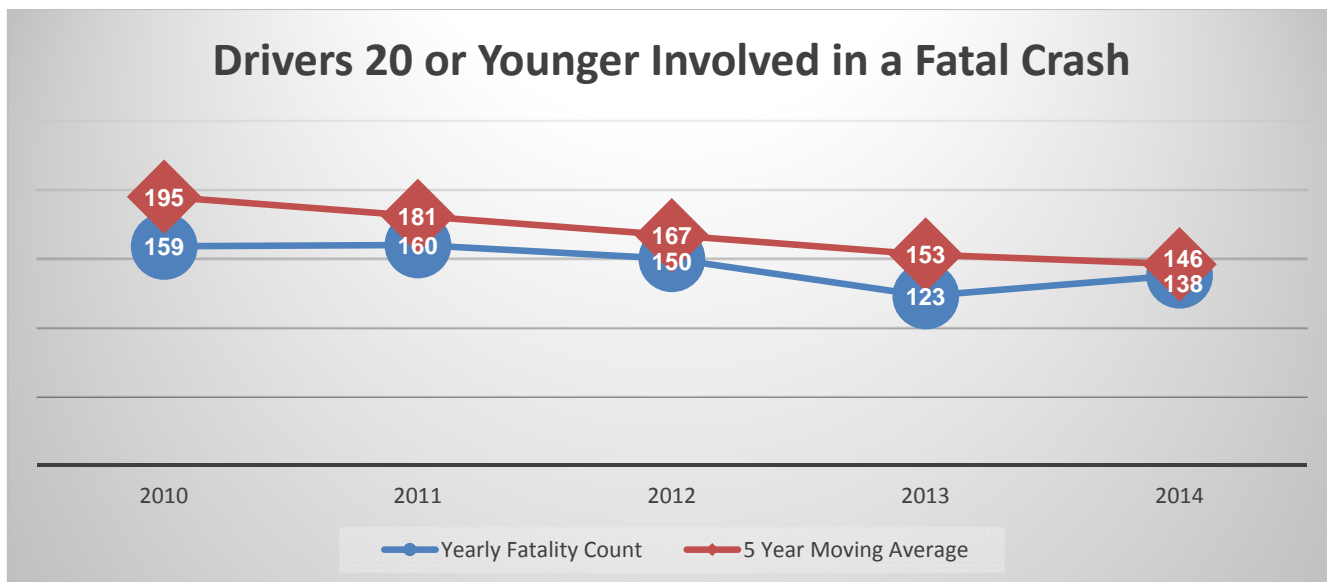
Drivers 20 or Younger Involved in a Fatal Crash

Year	2010	2011	2012	2013	2014
Yearly Fatality Count	159	160	150	123	138
5 Year Moving Average	195	181	167	153	146

Yearly Fatality Count   5 Year Moving Average

Ten percent of all driver fatalities where the driver was speeding (between 2010 and 2014) were drivers under the age of 20.

The average number of fatalities with a driver age 20 or younger with a BAC of .08 or higher (2010 - 2014) was 7.8. This is down 48 percent from the 2009 - 2013 average of 15.

Analysis

Ohio has reduced the number of drivers aged 20 or younger involved in fatal crashes over the last five years, with a slight increase in 2014. The five-year averages continue to decline. Speed continues to be a problem among youth fatalities (20 and under).

Ohio will continue to focus efforts towards this age group with an emphasis on speed, impaired driving and distracted driving.

Pedestrian Safety

The number of pedestrian fatalities has decreased 7.53 percent over the five-year period (2010 - 2014). The five-year average has remained consistent since the 2006 - 2010 average.
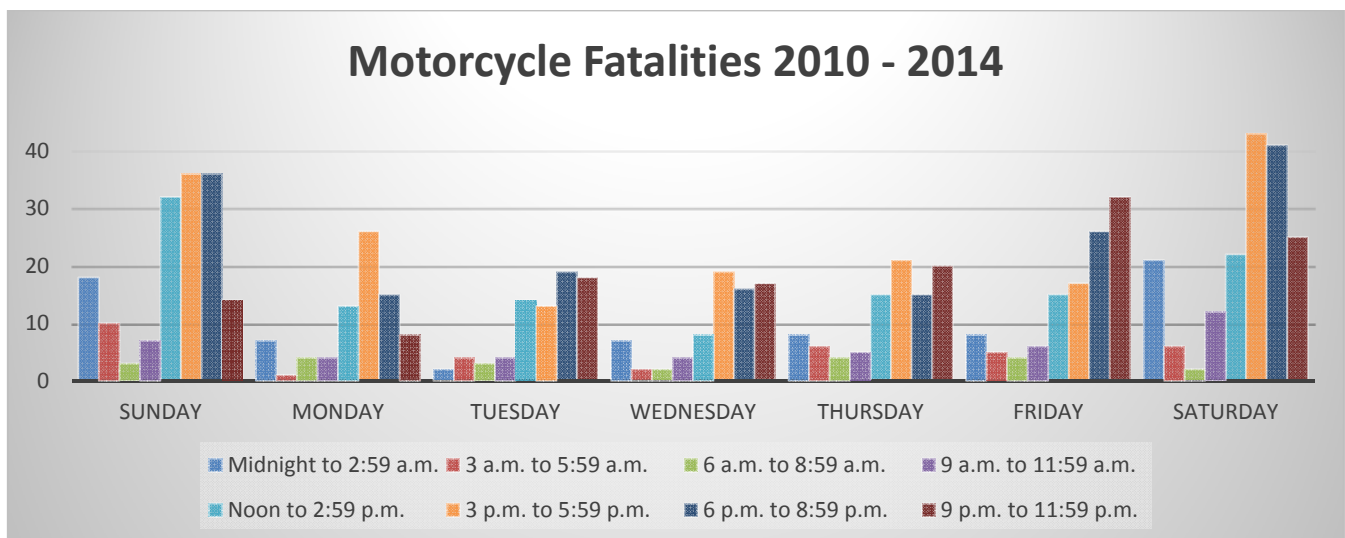
Pedestrian Fatalities

Year	Yearly Fatality Count	5 Year Moving Average
2010	93	96
2011	104	98
2012	113	99
2013	85	96
2014	86	96

Pedestrian fatalities occurred most often in the 45 - 54 age group, then the 25 - 34 age group then the 35 - 44 age group. This is similar to the 2009 - 2013 data.

Pedestrian Fatalities 2010 - 2014

Age Group	Fatalities
<5	16
5 - 9	16
10 - 15	12
16 - 20	35
21 - 24	36
25 - 34	71
35 - 44	64
45 - 54	82
55 - 64	62
65 - 74	43
> 74	44
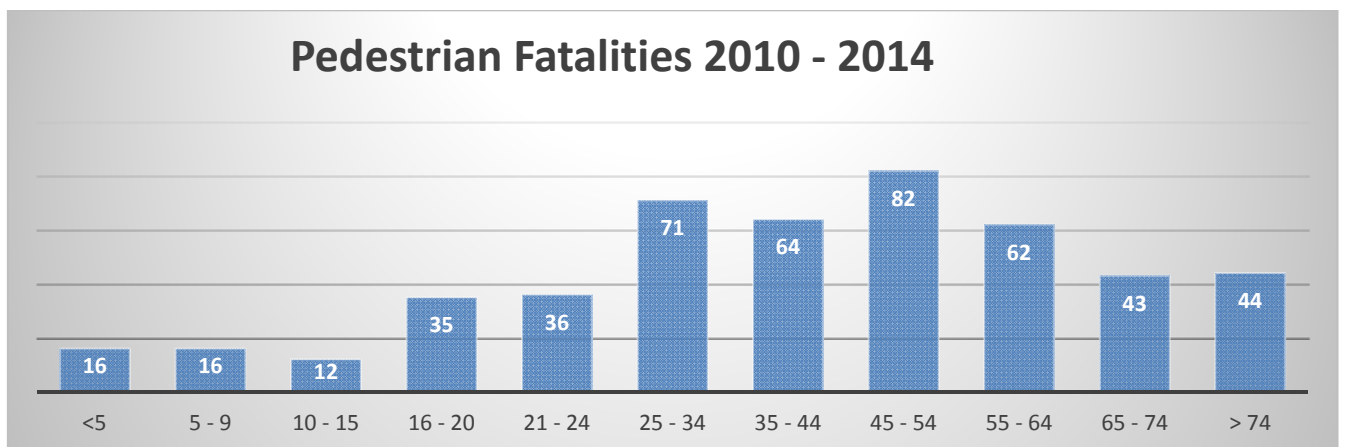
When comparing the pedestrian fatalities by population and age, the 45 - 54 age group is the most over-represented. However, seven out of eleven of the age groups are over-represented.

Pedestrian Fatalities vs Population by Age 2010 - 2014

Age	Pedestrian Fatalities	Population
<5	3.53%	6.10%
5 - 9	3.73%	6.40%
10 - 14	2.28%	6.60%
15 - 19	7.26%	6.90%
20 - 24	7.68%	6.80%
25 - 34	14.73%	12.50%
35 - 44	13.28%	12.40%
45 - 54	17.01%	14.40%
55 - 64	13.07%	13.20%
65 - 74	8.92%	8.00%
> 74	9.13%	6.80%
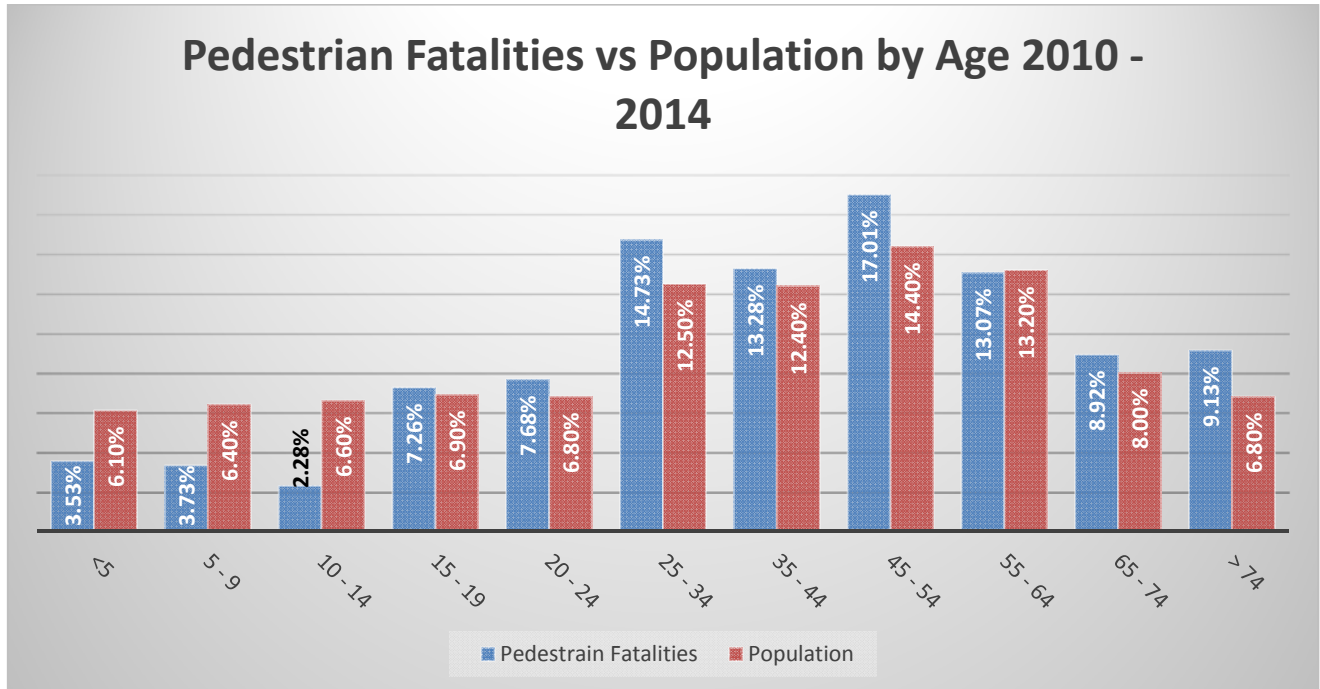
Between 2010 and 2014, 66.25 percent of pedestrian fatalities were male. This percentage has increased from both the 2009 - 2013 data set and the 2008 - 2012 data set. Almost 69 percent of the pedestrian fatalities occurred on an urban roadway. This has increased from both the 2009 - 2013 and the 2008 - 2012 data sets.

Between 2010 and 2014, 5.21 percent of pedestrian fatalities occurred between midnight and 3:00 am on Sunday morning. The next highest periods are 5.00 percent between 9:00 pm and midnight Saturday night, 3.96 percent each between 6:00 pm and 9:00 pm Wednesday and Friday evenings.
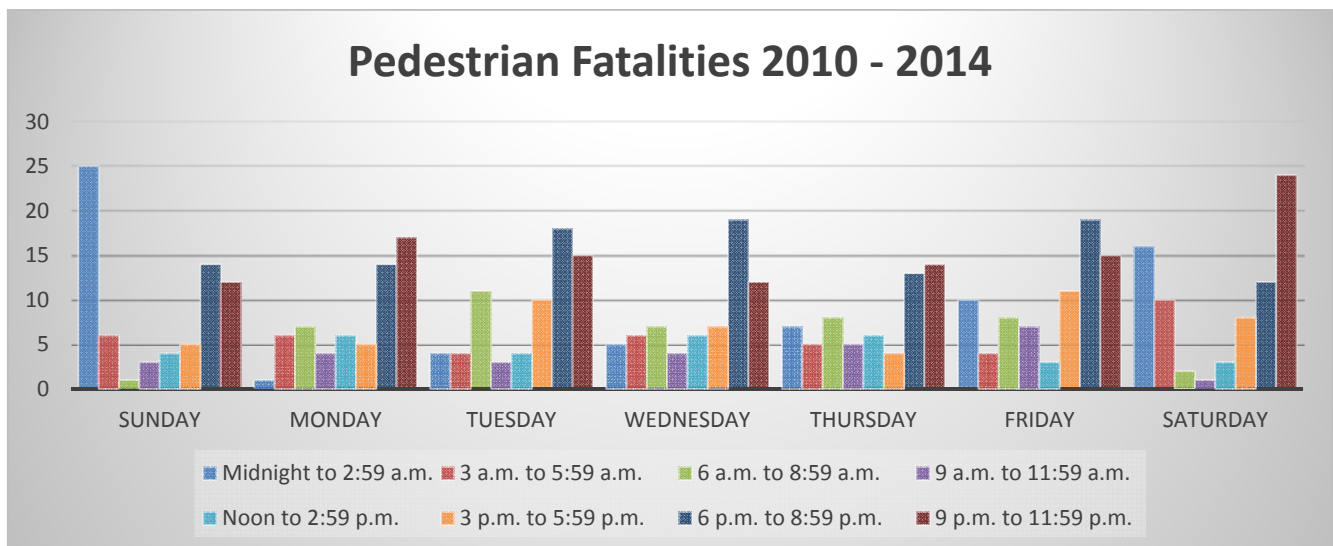
Pedestrian Fatalities 2010 - 2014

Pedestrian fatalities that tested between 0.01 and 0.07 BAC accounted for 6.08 percent of all tested pedestrian fatalities between 2010 and 2014. Test results showing 0.00 BAC accounted for 58.01 percent, and 0.08 percent and above accounted for 35.91 percent. The percent of pedestrian fatalities that tested 0.08 and above has increased 11.12 percent since the 2009 - 2013 data while the number of pedestrian fatalities has remained the same.

Pedestrain Fatalities 2010 - 2014

130
210
22

- 0.00 % BAC
- 0.01% - 0.07% BAC
- 0.08% and above
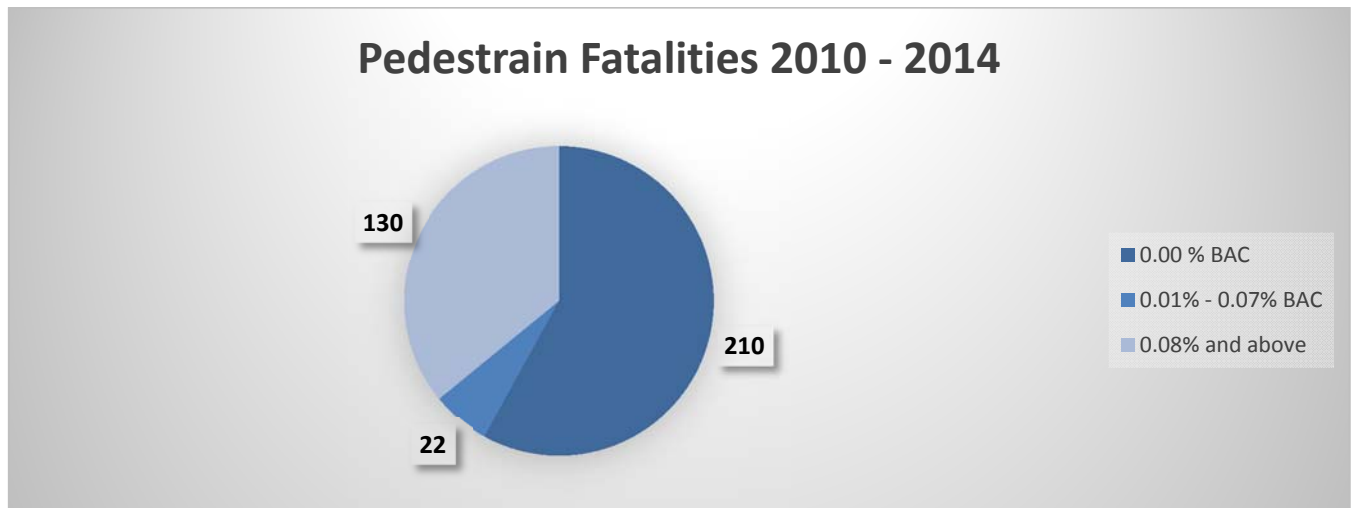
Analysis

The five-year moving average has remained fairly consistent between 96 and 99. Pedestrian fatalities are occurring most often in the 45 - 54, 25 - 34, 35 - 44 and 55 - 64 age groups.

Ohio's population is 48.85 percent male; however, 66.25 percent of pedestrian fatalities are male.

Almost 69 percent of pedestrian fatalities occur on urban roadways.

Almost 42 percent of all pedestrian fatalities tested some level of alcohol: 6.07 percent 0.01 - 0.07 BAC and 35.91 percent 0.08 BAC or higher. The percent 0.01 - 0.07 decreased from the 2009 - 2013 and the 2008 - 2012 data sets; however, the percent 0.08 or higher increased from both data sets.

Pedestrian fatalities occur most often between midnight and 3:00 am on Sunday morning. The next highest day/time frame is between 9:00 pm and midnight Saturday night.

Looking at the statistics statewide, the pedestrian problem appears to be among adults, in urban areas, that have some level of alcohol involvement on the weekends. However, since pedestrian fatalities are only 9.21 percent of all fatalities, Ohio will fund local projects that have pedestrian fatality problems based on local problem identification. In FFY2017, Columbus Health Department (Franklin County), Safety Council of Southwestern Ohio (Butler County) and Bethesda North Hospital (Hamilton County) requested funding for pedestrian activities in their Safe Communities proposals. Butler, Franklin and Hamilton Counties had 73 pedestrian fatalities between 2012 and 2014. These fatalities are 25.7 percent of the statewide pedestrian fatalities in those years.

Bicycle Safety

The number of bicycle fatalities has fluctuated between 11 and 19 over the five-year period (2010 - 2014). The five-year average has fluctuated between 15 and 17 since the 2006 - 2010 average.
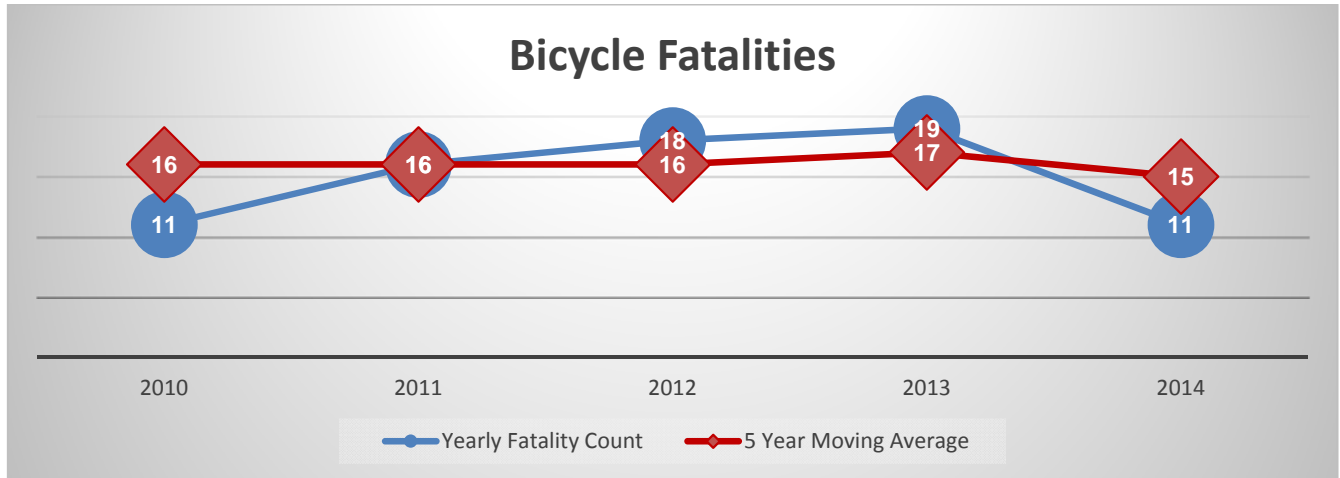
Bicycle fatalities occurred most often in the 25 - 34 age group, closely followed by the 16 - 20 and 45 - 54 and 55 - 64 age groups. There is not a pattern in the age groups from the 2009 - 2013 and the 2008 - 2012 data sets.
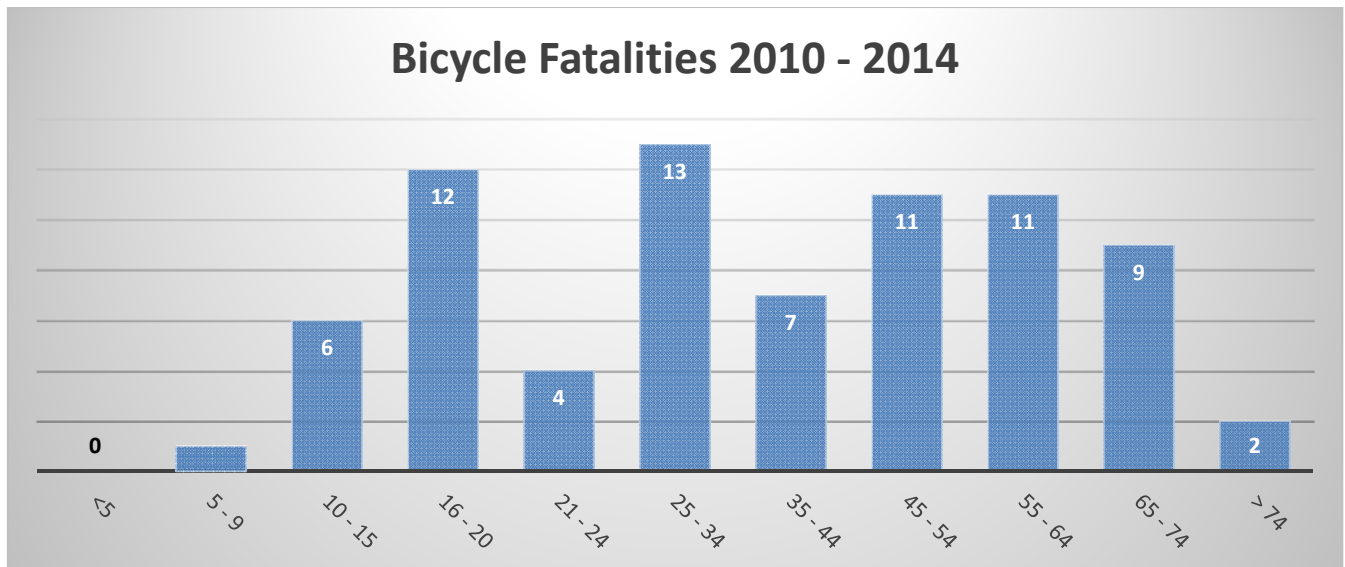
Between 2010 and 2014, 81.33 percent of bicycle fatalities were male. Over 65 percent of the bicycle fatalities occurred on an urban roadway.

Between 2010 and 2014, 9.33 percent of bicycle fatalities occurred between 6:00 pm and 9:00 pm Monday evenings. The next highest periods are 8.00 percent 3:00 pm to 6:00 pm Friday afternoon and 6.67 percent 6:00 pm to 9:00 pm Friday evening. The first two day/time frames are consistent with the 2009 - 2013 data set.

Bicycle Fatalities 2010 - 2014

Legend: ■ Midnight to 2:59 a.m. ■ 3 a.m. to 5:59 a.m. ■ 6 a.m. to 8:59 a.m. ■ 9 a.m. to 11:59 a.m. ■ Noon to 2:59 p.m. ■ 3 p.m. to 5:59 p.m. ■ 6 p.m. to 8:59 p.m. ■ 9 p.m. to 11:59 p.m.
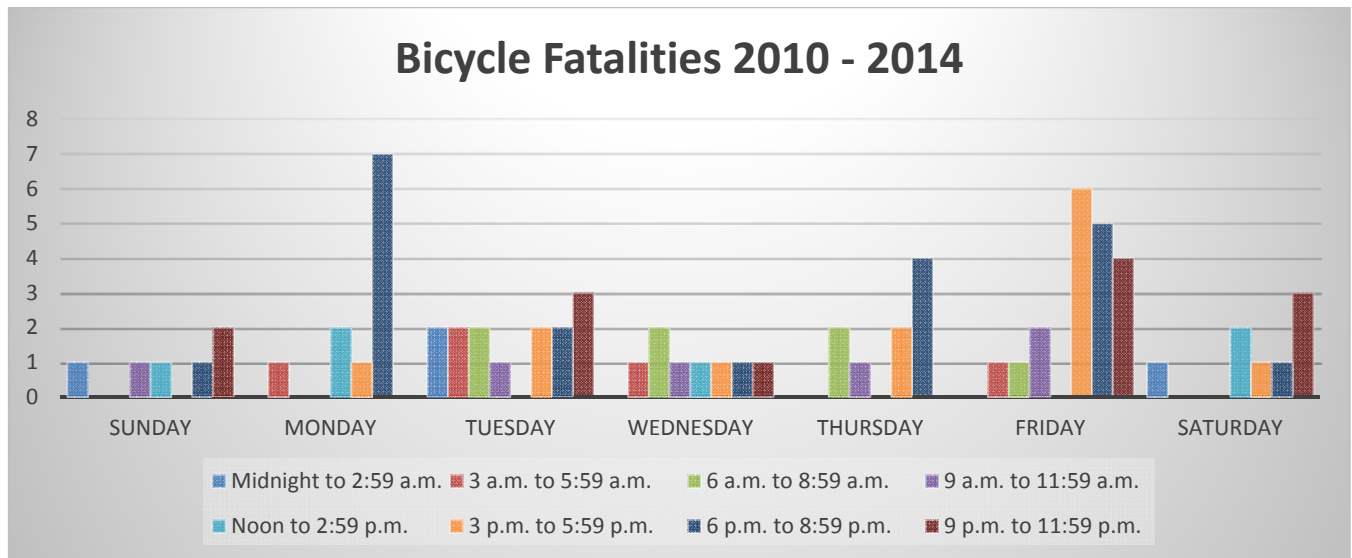
Bicycle fatalities that tested between 0.01 and 0.07 accounted for 7.27 percent (up slightly from 6.90 percent) of tested bicycle fatalities between 2010 and 2014. Test results showing 0.00 BAC accounted for 76.36 percent (up from 74.14 percent) and 0.08 and above accounted for 16.36 percent (down from 18.97 percent).

Analysis

Ohio has remained fairly constant in bicycle fatalities with a five-year average between 15 and 17 since the 2005 - 2009 data set. Although the fatalities are occurring most often in the 25 - 34 age group, the next highest groups (16 - 20 and 45 - 54 and 55 - 64) are each only one or two fatalities behind. So the fatalities are occurring between ages 16 - 20 and 25 - 64.

Over 76 percent of the tested bicycle fatalities tested 0.00 BAC. Over 81 percent are male and over 65 percent occur on urban roadways.

In regards to the time of day/day of week, even though the data shows 6:00 pm to 9:00 pm on Monday as the time when most of the fatalities are occurring; the next two time periods mentioned (3:00 pm to 6:00 pm and 9:00 pm to midnight on Fridays) are each only one and two fatalities behind. The total number of bicycle fatalities between 2010 and 2014 for all three time frames is 18.

Looking at the statistics statewide, the bicycle problem appears to be mainly among adults, in urban areas. However, since bicycle fatalities are only 1.44 percent of all fatalities, Ohio will fund local projects if warranted based on problem identification.

Distracted Driving

In 2011, Ohio began adding fields to the OH-1 (Crash Report) to capture distracted driving data. The revised OH-1 was available for use in 2012, but was not mandatory until 2013. Distracted driving data is incomplete for 2011 and 2012. Prior to the new fields, all distracted driving was captured under one field, Driver Inattention.

The 2010 - 2014 five-year average for fatal crashes attributed to distracted driving is 25.6 and the average for the same time period for injury crashes is 3,064. Ohio has set targets using the old data, but will be collecting data using the updated distracted driving fields to monitor trends and will adjust the targets according the data.

Distracted Driving Fatal Crashes

	PHONE	TEXTING/EMAILING	ELECTRONIC COMMUNICATION DEVICE	OTHER ELECTRONIC DEVICE (NAVIGATION, DVD, RADIO)	OTHER INSIDE THE VEHICLE	EXTERNAL DISTRACTION (OUTSIDE THE VEHICLE)
2013	10	6	1		18	19
2014	9		1	4	20	10

Distracted Driving Injury Crashes

	PHONE	TEXTING/EMAILING	ELECTRONIC COMMUNICATION DEVICE	OTHER ELECTRONIC DEVICE (NAVIGATION, DVD, RADIO)	OTHER INSIDE THE VEHICLE	EXTERNAL DISTRACTION (OUTSIDE THE VEHICLE)
2013	882	148	91	622	2,389	1,895
2014	839	150	84	619	2,479	1,811

Analysis

Distracted driving data is incomplete for 2011 and 2012. Based on the available data (2013 and 2014), "Other Inside the Vehicle" and "External Distraction (Outside the Vehicle)" are the highest contributors to both distracted driving fatal crashes and distracted driving injury crashes. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the Selective Traffic Enforcement Program (STEP) and the Statewide STEP grants.

Traffic Records

In 2015, Ohio completed a Traffic Records Assessment. The report identified that overall improvements could be made in the following areas: Crash, Citation/Adjudication and EMS. Strategic Planning, Data Use and Integration and TRCC Management were also noted as needing improvement. The Traffic Records Coordinating Committee (TRCC) is developing a sub-committee to review and prioritize the areas that didn't meet and that partially met to develop a revised TRCC Strategic Plan to make improvements where possible. The TRCC meets at least once a quarter to review progress made in the areas mentioned in the assessment; update members on current projects; and propose new projects that will address the concerns highlighted in the most recent assessment.

Analysis

Ohio will be working on the following projects this year: Electronic Crash Submissions, Crash Mapping and Citation Tracking. These projects will improve the accuracy and the timeliness of crash reporting and timeliness of data processing electronic citations.

Performance Targets

- C-1) Reduce total fatalities by 2.00 percent from 1,043 (2010 – 2014 average) to 1,023 by 2017.*
- C-2) Reduce serious traffic injuries by 2.00 percent from 9,529 (2010 – 2014 average) to 9,339 by 2017.*
- C-3a) Reduce fatalities/VMT rate by 2.00 percent from 0.94 (2010 – 2014 average) to 0.92 by 2017.*
- C-3b) Reduce rural fatalities/VMT rate by 6.68 percent from 1.71 (2010 – 2014 average) to 1.60 by 2017.
- C-3c) Reduce urban fatalities/VMT rate by 1.25 percent from 0.56 (2010 – 2014 average) to 0.55 by 2017.***
- C-4) Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 1.01 percent from 381 (2010 – 2014 average) to 378 by 2017.
- C-5) Reduce alcohol impaired driving fatalities (.08 and above) by 1.25 percent from 323 (2010 – 2014 average) to 319 by 2017.***
- Increase the number of DRE evaluations 7.10 percent from 664 (2012 – 2015 average) to 711 by 2017.**
- Increase the number of DREs from 165 (2015 baseline) to 225 by 2017.
- C-6) Reduce speeding-related fatalities by 2.74 percent from 304 (2010 – 2014 average) to 296 by 2017.
- C-7) Reduce motorcyclist fatalities by 5.06 percent from 153 (2010 – 2014 average) to 146 by 2017.
- C-8) Reduce un-helmeted motorcyclist fatalities by 6.48 percent from 109 (2010 – 2014 average) to 102 by 2017.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 2.86 percent from 146 (2010 – 2014 average) to 142 by 2017.
- C-10) Reduce pedestrian fatalities by 0.78 percent from 96 (2010 – 2014 average) to 95 by 2017.
- C-11) Reduce bicycle fatalities by 1.25 percent from 15 (2010 – 2014 average) to 14 by 2017.***
- Reduce distracted driving fatal crashes 1.25 percent from 26 (2010 – 2014 average) to 25 by 2017.****
- Reduce distracted driving injury crashes 1.25 percent from 3,064 (2010 – 2014 average) to 3,026 by 2017.****
- B-1) Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.3 percentage points from 83.9 percent in 2015 to 84.2 percent in 2017.
- Currently 60 percent of Ohio's crash reports are submitted electronically. Ohio's goal is to increase this to 62 percent by December 31, 2017.
- Revise the TRCC Strategic Plan by December 31, 2016.
- Ohio will process sub-recipient reimbursement claims in an average of 6 days. In FFY2015, the average was 11.7 days.

- Ohio will award at least 45 percent of awarded grant funds to local benefit. Currently 51.6 percent is awarded to local benefit.
- Ohio will liquidate 60 percent of its funds in FFY2017. In FFY2015, Ohio liquidated 38.39 percent.*****
- Ohio will increase mobilization reporting to 85 percent from 64 percent in FFY2015.

*Traffic fatality, serious injury and fatality rate goals were set in cooperation with the SHSP and HSIP. Two percent is the reduction used in the SHSP.

**2012 was the first full year of DRE evaluations in Ohio. Once multiple years of data have been collected, Ohio will begin using the same goal setting methods based on trends as described on page 43.

***The trends for urban fatality rate, alcohol impaired, and bicycle were increases. A standard 1.25 percent per year from 2010 – 2014 average reduction was used for each of these goals to ensure the goal was a reduction by 2017.

**** In 2011, Ohio began adding fields to the OH-1 (Crash Report) to capture distracted driving data. The revised OH-1 was available for use in 2012, but was not mandatory until 2013. Distracted driving data is incomplete for 2011 and 2012. The standard 1.25 percent was used to ensure the goal was a reduction by 2017, however the goals may need to be re-evaluated as the new data becomes available.

***** Liquidation rate does not include 164-HE funds.

Ohio Performance Measures

CORE OUTCOME MEASURES		2010	2011	2012	2013	2014
C-1	Traffic Fatalities (FARS) — Annual	1,080	1,017	1,121	989	1,006
	5-Year Moving Average	1,157	1,113	1,086	1,046	1,043
	Reduce total fatalities by 2.00 percent from 1,043 (2010-2014 average) to 1,023 by 2017.					
C-2	Serious Injuries in Traffic Crashes (State Crash Data) — Annual	10,186	9,662	9,780	9,231	8,785
	5-Year Moving Average	10,249	10,041	9,902	9,727	9,529
	Reduce serious traffic injuries by 2.00 percent from 9,529 (2010 – 2014 Average) to 9,339 by 2017.					
C-3a	Fatalities/VMT (FARS/FHWA) — Annual	0.97	0.91	0.99	0.88	0.95
	5-Year Moving Average	1.05	1.01	0.98	0.93	0.94
	Reduce fatalities/VMT rate by 2.00 percent from 0.94 (2010 – 2014 Average) to 0.92 by 2017.					
C-3b	Rural Fatalities/VMT (FARS/FHWA) — Annual	1.97	1.82	1.75	1.54	1.49
	5-Year Moving Average	2.09	2.00	1.90	1.78	1.71
	Reduce rural fatalities/VMT rate by 6.68 percent from 1.71 (2010 – 2014 Average) to 1.60 by 2017.					
C-3c	Urban Fatalities/VMT (FARS/FHWA) — Annual	0.48	0.47	0.63	0.59	0.64
	5-Year Moving Average	0.54	0.52	0.53	0.53	0.56
	Reduce urban fatalities/VMT rate by 1.25 percent from 0.56 (2010 – 2014 Average) to 0.55 by 2017.					
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS) — Annual	404	358	416	352	375
	5-Year Moving Average	455	426	404	386	381
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 1.01 percent from 381 (2010 – 2014 Average) to 378 by 2017.					
C-5	Alcohol-Impaired Driving Fatalities (FARS) — Annual	335	310	389	271	310
	5-Year Moving Average	357	342	342	326	323
	Reduce alcohol impaired driving fatalities by 1.25 percent from 323 (2010 – 2014 Average) to 319 by 2017.					
C-6	Speeding-Related Fatalities (FARS) — Annual	321	299	354	273	274
	5-Year Moving Average	282	291	306	307	304
	Reduce speeding-related fatalities by 2.74 percent from 304 (2010 – 2014 Average) to 296 by 2017.					
C-7	Motorcyclist Fatalities (FARS) — Annual	170	165	162	132	136
	5-Year Moving Average	179	181	175	159	153
	Reduce motorcyclist fatalities by 5.06 percent from 153 (2010 – 2014 Average) to 146 by 2017.					

CORE OUTCOME MEASURES		2010	2011	2012	2013	2014
C-8	Un-helmeted Motorcyclist Fatalities (FARS) — Annual	125	120	124	87	91
	5-Year Moving Average	128	129	129	117	109
	Reduce un-helmeted motorcyclist fatalities by 6.48 percent from 109 (2010 – 2014 Average) to 102 by 2017.					
C-9	Drivers Age 20 or Younger involved in Fatal Crashes (FARS) — Annual	159	160	150	123	138
	5-Year Moving Average	195	181	167	153	146
	Reduce drivers age 20 and younger involved in fatal crashes by 2.86 percent from 146 (2010 – 2014 Average) to 142 by 2017.					
C-10	Pedestrian Fatalities (FARS) — Annual	93	104	113	85	86
	5-Year Moving Average	96	98	99	96	96
	Reduce pedestrian fatalities by 0.78 percent from 96 (2010 – 2014 Average) to 95 by 2017.					
C-11	Bicycle Fatalities (FARS) — Annual	11	16	18	19	11
	5-Year Moving Average	16	16	16	17	15
	Reduce bicycle fatalities by 1.25 percent from 15 (2010 – 2014 Average) to 14 by 2017.					

CORE BEHAVIOR MEASURES		2011	2012	2013	2014	2015
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	84.1	82.0	84.5	85.0	83.9
	Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.3 percentage points from 83.9 percent in 2015 to 84.2 percent in 2017.					

CORE ACTIVITY MEASURES		2011	2012	2013	2014	2015
A-1	Number of seat belt citations (Ohio GRANTS)	39,715	41,397	46,135	37,881	43,663
A-2	Number of impaired driving arrests (Ohio GRANTS)	8,079	8,298	8,140	7,155	8,315
A-3	Number of speeding citations issued (Ohio GRANTS)	128,464	128,488	150,142	266,995	154,880

OHIO VEHICLE MILES OF TRAVEL	
2010	113,503,615,650 (Ohio Department of Transportation)
2011	111,748,348,900 (Ohio Department of Transportation)
2012	111,467,908,450 (Ohio Department of Transportation)
2013	112,737,236,100 (Ohio Department of Transportation)
2014	112,751,463,800 (Ohio Department of Transportation)

Performance Measure and Target Setting

Historically, Ohio crash data, VMT and population have been used to establish goals for priority areas including occupant protection, alcohol, speed and motorcycle. OTSO analyzes the previous five years of data from FARS, Ohio Crash Facts, Ohio Statewide Observational Seat Belt Surveys and the Ohio Department of Transportation (ODOT) to set their goals for the upcoming fiscal year. These goals also take into account the national and regional goals developed by NHTSA. The amount of reduction/increase for each goal was set based on past trends. Each individual year's data is averaged into a five-year average. The amount of increase/decrease between each year is averaged. This average is used to calculate the amount of increase/decrease from the five-year average to the single year goal. Miami University of Ohio reviewed and approved the initial methodology used. The OTSO met with the ODOT (SHSP chair, HSIP staff and SHSP Project Manager) to review the fatal, fatality rate and serious injury goals to ensure these performance measures were identical in the HSP and HSIP and feed into the SHSP.

Project Selection Process

The assigned regional Planner performed an initial review of the proposal, including the Risk Assessment questions. The Planner answered a series of questions on each submitted proposal. A review team (Commander, Traffic Safety Administrator, Grants Administrator, Regional Programs Manager, Program Administrator, Grant Coordinator, the assigned regional Planner, and regional Law Enforcement Liaison) reviewed the grant proposals. The review team determined if each proposal: met the submission requirements; addressed an identified problem; was likely to have an impact; clearly stated proposal activities; contained an adequate evaluation plan; and contained a cost effective budget. Each proposal was compared to *Countermeasures that Work* to ensure the project proposed was evidence-based. County Fact Sheets that provided detailed problem identification information for the county were reviewed to ensure activities proposed were aligned with local problem identification. These fact sheets were developed by ODOT and were provided to the sub-recipient along with the most recent *Countermeasures that Work* during the proposal process. The team reviewed the Risk Assessment questions. Management determined the proposal's Risk Level (High, Medium, Low) based on the score from the answers. This Risk Level will determine the Monitoring Level if awarded a grant. The Risk Assessment process is defined in OTSO policy.

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

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

Fatal/Serious Injury Program Area

Target:

- C-1) Reduce total fatalities by 2.00 percent from 1,043 (2010 – 2014 average) to 1,023 by 2017.*
- C-2) Reduce serious traffic injuries by 2.00 percent from 9,529 (2010 – 2014 average) to 9,339 by 2017.*
- C-3a) Reduce fatalities/VMT rate by 2.00 percent from 0.94 (2010 – 2014 average) to 0.92 by 2017.*
- C-3b) Reduce rural fatalities/VMT rate by 6.68 percent from 1.71 (2010 – 2014 average) to 1.60 by 2017.
- C-3c) Reduce urban fatalities/VMT rate by 1.25 percent from 0.56 (2010 – 2014 average) to 0.55 by 2017.***
- C-4) Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 1.01 percent from 381 (2010 – 2014 average) to 378 by 2017.
- C-5) Reduce alcohol impaired driving fatalities (.08 and above) by 1.25 percent from 323 (2010 – 2014 average) to 319 by 2017.***
- C-6) Reduce speeding-related fatalities by 2.74 percent from 304 (2010 – 2014 average) to 296 by 2017.
- C-7) Reduce motorcyclist fatalities by 5.06 percent from 153 (2010 – 2014 average) to 146 by 2017.
- C-8) Reduce un-helmeted motorcyclist fatalities by 6.48 percent from 109 (2010 – 2014 average) to 102 by 2017.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 2.86 percent from 146 (2010 – 2014 average) to 142 by 2017.
- C-10) Reduce pedestrian fatalities by 0.78 percent from 96 (2010 – 2014 average) to 95 by 2017.
- C-11) Reduce bicycle fatalities by 1.25 percent from 15 (2010 – 2014 average) to 14 by 2017.***
- Reduce distracted driving fatal crashes 1.25 percent from 26 (2010 – 2014 average) to 25 by 2017.****
- Reduce distracted driving injury crashes 1.25 percent from 3,064 (2010 – 2014 average) to 3,026 by 2017.****
- B-1) Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.3 percentage points from 83.9 percent in 2015 to 84.2 percent in 2017.

*Traffic fatality, serious injury and fatality rate goals were set in cooperation with the SHSP and HSIP. Two percent is the reduction used in the SHSP.

***The trends for urban fatality rate, alcohol impaired, and bicycle were increases. A standard 1.25 percent per year from 2010 – 2014 average reduction was used for each of these goals to ensure the goal was a reduction by 2017.

**** In 2011, Ohio began adding fields to the OH-1 (Crash Report) to capture distracted driving data. The revised OH-1 was available for use in 2012, but was not mandatory until 2013. Distracted driving data is incomplete for 2011 and 2012. The standard 1.25 percent was used to ensure the goal was a reduction by 2017, however the goals may need to be re-evaluated as the new data becomes available.

Project Number: SA-2017-00-00-00

Project Title: Safe Communities

Description:

According to NHTSA's website, "the U.S. Department of Transportation has made a commitment to the philosophy that communities are in the best position to affect improvements in motor vehicle and other transportation-related safety problems." For FFY2017, the OTSO conducted an in-depth analysis of traffic crash data to identify and prioritize traffic safety problems and to target fatal crash locations for traffic safety programming. Maximum amounts for each county were set based on the average number of fatal crashes for 2013, 2014 and 2015. New programs had to have a minimum of a 3 year average of 5.66 fatal crashes to be eligible for funding. For FFY2017, Ohio will fund 48 countywide Safe Communities programs which will involve more than 1,300 communities. These counties reach 84.2 percent of Ohio's population. Over 75 percent of the fatal crashes between 2013 and 2015 occurred in these counties.

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

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

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

Awarded Agencies

Agency	County	Population	Agency	County	Population
Adams Co. Economic Development Office	Adams	28,550	National Safety Council Northern Ohio Chapter	Mahoning	238,823
Lima-Allen Co. Regional Planning Commission	Allen	106,331	Medina Co. Health Dept.	Medina	172,332
CIC of Ashland	Ashland	53,139	Miami Co. Health District	Miami	102,506
UHHS Memorial Hospital of Geneva	Ashtabula	101,497	Miami Valley Hospital – Injury Prevention Center	Montgomery	535,153
Safety Council of Southwestern Ohio	Butler	368,130	Morrow Co. Health Dept.	Morrow	34,827
Carroll Co. General Health District	Carroll	28,836	Zanesville-Muskingum Co. Health Dept.	Muskingum	86,074
Clark Co. Combined Health	Clark	138,333	Perry County EMA	Perry	36,058
Ohio State University Extension Clermont Co.	Clermont	197,363	Pickaway Co. Sheriff's Office	Pickaway	55,698
Family Recovery Center	Columbiana	107,841	Pike Co. General Health District	Pike	28,709
University Hospitals of Cleveland	Cuyahoga	1,280,122	Portage Co. Health Dept.	Portage	161,419
Defiance Co. General Health District	Defiance	39,037	Richland Co. Regional Planning Commission	Richland	124,475
Delaware General Health District	Delaware	174,214	Adena Health System	Ross	78,064
Erie Co. Health Dept.	Erie	77,079	Sandusky Co. Health Dept.	Sandusky	60,944
Columbus Health Dept.	Franklin	1,163,414	Mental Health and Recovery Services Board of Seneca, Sandusky and Wyandot Co.	Seneca	56,745
Fulton Co. Health Dept.	Fulton	42,698	Stark Co. Sheriff's Office	Stark	375,586
Greene Co. Combined Health District	Greene	161,573	Summit Co. Sheriff's Office	Summit	541,781
Bethesda North Hospital	Hamilton	802,374	Fowler Twp. Police Dept.	Trumbull	210,312
Anazao Community Partners	Holmes	42,366	Tuscarawas Co. Health Dept.	Tuscarawas	92,582
Knox Co. Health Dept.	Knox	60,921	Union Co. Health District	Union	52,300
Lake Co. General Health	Lake	230,041	Atrium Medical Center	Warren	212,693
Licking Co. Health Dept.	Licking	166,492	Anazao Community Partners	Wayne	114,520
Lorain Co. General Health District	Lorain	301,356	Williams Co. Combined Health Dept.	Williams	37,642
Educational Service Center of Lake Erie West	Lucas	441,815	Bowling Green State University	Wood	125,488
Madison Co. London City Health District	Madison	43,435	Wyandot Co. Health Dept.	Wyandot	22,615

The following counties were eligible for a Safe Communities grant in FFY2017, but did not apply. Future funding eligibility is based on problem identification.

Athens	Fairfield	Huron	Preble
Auglaize	Fayette	Jefferson	Scioto
Belmont	Geauga	Logan	Shelby
Clinton	Guernsey	Marion	Washington
Darke	Hancock	Ottawa	

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of Safe Communities involvement in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 1; Section 5, Ch. 2: Sec. 3, 6, Ch. 3: Sec. 4, Ch. 4: Sec. 2, Ch.5: Sec. 4, Ch. 7: Sec 1, Ch. 8: Sec. 3.1.

Budget:

Funding Level	$2,400,000	Funding Source	402 SA	Local Benefit	$2,400,000

Project Number: RS-2017-00-00-00

Project Title: Roadway Safety Training

Description:

In conjunction with Ohio's SHSP, Ohio works with ODOT to provide additional safety related courses for engineers and surveyors from ODOT as well as locals (county and municipal governments). These courses are designed specifically to reduce traffic fatalities and are approved by OTSO prior to scheduling to ensure that topics are highway safety related. Courses that may be approved for funding in FFY2017 include: Alternative Intersections and Interchanges; Access Management; Signalized Intersection Guidebook Workshop; Geometric Design: Applying Flexibility and Risk Management.

Budget:

Funding Level	$163,000	Funding Source	402 RS	Local Benefit	$163,000

Fatal/Serious Injury Strategies: Program and Budget Summary

Project Number	Project Title	Funding Level	Funding Source
SA-2017-00-00-00	Safe Communities	$2,400,000	402 SA
	Subtotal	**$2,400,000**	**402 SA**
RS-2017-00-00-00	Roadway Safety Training	$ 163,000	402 RS
	Subtotal	**$ 163,000**	**402 RS**
Total Funding Fatal/Serious Injury Program Area		**$2,563,000**	

Impaired Driving Program Area

Target:

- C-5) Reduce alcohol impaired driving fatalities (.08 and above) by 1.25 percent from 323 (2010 – 2014 average) to 319 by 2017.***
- Increase the number of DRE evaluations 7.10 percent from 664 (2012 – 2015 average) to 711 by 2017.**
- Increase the number of DREs from 165 (2015 baseline) to 225 by 2017.

**2012 was the first full year of DRE evaluations in Ohio. Once multiple years of data have been collected, Ohio will begin using the same goal setting methods based on trends as described on page 43.

***The trends for urban fatality rate, alcohol impaired, and bicycle were increases. A standard 1.25 percent per year from 2010 – 2014 average reduction was used for each of these goals to ensure the goal was a reduction by 2017.

Project Number: NF-2017-00-00-00

Project Title: Drive Sober or Get Pulled Over Earned Media Plan

Description:

Earned media is one of Ohio's communication and outreach strategies to inform the public of the dangers of impaired driving. Ohio uses many different networks to ensure earned media is achieved statewide (e.g. law enforcement, Safe Communities, corporate partners, etc.). The earned media plan will span the entire federal fiscal year with the heaviest emphasis during the Drive Sober or Get Pulled Over Crackdown. Messaging will be consistent with the NHTSA National Communications Plan and will consist of the following components:

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

ODPS will continue to partner with other state agencies to issue joint press releases and assist with media exposure.

Evidence of Effectiveness: CTW, Chapter 1: Section 5.2

Budget:

Funding Level	$0	Funding Source	N/A	Local Benefit	$0

Project Number: 164AL-2017-00-00-00

Project Title: Impaired Driving Earned Media/Educational Materials

Description:

Impaired driving earned media/educational materials are one of Ohio's communication and outreach strategies to inform the public of the dangers of impaired driving. The national Drive Sober or Get Pulled Over alcohol crackdown around the Labor Day Holiday combines highly visible enforcement with both local and national media exposure. Paid media during the crackdown will highlight that law enforcement will be strictly enforcing impaired driving laws. All law enforcement agencies across the state will be encouraged and funded agencies are required to participate in the 2017 crackdown scheduled for August 18 – September 3, 2017. This money will be spent to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with approved earned media/educational materials that will be distributed in a systematic manner to promote the message through earned media. Earned media/educational materials are evaluated in several ways: knowledge surveys; gross impressions; numbers distributed and telephone surveys.

Evidence of Effectiveness: CTW, Chapter 1: Section 5.2

Budget:

Funding Level	$250,000	Funding Source	164AL	Local Benefit	$250,000

Project Number: M6OT-2017-00-00-00

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

Description:

Paid media is an important component of Ohio's communication and outreach strategies to inform the public of the dangers of impaired driving. The national Drive Sober or Get Pulled Over alcohol crackdown around the Labor Day holiday combines highly visible law enforcement with both local and national media exposure. Advertising during the crackdown highlights that law enforcement will be strictly enforcing impaired driving laws during the crackdown period. Law enforcement agencies across the state will be encouraged to participate in the 2017 crackdown scheduled for August 18 – September 3, 2017.

The goal of the paid media plan for the 2017 alcohol crackdown is to decrease the number of impaired drivers and alcohol related fatalities. The media objective is to increase awareness of highly visible enforcement with both local and national media exposure.

The target audience is defined as anyone who drives impaired or is likely to drive impaired on Ohio's roadways. In 2017, media will be heavily directed toward a younger male audience. Once again, the primary media target will be 18 – 34 year old males; however, other demographic audiences might be targeted based on Ohio's current crash data and on data

from the 2016 statewide telephone surveys when they become available. Media will also be directed toward Ohio's multicultural communities.

The following is a projected media strategy for the paid media plan during the 2017 alcohol crackdown.

The following parameters will be adhered to:

- The total budget will not exceed $400,000.
- The advertising will provide broadcast coverage in the major Ohio markets to Cleveland, Cincinnati, Columbus and Dayton, as in 2016.
- Flight weeks will be 8/16/2017 – 9/3/2017.
- Creative units available will include a :30 television spot and :30 radio spots.
- The target audience will be men 18 – 34 years.
- Social media has continued to increase to reach this specific target audience.
- PSA units (unpaid media) will be no less than 30 – 40 percent of the buy and will be scheduled within the flight as much as possible.
- Media will complement the national NHTSA media buy.

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

The final comprehensive paid media plan will be submitted to NHTSA for review prior to implementation.

The sample media buy plan which is provided as an example of what will be purchased in 2017 can be found in Appendix N. The plan will be adjusted, based upon feedback from NHTSA's media buyer, Ohio's current crash data and information received from the 2016 telephone survey analysis.

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of the Paid Media component of Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 1: Section 5.2

Budget:

Funding Level	$400,000	Funding Source	405d	Local Benefit	$0

Project Number: NF-2017-00-00-00

Project Title: Drive Sober or Get Pulled Over Mobilization

Description:

Ohio will continue to implement and expand the national impaired driving mobilization efforts in FFY2017. Following the national model, campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation.

Ohio's Law Enforcement Liaisons (LELs) will continue to seek commitments from agencies to participate in the national mobilizations and increase participation in the mobilizations to more than 570 agencies and encourage agencies to report their results.

Ohio will continue to participate in two Tri-State Kick-Off Events for Drive Sober or Get Pulled Over (DSOGPO). One with Ohio, Kentucky and Indiana and one with Ohio, Kentucky and West Virginia. In addition, Safe Community programs are required to conduct a DSOGPO kick-off event in their county and each OVI Task Force is required to hold a media event for DSOGPO. This will total between 50 and 60 events for DSOGPO.

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of the Drive Sober or Get Pulled Over Mobilization in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 1: Section 2.1, 2.2, 2.5

Budget:

Funding Level	$0	Funding Source	N/A	Local Benefit	$0

Project Number: K8PM-2017-00-00-00

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

Description:

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

The target audience is defined as anyone who drives impaired or is likely to drive impaired on Ohio's roadways. In 2017, media will be heavily directed toward a younger male audience. Once again, the primary media target will be 18 – 34 year old males; however, other demographic audiences might be targeted based on Ohio's current crash data and on data

from the 2016 statewide telephone surveys when they become available. Media will also be directed toward Ohio's multicultural communities.

The following is a projected media strategy for the paid media plan during the December/January crackdown.

The following parameters will be adhered to:

- The total budget will not exceed $200,000.
- The advertising will provide broadcast coverage in the major Ohio markets to Cleveland, Cincinnati, Columbus and Dayton.
- Flight weeks are TBD.
- Creative units available will include a :30 television spot and :30 radio spots.
- The target audience will be men 18 – 34 years.
- Social media has continued to increase to reach this specific target audience.
- PSA units (unpaid media) will be no less than 30 – 40 percent of the buy and will be scheduled within the flight as much as possible.
- Media will complement the national NHTSA media buy.

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

The final comprehensive paid media plan will be submitted to NHTSA for review prior to implementation. The sample media buy plan which is provided as an example of what will be purchased in 2017 can be found in Appendix N. The plan will be adjusted, based upon feedback from NHTSA's media buyer, Ohio's current crash data and information received from the 2016 telephone survey analysis.

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of the Paid Media component of Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 1: Section 5.2

Budget:

Funding Level	$200,000	Funding Source	410 PM	Local Benefit	$0

Project Number: M6OT-2017-00-00-00

Project Title: Sustained Impaired Driving Paid Media Plan

Description:

Paid media is an important component of Ohio's communication and outreach strategies to inform the public of the dangers of impaired driving. In FFY2017, Ohio will continue to model the NHTSA National Communications Plan to bridge the media gaps around the national alcohol crackdowns with an appropriate mix of media, enforcement and social-norming initiatives to extend highway safety messages.

The goal will be to sustain impaired driving messaging throughout the year with the highest concentration of paid media conducted during the Drive Sober or Get Pulled Over Crackdown and the December/January crackdown. Between these times, using secondary messages like *Fans Don't Let Fans Drive Drunk* and *Buzzed Driving is Drunk Driving* provides an opportunity to extend the core safety messages. In FFY2017, Ohio will incorporate drugged driving messaging to support the DRE program and the Drugged Driving Pilot project. Embracing social-norming messages allows us to look for marketing alliances with businesses and organizations already branded and important to our target audiences.

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

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

- The networks and major cable systems will be selected in each of the major statewide markets. Presently the Ohio markets have a 70 – 75 percent cable penetration.
- Radio buys will be planned with morning drive, afternoon drive, evenings and weekends. Primary formats planned are sports, rock, alternative, urban contemporary and country, as appropriate for each demographic.
- Sports sponsorships with college and professional teams in Ohio will be used to promote responsible drinking throughout the season.
- Bonus inventory will be negotiated with each media outlet as available and will be a requirement to participate.
- Social media includes space on multiple social media sites.

- Outdoor advertising will be limited and used only when it reaches the segment of the desired target audience.

The sustained alcohol paid media plan will complement the NHTSA National Communications Plan and the NHTSA Marketing Calendar which prioritizes NHTSA special events and messaging opportunities throughout the year. The final comprehensive paid media plan will be submitted to NHTSA for review prior to implementation.

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of the Paid Media component of Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 1: Section 5.2

Budget:

Funding Level	$500,000	Funding Source	405d	Local Benefit	$0

Project Number: M6OT-2017-00-00-00

Project Title: OVI Task Force Program

Description:

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

Awarded Agencies

Agency	County	Population
Oxford Division of Police	Butler	368,130
University Hospitals of Cleveland	Cuyahoga	1,280,122
Franklin County Sheriff's Office	Franklin	1,163,414
Blue Ash Police Department	Hamilton	802,374
North Ridgeville Police Department	Lorain	301,356
Lucas County Sheriff's Office	Lucas	441,815
Canfield Police Department	Mahoning	238,823
Dayton Police Department	Montgomery	535,153
Stark County Sheriff's Office	Stark	375,856
Summit County Sheriff's Office	Summit	541,781
Warren Police Department	Trumbull	210,312

These 11 counties represent 44.54 percent of the alcohol related fatal crashes between 2013 and 2015 and 54.25 percent of Ohio's population. Each OVI Task Force is required to conduct a minimum of 16 checkpoints* (two during the Drive Sober or Get Pulled Over Crackdown) and three press events (one during Drive Sober or Get Pulled Over). Saturation patrols are conducted in conjunction with the checkpoints. OVI Task Forces conduct meetings with

participating agencies to coordinate activities within the task force. All OVI Task Force sub-recipients are required to attend District meetings. Items discussed at the District meetings include: Re-caps of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meetings to ensure all activities are highly visible and are based on problem identification.

*Mahoning County and Trumbull County did not meet the eligibility requirements for a task force. Both counties are being funded through an exit strategy. Mahoning County is funded at 75 percent of the FFY2015 level (12 checkpoints) and Trumbull County is funded at FFY2016 level (16 checkpoints).

The following counties were eligible for an OVI Task Force grant in FFY2017, but did not apply. Future funding eligibility is based on problem identification.

Clark
Clermont

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of the OVI Task Force's participation in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 1: Section 2.1, 2.2, 2.5, 5.2

Budget:

Funding Level	$2,500,000	Funding Source	405d	Local Benefit	$2,500,000

Project Number: M6OT-2017-00-00-00

Project Title: Metro Checkpoint Grant

Description:

There were 56 alcohol related fatal crashes and 1,466 alcohol related injury crashes in Franklin County between 2013 and 2015. Of these, 34 fatal (60.71 percent) and 1,005 injury (68.55 percent) crashes occurred inside Columbus city limits. Until late FFY2010, checkpoints were not conducted inside the city limits. In FFY2017, Columbus Police Department is planning 25 checkpoints and saturation patrols. The police department has equipped a BAC Truck with city funds to have out during peak OVI times. This will allow the road officers to spend more time on the road stopping OVI offenders.

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of the Metro Checkpoint grant's participation in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 1: Section 2.1, 2.2, 2.5, 5.2

Budget:

Funding Level	$225,000	Funding Source	405d	Local Benefit	$225,000

Project Number: M6OT-2017-00-00-00

Project Title: Impaired Driving Enforcement Program

Description:

High Visibility Enforcement is designed to convince the public that there are consequences to traffic violations. Grants are awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2013, 2014 and 2015. Each agency must conduct impaired driving enforcement activity to impact their fatal crashes. Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar. In addition to the required Blitzes and National Campaign listed below, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding. All Impaired Driving Enforcement Program (IDEP) sub-recipients are required to also submit for the Selective Traffic Enforcement Program (STEP) grant to conduct all other traffic related overtime activities (i.e. speed, seat belts, aggressive, etc.). Included in the STEP grant are funds to be used for education. These funds can be used for training officers or for educating the public on all areas of traffic safety including impaired driving. All IDEP sub-recipients are required to attend District meetings. Items discussed at the district meetings include: Re-caps of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meetings to ensure all activities are highly visible and are based on problem identification.

Dates	Blitz/National Campaign
October 27 – October 31, 2016	Halloween
November 18 – November 27, 2016	Thanksgiving
December 9, 2016 – January 2, 2017	Christmas/New Years
February 5 – February 6, 2017	Super Bowl
March 17 – March 19, 2017	St. Patrick's Day
April – May 2017	Prom
July 1 – July 5, 2017	4th of July
August 18 – September 3, 2017	Drive Sober or Get Pulled Over
October 2016 and/or September 2017	Homecoming

Awarded agencies

Agency	County	Population	Agency	County	Population
Adams County Sheriff's Office	Adams	28,550	Logan Co. Sheriff's Office	Logan	48,858
Allen County Sheriff's Office	Allen	106,331	Lorain Co. Sheriff's Office	Lorain	301,356
Lima Police Department	Allen		North Ridgeville Police Dept.	Lorain	
Ashland Co. Sheriff's Office	Ashland	53,139	Lucas Co. Sheriff's Office	Lucas	441,815
Athens Co. Sheriff's Office	Athens	64,757	Oregon Police Division	Lucas	
Auglaize Co. Sheriff's Office	Auglaize	45,949	Sylvania Twp. Police Dept.	Lucas	
Brown Co. Sheriff's Office	Brown	44,846	Toledo Co. Sheriff's Office	Lucas	
Butler Co. Sheriff's Office	Butler	368,130	Mahoning Co. Sheriff's Office	Mahoning	238,823
Hamilton Police Dept.	Butler		Youngstown Police Dept.	Mahoning	
Middletown Police Dept.	Butler		Marion Co. Sheriff's Office	Marion	66,501
West Chester Police Dept.	Butler		Medina Co. Sheriff's Office	Medina	172,332
Clark Co. Sheriff's Office	Clark	138,333	Mercer Co. Sheriff's Office	Mercer	40,814
Springfield Police Dept.	Clark		Miami Co. Sheriff's Office	Miami	102,506
Clermont Co. Sheriff's Office	Clermont	197,363	Montgomery Co. Sheriff's Office	Montgomery	535,153
Pierce Twp. Police Dept.	Clermont		Dayton Police Dept.	Montgomery	
Union Twp. Police Dept.	Clermont		Moraine Police Division	Montgomery	
Columbiana Co. Sheriff's Office	Columbiana	107,841	Trotwood Police Dept.	Montgomery	
Crawford Co. Sheriff's Office	Crawford	43,784	Morrow Co. Sheriff's Office	Morrow	34,827
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,280,122	Muskingum Co. Sheriff's Office	Muskingum	86,074
Cleveland Police Dept.	Cuyahoga		Ottawa Co. Sheriff's Office	Ottawa	41,428
Delaware Co. Sheriff's Office	Delaware	174,214	Paulding Co. Sheriff's Office	Paulding	19,614
Erie Co. Sheriff's Office	Erie	77,079	Perry Co. Sheriff's Office	Perry	36,058
Perkins Twp. Police Dept.	Erie		Pickaway Co. Sheriff's Office	Pickaway	55,698
Franklin Co. Sheriff's Office	Franklin	1,163,414	Pike Co. Sheriff's Office	Pike	28,709
Blendon Twp. Police Dept.	Franklin		Portage Co. Sheriff's Office	Portage	161,419
Columbus Police Dept.	Franklin		Putnam Co. Sheriff's Office	Putnam	34,499
Fulton Co. Sheriff's Office	Fulton	42,698	Richland Co. Sheriff's Office	Richland	124,475
Geauga Co. Sheriff's Office	Geauga	93,389	Sandusky Co. Sheriff's Office	Sandusky	60,944
Greene Co. Sheriff's Office	Greene	161,573	Scioto Co. Sheriff's Office	Scioto	79,499
Guernsey Co. Sheriff's Office	Guernsey	40,087	Seneca Co. Sheriff's Office	Seneca	56,745
Hamilton Co. Sheriff's Office	Hamilton	802,374	Stark Co. Sheriff's Office	Stark	375,586
Cincinnati Police Dept.	Hamilton		Canton Police Dept.	Stark	
Colerain Twp. Police Dept.	Hamilton		Jackson Twp. Police Dept.	Stark	
Springfield Twp. Police Dept.	Hamilton		Summit Co. Sheriff's Office	Summit	541,781
Hancock Co. Sheriff's Office	Hancock	74,782	Akron Police Dept.	Summit	
Hardin Co. Sheriff's Office	Hardin	32,058	Cuyahoga Falls Police Dept.	Summit	
Harrison Co. Sheriff's Office	Harrison	15,864	Trumbull Co. Sheriff's Office	Trumbull	210,312
Henry Co. Sheriff's Office	Henry	28,215	Warren Police Dept.	Trumbull	
Highland Co. Sheriff's Office	Highland	43,589	Tuscarawas Co. Sheriff's Office	Tuscarawas	92,582
Holmes Co. Sheriff's Office	Holmes	42,366	Warren Co. Sheriff's Office	Warren	212,693
Jefferson Co. Sheriff's Office	Jefferson	69,709	Wayne Co. Sheriff's Office	Wayne	114,520
Knox Co. Sheriff's Office	Knox	60,921	Williams Co. Sheriff's Office	Williams	37,642
Lake Co. Sheriff's Office	Lake	230,041	Wood Co. Sheriff's Office	Wood	125,488
Madison Twp. Police Dept.	Lake		Lake Twp. Police Dept.	Wood	
Painesville Police Dept.	Lake		Wyandot Co. Sheriff's Office	Wyandot	22,615
Licking Co. Sheriff's Office	Licking	166,492			
Newark Police Dept.	Licking				

Local police departments are listed underneath the county they are located in. The population is left blank because the county population includes the local jurisdiction.

IDEP Grants have been approved in 61 of Ohio's 88 counties and represent 83.07 percent of the fatal crashes in 2013, 2014 and 2015 (2,375 of 2,859), 83.07 percent of the alcohol fatal crashes in 2013, 2014 and 2015 (746 of 898) and 89.25 percent of Ohio's population.

All Sheriff's Offices are eligible for funding each year. Out of 88 counties, 61 Sheriff's Offices were approved for funding. The remaining 27 did not apply. In addition, the following jurisdictions were eligible for an Impaired Driving Enforcement grant in FFY2017, but did not apply. Future funding eligibility is based on problem identification.

Dublin (Franklin Co.)	Miami Twp. (Montgomery Co.)
Franklin Twp. (Franklin Co.)	Perry Twp. (Stark Co.)
Englewood (Montgomery Co.)	Wooster (Wayne Co.)
Huber Heights (Montgomery Co.)	

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of the IDEP agencies' participation in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 1: Section 2.1, 2.2, 2.5

Budget:

Funding Level	$2,500,000	Funding Source	405d	Local Benefit	$2,500,000

Project Number: M6OT-2017-00-00-00

Project Title: Statewide Impaired Driving Enforcement and Training

Description:

There were 1,748 alcohol related fatal crashes and 26,210 alcohol related injury crashes in Ohio between 2010 and 2014. In FFY2017, the Ohio State Highway Patrol (OSHP) will continue with their Impaired Driving Enforcement grant. They will conduct at least 100 checkpoints and saturation patrols. OSHP will conduct Basic, Regional and Judicial Standardized Field Sobriety Testing to train law enforcement officers throughout the state. Included in the State Selective Traffic Enforcement grant are funds to be used for education. These funds are used for educating the public on all areas of traffic safety including impaired driving.

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of the statewide IDEP participation in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 1: Section 2.1, 2.2, 2.5

Budget:

Funding Level	$1,500,000	Funding Source	405d	Local Benefit	$0

Project Number: M6OT-2017-00-00-00

Project Title: Officer Training (Impaired)

Description:

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

Evidence of Effectiveness: CTW, Chapter 1: Section 2

Budget:

Funding Level	$40,000	Funding Source	405d	Local Benefit	$40,000

Project Number: M6OT-2017-00-00-00

Project Title: Trace Back Program

Description:

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

Evidence of Effectiveness: CTW, Chapter 1: Sections 2, 5.3, 6.3

Budget:

Funding Level	$89,000	Funding Source	405d	Local Benefit	$0

Project Number: M6OT-2017-00-00-00

Project Title: Drug Recognition Expert Program

Description:

Ohio currently has 165 certified DREs. Four Drug Recognition Expert (DRE) classes are planned in FFY2017, meaning Ohio will have as many as 225 certified DREs by the end of FFY2017. Seventy Advance Roadside Impairment Driving Enforcement (ARIDE) courses are planned to train up to 1,400 officers. Ohio currently has 17 DRE instructors with one DRE

Instructor and one SFST Instructor course planned for FFY2017.   The OSHP is the statewide DRE Coordinator.

Evidence of Effectiveness: CTW, Chapter 1: Section 7.1, 7.2

Budget:

Funding Level	$250,000	Funding Source	405d	Local Benefit	$0

Project Number: M6OT-2017-00-00-00

Project Title: OVI Toxicology Program

Description:

The grant for the OSHP is used to cover personnel costs to process the increased number of samples that are being sent to the lab from agencies (state and local) for testing from the increased impaired driving enforcement throughout the state. FFY2015 was the final year of full funding for these costs. FFY2017 will be the final year at 50 percent.

Evidence of Effectiveness: CTW, Chapter 1: Sections 2.1, 2.2, 7.1

Budget:

Funding Level	$92,000	Funding Source	405d	Local Benefit	$0

Project Number: M6OT-2017-00-00-00

Project Title: Toxicology Program

Description:

The grant for the OSHP is to purchase additional equipment to process the increased number of samples that are being sent to the lab from agencies (state and local) for testing from the increased impaired driving enforcement (alcohol and drug) throughout the state. The equipment will enable the lab to perform more testing in a timelier manner. Any equipment over $5,000 will not be purchased until after OTSO receives approval of submitted written request.

Evidence of Effectiveness: CTW, Chapter 1: Sections 2.1, 2.2, 7.1

Budget:

Funding Level	$1,800,000	Funding Source	405d	Local Benefit	$0

Project Number: M6OT-2017-00-00-00

Project Title: Court Monitoring

Description:

Mothers Against Drunk Driving (MADD) will train volunteers in advanced data collection, tracking/disseminating results to increase courtroom visibility and collecting the data/results. Data will be compiled by the program coordinator to track strengths, weaknesses and inconsistencies. The program coordinator will meet with judges, prosecutors and bailiffs to strengthen court relationships. OVI court cases will be monitored in Franklin, Pickaway, Delaware, Cuyahoga, Lorain, Portage, Lucas, Summit, Fairfield, Noble, Montgomery, Butler, Warren, Hamilton, Athens and Washington Counties.

Evidence of Effectiveness: CTW, Chapter 1: Section 3.3

Budget:

Funding Level	$28,000	Funding Source	405d	Local Benefit	$0

Project Number: SF-2017-00-00-00

Project Title: State Funded Impaired Driving Enforcement

Description:

The Ohio State Highway Patrol (OSHP) conducts speed, occupant restraint, alcohol related and motorcycle enforcement activity statewide to impact fatal crashes. The state funds activity that occurs during regular working hours. The portion of these funds that are alcohol related is used towards match and maintenance of effort (MOE) for the 410 and 405d funds.

Evidence of Effectiveness: CTW, Chapter 1: Section 2

Budget:

Funding Level	$50,000,000	Funding Source	State	Local Benefit	$0

Impaired Driving: Program and Budget Summary

Project Number	Project Title	Funding Level	Funding Source
NF-2017-00-00-00	DSOGPO Earned Media Plan	$ 0	N/A
NF-2017-00-00-00	DSOGPO Mobilization	$ 0	N/A
164AL-2017-00-00-00	Impaired Driving Materials	$ 250,000	164 AL
	Subtotal	**$250,000**	**164 AL**
M6OT-2017-00-00-00	DSOGPO Paid Media	$ 400,000	405d

M6OT-2017-00-00-00	Sustained Impaired Driving Paid Media	$ 500,000	405d
M6OT-2017-00-00-00	OVI Task Force Program	$2,500,000	405d
M6OT-2017-00-00-00	Metro Checkpoint Grant	$ 225,000	405d
M6OT-2017-00-00-00	Impaired Driving Enforcement Program	$2,500,000	405d
M6OT-2017-00-00-00	Statewide Impaired Driving Enforcement	$1,500,000	405d
M6OT-2017-00-00-00	Officer Training	$ 40,000	405d
M6OT-2017-00-00-00	Trace Back Program	$ 89,000	405d
M6OT-2017-00-00-00	DRE Program	$ 250,000	405d
M6OT-2017-00-00-00	OVI Toxicology Program	$ 92,000	405d
M6OT-2017-00-00-00	Toxicology Program	$1,800,000	405d
M6OT-2017-00-00-00	Mothers Against Drunk Driving	$ 28,000	405d
	Subtotal	**$9,924,000**	**405d**
K8PM-2017-00-00-00	Holiday DSPGPO Paid Media	$ 200,000	410 PM
	Subtotal	**$200,000**	**410 PM**
SF-2017-00-00-00	State Funded Impaired Driving	$50,000,000	State
Total Funding Impaired Driving Program Area		**$60,374,000**	

Occupant Protection Program Area

Target:

- C-4) Reduce unrestrained passenger vehicle occupant fatalities, all seat positions, by 1.01 percent from 381 (2010 – 2014 average) to 378 by 2017.
- B-1) Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.3 percentage points from 83.9 percent in 2015 to 84.2 percent in 2017.

Project Number: NF-2017-00-00-00

Project Title: Click It or Ticket (CIOT) Earned Media Plan

Description:

Ohio's earned media plan will span the entire federal fiscal year with the heaviest emphasis during the national CIOT mobilization. Ohio will continue to use What's Holding You Back? as a secondary message throughout the year. Ohio uses many different networks to ensure earned media is achieved statewide (e.g. law enforcement, Safe Communities, corporate partners, etc.).   Messaging will be consistent with the National Highway Traffic Safety

Administration (NHTSA) National Communications Plan and will consist of the following components:

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

Evidence of Effectiveness: CTW, Chapter 2: Sections 3, 6

Budget:

Funding Level	$0	Funding Source	N/C	Local Benefit	$0

Project Number: M2X-2017-00-00-00

Project Title: Seat Belt Earned Media/Educational Materials

Description:

In FFY2017, Ohio will continue to use the Click It or Ticket (CIOT) message for sustained seat belt messaging throughout the year. The goal of the sustained effort is to increase statewide usage of seat belts. The objective is to elevate awareness of the seat belt message while coupled with paid media and heightened enforcement throughout the state of Ohio during periods in addition to the CIOT mobilization.

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

Evidence of Effectiveness: CTW, Chapter 2: Sections 3, 6

Budget:

Funding Level	$250,000	Funding Source	405b	Local Benefit	$250,000

Project Number: M2X-2017-00-00-00

Project Title: Holiday Click It or Ticket Paid Media

Description:

Ohio is implementing the national seat belt mobilization model in November 2016. Campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation.

The target audience is defined as anyone who drives or rides in a motor vehicle within the State of Ohio. According to the ODPS 2015 Observational Survey of Safety Belt Use, younger drivers/passengers (ages 15 ½ - 25) and men are less likely to use seat belts. Throughout 2017, a heavy emphasis of paid media will be directed toward younger men with the primary media target being 18 - 34 year olds. A secondary emphasis will continue to be male urban audiences, rural and pick-up truck drivers. Gross Rating Points (GRPs) will not be calculated until the national placement has been completed.

The following is a projected media strategy for the paid media plan during the 2017 CIOT campaign.

The following parameters will be adhered to:

- The total budget will not exceed $200,000.
- The advertising will provide broadcast coverage in the major Ohio markets to Cleveland, Cincinnati, Columbus and Dayton.
- Flight weeks are TBD.
- Creative units available will include a :30 television spot and :30 radio spots.
- The target audience will be men 18 – 34 years.
- Social media has continued to increase to reach this specific target audience.
- PSA units (unpaid media) will be no less than 30 – 40 percent of the buy and will be scheduled within the flight as much as possible.
- Media will complement the national NHTSA media buy.

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

The final comprehensive paid media plan will be submitted to NHTSA for review prior to implementation. The sample media buy plan, which is provided as an example of what will be purchased in 2017, can be found in Appendix N. The plan will be adjusted based upon feedback from NHTSA's media buyer, Ohio's current crash data and information received from the 2016 telephone survey analysis.

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of Paid Media in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 2: Sections 3, 6

Budget:

Funding Level	$200,000	Funding Source	405b	Local Benefit	$0

Project Number: M2X-2017-00-00-00

Project Title: Click It or Ticket Paid Media

Description:

Ohio will continue to implement and expand the national seat belt mobilization model around the Memorial Day holiday in FFY2017. Campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation.

A higher frequency of messaging directed at low usage populations helps increase awareness and equates to a higher overall compliance rate for belt use. New media partnerships and earned media will help expand the campaign's message into the low usage populations. In FFY2017, TV and radio spots will continue to be concentrated and aired on stations most likely to reach Ohio's targeted demographic. Media will also be directed toward Ohio's multicultural communities. Additionally, social media and a limited amount of targeted outdoor and print media will be used during this effort.

The target audience is defined as anyone who drives or rides in a motor vehicle within the State of Ohio. According to the ODPS 2015 Observational Survey of Safety Belt Use, younger drivers/passengers (ages 15 ½ - 25) and men are less likely to use seat belts. Throughout 2017, a heavy emphasis of paid media will be directed toward younger men with the primary media target being 18 - 34 year olds. A secondary emphasis will continue to be male urban audiences, rural and pick-up truck drivers. Gross Rating Points (GRPs) will not be calculated until the national placement has been completed.

The following is a projected media strategy for the paid media plan during the 2017 CIOT campaign.

The following parameters will be adhered to:

- The total budget will not exceed $500,000.
- The advertising will provide broadcast coverage in the major Ohio markets to Cleveland, Cincinnati, Columbus and Dayton.
- Flight weeks are 5/15/2017 – 5/29/2017.
- Creative units available will include a :30 television spot and :30 radio spots.
- The target audience will be men 18 – 34 years.
- Social media has continued to increase to reach this specific target audience.
- PSA units (unpaid media) will be no less than 30 – 40 percent of the buy and will be scheduled within the flight as much as possible.

- Media will complement the national NHTSA media buy.

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

The final comprehensive paid media plan will be submitted to NHTSA for review prior to implementation. The sample media buy plan, which is provided as an example of what will be purchased in 2017, can be found in Appendix N. The plan will be adjusted based upon feedback from NHTSA's media buyer, Ohio's current crash data and information received from the 2016 telephone survey analysis.

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of Paid Media in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 2: Sections 3, 6

Budget:

Funding Level	$500,000	Funding Source	405b	Local Benefit	$0

Project Number: NF-2017-00-00-00

Project Title: Click It or Ticket Mobilization

Description:

Ohio will continue to implement and expand the national seat belt mobilization efforts in FFY2017. Following the national model, campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation.

Ohio's Law Enforcement Liaisons (LELs) will continue to seek commitments from agencies to participate in the national mobilizations, increase participation in the mobilizations to more than 570 agencies and encourage agencies to report their results.

Ohio will continue to participate in two Tri-State Kick-Off Events for CIOT. One with Ohio, Kentucky and Indiana and one with Ohio, Kentucky and West Virginia. In addition, Safe Community programs are required to conduct a CIOT kick-off event in their county. This will be approximately 50 events for CIOT.

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of the Click It or Ticket Mobilization in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 2: Section 2.1, 5.1

Budget:

Funding Level	$0	Funding Source	N/A	Local Benefit	$0

Project Number: M2X-2017-00-00-00

Project Title: Sustained Belt Paid Media Plan

Description:

In FFY2017, Ohio will continue to model the NHTSA National Communications Plan to bridge the media gaps around the national seat belt mobilization with an appropriate mix of media, enforcement and social-norming initiatives to extend highway safety messages.

The goal will be to sustain the message throughout the year and to hit the highest peak during the national mobilization when we are deploying what we know works best in changing behavior. Throughout the year, using secondary messages like What's Holding You Back? and Buckle Up in your Truck provides an opportunity to extend the core safety messages. Embracing social-norming messages allows us to look for marketing alliances with businesses and organizations important to our target audiences. We have learned that many partners are not comfortable spending their resources to aggressively promote a strong enforcement message. A year-round mix of enforcement and social-norming messages helps to avoid these conflicts and provides us with more opportunities to keep our messages in front of the public and our target audiences.

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

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

- The networks and major cable systems will be selected in each of the major statewide markets. Presently the Ohio markets have a 70 – 75 percent cable penetration.
- Radio buys will be planned with morning drive, afternoon drive, evenings and weekends. Primary formats planned are sports, rock, alternative, urban contemporary and country, as appropriate for each demographic.
- Sports sponsorships with college and professional teams in Ohio will be used to promote seat belt use throughout the season.
- Social media includes space on multiple social media sites.
- Bonus inventory will be negotiated with each media outlet as available and will be a requirement to participate.
- Outdoor advertising will be limited and used only when it reaches the segment of the desired target audience.

High Risk Populations

Teens

Ohio is working to target rural teen seat belt usage. Huddle High Schools, Inc. distributes high school tickets for regular season events (sports, plays, etc.) for high schools throughout Ohio. Last year, OTSO cosponsored over 217 high schools (over 3 million ticket backs) in southeast Ohio, Columbus, Cleveland, Cincinnati, Zanesville, Lima, Toledo, Youngstown and Dayton markets with a What's Holding You Back? Buckle-Up in Your Truck seat belt message during the school year to direct target this audience.

Rural

Ohio is working to target rural seat belt usage. Through Huddle, high school sport tickets are printed with the Buckle-Up in Your Truck message in rural areas. Currently, 50 rural school bus shelter locations statewide are also printed with the same message. These bus shelters are located along rural routes. The message is placed on the outside of the shelter for passing traffic to see.

18 – 34 year old Male

This target audience has been identified throughout the state of Ohio as a low-usage population. Qualitative research information has generally identified the younger men (16 - 24 years) within this demographic as the most "high risk" drivers and passengers. These men are also less likely to use seat belts if they travel in pick-up trucks, consume alcohol, or ride at night and/or are African American. Ohio works closely with both the state and national media buyer to target 18 – 34 year old male seat belt usage. Ohio runs seat belt messages during home games throughout the season with the following sports teams in Ohio to target this high risk population: Cleveland Cavaliers, Cincinnati Reds, Cleveland Indians, Columbus Clippers, Toledo Mudhens, and The Ohio State University. These partners generally include television, radio, interior and exterior signage. The broadcast coverage for the Major League Baseball teams includes a broad network of stations in the region beyond just the metro market that in primarily serves.

The sustained belt paid media plan will complement the NHTSA National Communications Plan and the NHTSA Marketing Calendar which prioritizes NHTSA special events and messaging opportunities throughout the year. The final comprehensive media plan will be submitted to NHTSA for review prior to implementation.

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of the Paid Media component of Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 2: Sections 3, 6

Budget:

Funding Level	$500,000	Funding Source	405b	Local Benefit	$0

Project Number: M2X-2017-00-00-00

Project Title: State Seat Belt Tac Squads

Description:

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

Evidence of Effectiveness: CTW, Chapter 2: Section 2, 5

Budget:

Funding Level	$705,000	Funding Source	405b	Local Benefit	$0

Project Number: PT-2017-00-00-00

Project Title: Selective Traffic Enforcement Program

Description:

High Visibility Enforcement is designed to convince the public that there are consequences to traffic violations. Grants are awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2013, 2014 and 2015. Each agency must conduct enforcement activity (i.e., speed, seat belt, aggressive, etc.) to impact their fatal crashes.   Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar. In addition to the required Blitzes and National Campaign listed below, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding.   All Selective Traffic Enforcement Program (STEP) sub-recipients are required to also submit for the Impaired Driving Enforcement (IDEP) grant to conduct impaired driving related overtime activities. Included in the STEP grant are funds to be used for education. The amount available for education is based on the jurisdiction's population ($1,500 for small; $2,500 for medium; $3,500 for large). These funds can be used for training officers or for educating the public on all areas of traffic safety including the importance of seat belts. All STEP sub-recipients are required to attend District meetings. Items discussed at the District meetings include: Re-caps of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meetings to ensure all activities are highly visible and are based on problem identification.

Dates	Blitz/National Campaign
November 18 – November 27, 2016	Thanksgiving
April – May 2017	Prom
May 22 – June 4, 2017	Click It or Ticket
October 2016 and/or September 2017	Homecoming

Awarded Agencies

Agency	County	Population	Agency	County	Population
Adams County Sheriff's Office	Adams	28,550	Logan Co. Sheriff's Office	Logan	48,858
Allen County Sheriff's Office	Allen	106,331	Lorain Co. Sheriff's Office	Lorain	301,356
Lima Police Department	Allen		North Ridgeville Police Dept.	Lorain	
Ashland Co. Sheriff's Office	Ashland	53,139	Lucas Co. Sheriff's Office	Lucas	441,815
Athens Co. Sheriff's Office	Athens	64,757	Oregon Police Division	Lucas	
Auglaize Co. Sheriff's Office	Auglaize	45,949	Sylvania Twp. Police Dept.	Lucas	
Brown Co. Sheriff's Office	Brown	44,846	Toledo Co. Sheriff's Office	Lucas	
Butler Co. Sheriff's Office	Butler	368,130	Mahoning Co. Sheriff's Office	Mahoning	238,823
Hamilton Police Dept.	Butler		Youngstown Police Dept.	Mahoning	
Middletown Police Dept.	Butler		Marion Co. Sheriff's Office	Marion	66,501
West Chester Police Dept.	Butler		Medina Co. Sheriff's Office	Medina	172,332
Clark Co. Sheriff's Office	Clark	138,333	Mercer Co. Sheriff's Office	Mercer	40,814
Springfield Police Dept.	Clark		Miami Co. Sheriff's Office	Miami	102,506
Clermont Co. Sheriff's Office	Clermont	197,363	Montgomery Co. Sheriff's Office	Montgomery	535,153
Pierce Twp. Police Dept.	Clermont		Dayton Police Dept.	Montgomery	
Union Twp. Police Dept.	Clermont		Moraine Police Division	Montgomery	
Columbiana Co. Sheriff's Office	Columbiana	107,841	Trotwood Police Dept.	Montgomery	
Crawford Co. Sheriff's Office	Crawford	43,784	Morrow Co. Sheriff's Office	Morrow	34,827
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,280,122	Muskingum Co. Sheriff's Office	Muskingum	86,074
Cleveland Police Dept.	Cuyahoga		Ottawa Co. Sheriff's Office	Ottawa	41,428
Delaware Co. Sheriff's Office	Delaware	174,214	Paulding Co. Sheriff's Office	Paulding	19,614
Erie Co. Sheriff's Office	Erie	77,079	Perry Co. Sheriff's Office	Perry	36,058
Perkins Twp. Police Dept.	Erie		Pickaway Co. Sheriff's Office	Pickaway	55,698
Franklin Co. Sheriff's Office	Franklin	1,163,414	Pike Co. Sheriff's Office	Pike	28,709
Blendon Twp. Police Dept.	Franklin		Portage Co. Sheriff's Office	Portage	161,419
Columbus Police Dept.	Franklin		Putnam Co. Sheriff's Office	Putnam	34,499
Fulton Co. Sheriff's Office	Fulton	42,698	Richland Co. Sheriff's Office	Richland	124,475
Geauga Co. Sheriff's Office	Geauga	93,389	Sandusky Co. Sheriff's Office	Sandusky	60,944
Greene Co. Sheriff's Office	Greene	161,573	Scioto Co. Sheriff's Office	Scioto	79,499
Guernsey Co. Sheriff's Office	Guernsey	40,087	Seneca Co. Sheriff's Office	Seneca	56,745
Hamilton Co. Sheriff's Office	Hamilton	802,374	Stark Co. Sheriff's Office	Stark	375,586
Cincinnati Police Dept.	Hamilton		Canton Police Dept.	Stark	
Colerain Twp. Police Dept.	Hamilton		Jackson Twp. Police Dept.	Stark	
Springfield Twp. Police Dept.	Hamilton		Summit Co. Sheriff's Office	Summit	541,781
Hancock Co. Sheriff's Office	Hancock	74,782	Akron Police Dept.	Summit	
Hardin Co. Sheriff's Office	Hardin	32,058	Cuyahoga Falls Police Dept.	Summit	
Harrison Co. Sheriff's Office	Harrison	15,864	Trumbull Co. Sheriff's Office	Trumbull	210,312
Henry Co. Sheriff's Office	Henry	28,215	Warren Police Dept.	Trumbull	
Highland Co. Sheriff's Office	Highland	43,589	Tuscarawas Co. Sheriff's Office	Tuscarawas	92,582
Holmes Co. Sheriff's Office	Holmes	42,366	Warren Co. Sheriff's Office	Warren	212,693
Jefferson Co. Sheriff's Office	Jefferson	69,709	Wayne Co. Sheriff's Office	Wayne	114,520
Knox Co. Sheriff's Office	Knox	60,921	Williams Co. Sheriff's Office	Williams	37,642
Lake Co. Sheriff's Office	Lake	230,041	Wood Co. Sheriff's Office	Wood	125,488
Madison Twp. Police Dept.	Lake		Lake Twp. Police Dept.	Wood	
Painesville Police Dept.	Lake		Wyandot Co. Sheriff's Office	Wyandot	22,615
Licking Co. Sheriff's Office	Licking	166,492			
Newark Police Dept.	Licking				

Local police departments are listed underneath the county they are located in. The population is left blank because the county population includes the local jurisdiction.

STEP Grants have been approved in 61 of Ohio's 88 counties and represent 83.07 percent of the fatal crashes in 2013, 2014 and 2015 (2,375 of 2,859) and 89.25 percent of Ohio's population.

All Sheriff's Office are eligible for funding each year. Out of 88 counties, 61 Sheriff's Offices were approved for funding. The remaining 27 did not apply. In addition, the following jurisdictions were eligible for a Selective Traffic Enforcement grant in FFY2017, but did not apply. Future funding eligibility is based on problem identification.

Dublin (Franklin Co.)	Miami Twp. (Montgomery Co.)
Franklin Twp. (Franklin Co.)	Perry Twp. (Stark Co.)
Englewood (Montgomery Co.)	Wooster (Wayne Co.)
Huber Heights (Montgomery Co.)	

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of STEP agencies' participation in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: *CTW, Chapter 2: Sections 2, 5, Ch. 3: Sec. 2.2, Ch. 4: Sec. 1.3*

Budget:

Funding Level	$1,800,000	Funding Source	402 PT	Local Benefit	$1,800,000

Project Number: M2X-2017-00-00-00

Project Title: Occupant Protection Coordinator Program

Description:

In FFY2017, Ohio Department of Health (ODH) will continue to be the lead agency for the OPC program. ODH plans to contract with seven OPC Coordinators to provide occupant restraint programming to all 88 Ohio counties. The OPC responsibilities include coordinating a child safety seat distribution program for low-income families, conducting car seat check-up events, coordinating the NHTSA 32-hour Standardized Child Passenger Safety (CPS) Technician Training course and associated refresher course, disseminating occupant protection education and training for youth, and the National Campaigns for CPS and booster seats. The OPC program will continue to emphasize Ohio's booster seat law. This program has been scaled back over the last several years to keep funding in line with problem identification. Ohio has a low number of unbelted fatalities up to age nine. Ohio law requires children to be in either a car seat or booster seat until the age of eight. In addition to checking car seat and/or booster seats, technicians use the opportunity to provide seat belt education and tips to the entire family (parents, caregivers and older siblings).

Evidence of Effectiveness: CTW, Chapter 2: Sections 6.1, 6.2, 7.2

Budget:

Funding Level	$460,000	Funding Source	405b	Local Benefit	$329,000

Project Number: M2X-2017-00-00-00

Project Title: Observational Seat Belt Survey

Description:

Miami University of Ohio (MU) will oversee the observational seat belt survey. In FFY2017 MU's activities will include:

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

Evidence of Effectiveness: CTW, Chapter 2: Sections 1.1, 1.2

Budget:

Funding Level	$240,000	Funding Source	405b	Local Benefit	$0

Project Number: SF-2017-00-00-00

Project Title: State Funded Seat Belt Enforcement

Description:

The Ohio State Highway Patrol (OSHP) conducts speed, occupant restraint, alcohol related and motorcycle enforcement activity statewide to impact fatal crashes. The state funds activity that occurs during regular working hours. The portion of these funds that are alcohol-related is used towards match and maintenance of effort (MOE) for the 405b funds.

Evidence of Effectiveness: CTW, Chapter 2: Sections 2, 5

Budget:

Funding Level	$380,000	Funding Source	State	Local Benefit	$0

Occupant Protection: Program and Budget Summary

Project Number	Project Title	Funding Level	Funding Source
NF-2017-00-00-00	CIOT Earned Media	$ 0	N/A
NF-2017-00-00-00	CIOT Mobilization	$ 0	N/A
PT-2017-00-00-00	Selective Traffic Enforcement Program	$1,800,000	402 PT
	Subtotal	**$ 1,800,000**	**402 PT**
M2X-2017-00-00-00	Seat Belt Materials	$ 250,000	405b
M2X-2017-00-00-00	Holiday CIOT Paid Media	$ 200,000	405b
M2X-2017-00-00-00	CIOT Paid Media	$ 500,000	405b
M2X-2017-00-00-00	Sustained Belt Paid Media	$ 500,000	405b
M2X-2017-00-00-00	State Seat Belt Tac Squads	$ 705,000	405b
M2X-2017-00-00-00	OP Coordinator Program	$ 460,000	405b
M2X-2017-00-00-00	Observational Seat Belt Survey	$ 240,000	405b
	Subtotal	**$ 2,855,000**	**405b**
SF-2017-00-00-00	State Funded Seat Belt Enforcement	$ 380,000	State
Total Funding Occupant Protection Program Area		**$5,035,000**	

Speed Program Area

Target:

- C-1) Reduce total fatalities by 2.00 percent from 1,043 (2010 – 2014 average) to 1,023 by 2017.*
- C-2) Reduce serious traffic injuries 2.00 percent from 9,529 (2010 – 2014 average) to 9,339 by 2017.*
- C-3a) Reduce fatalities/VMT rate by 2.00 percent from 0.94 (2010 – 2014 average) to 0.92 by 2017.*
- C-3b) Reduce rural fatalities/VMT rate by 6.68 percent from 1.71 (2010 – 2014 average) to 1.60 by 2017.
- C-3c) Reduce urban fatalities/VMT rate by 1.25 percent from .56 (2010 – 2014 average) to .55 by 2017.***
- C-6) Reduce speeding-related fatalities by 2.74 percent from 304 (2010 – 2014 average) to 296 by 2017.
- C-7) Reduce motorcyclist fatalities by 5.06 percent from 153 (2010 – 2014 average) to 146 by 2017.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 2.86 percent from 146 (2010 – 2014 average) to 142 by 2017.

*Traffic fatality, serious injury and fatality rate goals were set in cooperation with the SHSP and HSIP. Two percent is the reduction used in the SHSP.

***The trends for urban fatality rate, alcohol impaired, and bicycle were increases. A standard 1.25 percent per year from 2010 – 2014 average reduction was used for each of these goals to ensure the goal was a reduction by 2017.

Project Number: PT-2017-00-00-00

Project Title: Selective Traffic Enforcement Program

Description:

See Occupant Protection Program Area for full description of Selective Traffic Enforcement Program (STEP). High Visibility Enforcement is designed to convince the public that there are consequences to traffic violations. Grants are awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2013, 2014 and 2015. Each agency must conduct enforcement activity (i.e., speed, seat belt, aggressive, etc.) to impact their fatal crashes. Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar. In addition to the required Blitzes and National Campaign, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding. All Selective Traffic Enforcement (STEP) sub-recipients are required to also submit for the Impaired Driving Enforcement (IDEP) grant to conduct impaired driving related overtime activities. Included in the STEP grant are funds to be used for education. The amount available for education is based on the jurisdiction's population ($1,500 for small; $2,500 for medium; $3,500 for large). These funds can be used for training officers or for educating the public on all areas of traffic safety including the importance of seat belts. All STEP sub-recipients are required to attend District meetings. Items discussed at the District meetings include: Re-caps of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meeting to ensure all activities are highly visible and are based on problem identification.

Evidence of Effectiveness: CTW, Chapter 2: Sections 2, 5, Ch. 3: Sec. 2.2, Ch. 4: Sec. 1.3

Budget:

Funding: Included in Occupant Protection Program Area

Project Number: PT-2017-00-00-00

Project Title: Statewide STEP and Training

Description:

The Ohio State Highway Patrol (OSHP) conducts speed, occupant restraint, alcohol related and motorcycle enforcement activity statewide to impact fatal crashes. Highly visible enforcement activities are conducted at strategic times consistent with the NHTSA

Communications calendar. OSHP will conduct Basic Crash Investigation, Intermediate Crash Investigation, Technical Crash Investigation, Event Data Recorder, Electronic Speed Measuring Device (ESMD), ESMD Instructor and ESMD Judicial Seminar to train law enforcement officers throughout the state. Included in the State STEP grant are funds to be used for education. These funds are used for educating the public on all areas of traffic safety.

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of statewide STEP participation in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 2: Section 2, Ch. 3: Sec. 2.2

Budget:

Funding Level	$785,000	Funding Source	402 PT	Local Benefit	$0

Project Number: PT-2017-00-00-00

Project Title: Officer Training

Description:

The Attorney General's Office/Ohio Peace Officer Training Academy (OPOTA) will offer Crash Investigation Techniques for the Patrol Officer, Traffic Collision Investigation Level 1, Advanced Collision Investigation Level II, Vehicle Dynamics, Electronic Speed Measuring Device (ESMD) and ESMD Instructor. Training Ohio's officers will allow them to conduct effective enforcement programs to remove speeding and drivers displaying other unsafe driving behaviors from Ohio's roads before fatal crashes occur.

Evidence of Effectiveness: CTW, Chapter 3: Section 2.2

Budget:

Funding Level	$80,000	Funding Source	402 PT	Local Benefit	$80,000

Project Number: SF-2017-00-00-00

Project Title: Construction Zone Safety Project

Description:
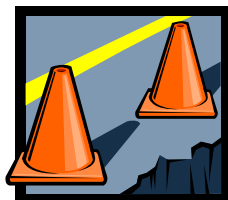
ODOT and ODPS have formalized a partnership to reduce crashes in Ohio's construction zones. The purpose of this program is to have an enforcement presence and education campaign in identified interstate highway construction zones. Grants are awarded to sub-recipients (local police departments, county sheriff's offices and / or the Ohio State Highway Patrol) to conduct traffic enforcement in an effort to reduce construction zone crashes. This activity will continue in FFY2017. Between 2010 and 2014, there have been 77 fatal crashes and 6,212

injury crashes in construction zones. The number of fatal crashes increased 14 from the 2009 - 2013 total.

Evidence of Effectiveness: CTW, Chapter 3: Sections 1, 2.2

Budget:

Funding Level	$400,000	Funding Source	ODOT	Local Benefit	$240,000

Project Number: SF-2017-00-00-00

Project Title: State Funded High Visibility Enforcement

Description:

The Ohio State Highway Patrol (OSHP) conducts speed, occupant restraint, alcohol related and motorcycle enforcement activity statewide to impact fatal crashes. The state funds activity that occurs during regular working hours.

Evidence of Effectiveness: CTW, Chapter 3: Section 2.2

Budget:

Funding Level	$159,620,000	Funding Source	State	Local Benefit	$0

Speed: Program and Budget Summary

Project Number	Project Title	Funding Level	Funding Source
PT-2017-00-00-00	Statewide STEP	$ 785,000	402 PT
PT-2017-00-00-00	Officer Training	$ 80,000	402 PT
	Subtotal	**$865,000**	**402 PT**
SF-2017-00-00-00	Construction Zone Project	$ 400,000	ODOT
	Subtotal	**$ 400,000**	**ODOT**
SF-2017-00-00-00	State Funded High Visibility Enforcement	$159,620,000	State
	Subtotal	**$159,620,000**	**State**
Total Funding Speed Program Area		**$160,885,000**	

Motorcycle Safety Program Area

Target:

- C-7) Reduce motorcyclist fatalities by 5.06 percent from 153 (2010 – 2014 average) to 146 by 2017.
- C-8) Reduce un-helmeted motorcyclist fatalities by 6.48 percent from 109 (2010 – 2014 average) to 102 by 2017.

Project Number: NF-2017-00-00-00

Project Title: Motorcycle Safety Earned Media Plan

Description:

Ohio's earned media plan will span the entire motorcycle riding season. Ohio uses many different networks to ensure earned media is achieved statewide (e.g. law enforcement, Safe Communities, corporate partners, etc.). Ohio's messaging contains messages to both the motorcyclist about riding "SMART" (Sober, Motorcycle endorsed, Alert, with the Right gear, and properly Trained) and to the motoring public about sharing the road with motorcyclists. The earned media plan consists of the following components:

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

Evidence of Effectiveness: CTW, Chapter 5: Sections 2.2, 3, 4

Budget:

Funding Level	$0	Funding Source	N/A	Local Benefit	$0

Project Numbers: M9MA-2016-00-00-00

Project Title: Motorcycle Awareness (Share the Road)

Description:

Ohio's messaging contains messages to both the motorcyclist about riding "SMART" (Sober, Motorcycle endorsed, Alert, with the Right gear, and properly Trained) and to the motoring public about sharing the road with motorcyclists. In FFY2017, Section 405f funding will be used to purchase approved earned media/educational materials aimed to increase motorists' awareness of motorcyclists.

In addition to distributing outreach/educational materials directly to traffic safety partners, OTSO distributes materials to the Safe Community programs for distribution. Earned media/educational materials are distributed in a systematic manner to promote the message. Outreach/educational materials are evaluated in several ways: knowledge surveys, gross impressions, numbers distributed and telephone surveys.

Evidence of Effectiveness: CTW, Chapter 5: Section 4.2

Budget:

Funding Level	$140,000	Funding Source	405f	Local Benefit	$140,000

Project Number: MC-2017-00-00-00

Project Title: Motorcyclist Safety Earned Media/Educational Materials

Description:

Ohio's messaging contains messages to both the motorcyclist about riding "SMART" (Sober, Motorcycle endorsed, Alert, with the Right gear, and properly Trained) and to the motoring public about sharing the road with motorcyclists. In addition to the materials focusing on motorist awareness that will be purchased with Section 405f funds, OTSO is committing 402 funds to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with approved earned media/educational materials to promote motorcyclist safety messages (Ride SMART – Sober, Motorcycle Endorsed, Alert, Right gear, Trained). Outreach/educational materials are evaluated in several ways: knowledge surveys, gross impressions, numbers distributed and telephone surveys.

Evidence of Effectiveness: CTW, Chapter 5: Sections 2.2, 4.1

Budget:

Funding Level	$50,000	Funding Source	402 MC	Local Benefit	$50,000

Project Number: PM-2017-00-00-00
                      M9MA-2017-00-00-00

Project Title: Motorcycle Safety Paid Media

Description:

Ohio's messaging contains messages to both the motorcyclist about riding "SMART" (Sober, Motorcycle endorsed, Alert, with the Right gear, and properly Trained) and to the motoring public about sharing the road with motorcyclists. Ohio's motorcycle paid media plan will complement the NHTSA National Communications Plan for the motorcycle safety. Messaging will be sustained throughout the riding season. The final comprehensive paid media plan will be submitted to NHTSA for review prior to implementation.

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

The final comprehensive paid media plan will be submitted to NHTSA for review prior to implementation. The sample media buy plan, which is provided as an example of what will be purchased in 2017, can be found in Appendix N. The plan will be adjusted based upon feedback from NHTSA's media buyer, Ohio's current crash data and information received from the 2016 telephone survey analysis.

Evidence of Effectiveness: CTW, Chapter 5: Sections 2.2, 4

Budget:

Funding Level	$100,000	Funding Source	402 PM	Local Benefit	$0
	$100,000		405f		$0

Project Number: SA-2017-00-00-00

Project Title: Safe Communities

Description:

See Fatal/Serious Injury Program Area for full description of Safe Communities. Each Safe Communities program must have activity in their grant for the motorcycle riding season. Each Safe Communities is required to develop partnerships and hold events at the grassroots level to reach motorcyclists in their communities. Safe Communities provides the education/earned media portion of the motorcycle campaign while our law enforcement agencies including the OSHP conduct motorcycle enforcement.

Evidence of Effectiveness: CTW, Chapter 1; Section 5, Ch. 2: Sec. 3, 6, Ch. 3: Sec. 4, Ch. 4: Sec. 2, Ch.5: Sec. 4, Ch. 7: Sec 1, Ch. 8: Sec. 3.1.

Budget:

Funding: Included in Fatal/Injury Program Area

Project Number: M9MA-2017-00-00-00

Project Title: Motorcycle Ohio Rider Education/Enhancement/Enrichment

Description:

In FFY2017, Motorcycle Ohio will be moving away from the Motorcycle Safety Foundation curriculum and improving the rider education program. Funds will be utilized to develop and print the new student workbooks, instructor guides, and range cards. Additional funds will be used to paint the training ranges.

Evidence of Effectiveness: CTW, Chapter 5; Section 3

Budget:

Funding Level	$50,000	Funding Source	405f	Local Benefit	$0

Project Number: SF-2017-00-00-00

Project Title: Motorcycle Ohio Program

Description:

NHTSA's Motorcycle Safety Program Plan states that motorcycle rider training provides opportunities for novice riders to learn basic skills and returning riders can refresh and refine their skills. This plan recommends that States conduct frequent training. This training is also a component in the Section 405f funding. The state-mandated Motorcycle Ohio (MO) program provides motorcycle safety courses to the public.   In addition to training Ohio motorcyclists, MO develops and distributes public information and education materials, makes presentations regarding motorcycle safety issues and works to improve the driver licensing system for motorcyclists.   MO is funded from $6.00 of each motorcycle registration. Course tuition of $50.00 also helps support program costs.

A 16-hour basic riding course is mandatory for 16 and 17 year olds to obtain a motorcycle endorsement. The basic course is offered at 22 fixed (36 ranges), 11 mobile training ranges and 14 private providers (14 ranges) across the state. Successful completion of the basic course waives the state on-cycle skill test.

Separate courses are available for experienced riders and motorcyclists interested in becoming a motorcycle instructor; tuition is charged for all three of these courses. The Basic Rider Course-2 course is offered at 11 of these sites and the Advanced Riding Course is offered at 4. The instructor preparation course is offered on an as needed basis at select training sites across the state. It is anticipated that more than 13,200 Ohioans will participate in courses in 2016.

Evidence of Effectiveness: CTW, Chapter 5: Section 3

Budget:

Funding Level	$3,287,000	Funding Source	State	Local Benefit	N/A

Project Number: PT-2017-00-00-00

Project Title: Selective Traffic Enforcement Program

Description:

See Occupant Protection Program Area for full description of Selective Traffic Enforcement Program (STEP). High Visibility Enforcement is designed to convince the public that there are consequences to traffic violations. Each STEP grant is required to conduct highly visible enforcement based on local problem identification. STEP enforcement (speed, aggressive, etc.) applies to all vehicles including motorcycles. Enforcement activities specific to motorcycles would be based on local problem identification.

Evidence of Effectiveness: CTW, Chapter 2: Sections 2, 5, Ch. 3: Sec. 2.2, Ch. 4: Sec. 1.3

Budget:

Funding: Included in Occupant Protection Program Area

Project Number: M6OT-2017-00-00-00

Project Title: Impaired Driving Enforcement Program

Description:

See Impaired Driving Program Area for full description of Impaired Driving Enforcement Program (IDEP). High Visibility Enforcement is designed to convince the public that there are consequences to traffic violations. Each IDEP grant is required to conduct highly visible enforcement based on local problem identification. IDEP enforcement applies to all vehicles including motorcycles. Enforcement activities specific to motorcycles would be based on local problem identification.

Evidence of Effectiveness: CTW, Chapter 1: Section 2.1, 2.2, 2.5, Ch. 5: Sec. 2.1

Budget:

Funding: Included in Impaired Driving Program Area

Project Number: CP-2017-00-00-00

Project Title: Motorcycle Campaign Evaluation (University Evaluation)

Description:

As required in the national model, campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation. See Evaluation under Traffic Safety Program Management for evaluation description.

Budget:

Funding: Included in Traffic Safety Program Management Area

Motorcycle Safety: Program and Budget Summary

Project Number	Project Title	Funding Level	Funding Source
NF-2017-00-00-00	Motorcycle Safety Earned Media	$ 0	N/A
MC-2017-00-00-00	Motorcyclist Safety Materials	$ 50,000	402 MC
	Subtotal	**$ 50,000**	**402 MC**
PM-2017-00-00-00	Motorcycle Safety Paid Media	$ 100,000	402 PM
	Subtotal	**$ 100,000**	**402 PM**
M9MA-2017-00-00-00	Motorcycle Awareness	$ 140,000	405f
M9MA-2017-00-00-00	Motorcycle Safety Paid Media (Share the Road)	$ 100,000	405f
M9MA-2017-00-00-00	Motorcycle Ohio Rider Education/Enhancement/Enrichment (MORE)	$ 50,000	405f
	Subtotal	**$ 290,000**	**405f**
SF-2017-00-00-00	Motorcycle Ohio Program	$3,287,000	State
	Subtotal	**$3,287,000**	**State**
SA-2017-00-00-00	Safe Communities	Incl. in Fatal/Injury Prog. Area	
PT-2017-00-00-00	STEP Grants	Incl. in Occupant Protection Prog. Area	
M6OT-2017-00-00-00	IDEP Grants	Incl. in Impaired Driving Prog. Area	
CP-2017-00-00-00	Motorcycle Campaign Evaluation	Incl. in Traffic Safety Prog. Mgmt	
Total Funding Motorcycle Safety Program Area		**$3,727,000**	

Youthful Driver Program Area

Target:

- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 2.86 percent from 146 (2010 – 2014 average) to 142 by 2017.
- Reduce distracted driving fatal crashes 1.25 percent from 26 (2010 – 2014 average) to 25 by 2017.****
- Reduce distracted driving injury crashes 1.25 percent from 3,064 (2010 – 2014 average) to 3,026 by 2017.****

**** In 2011, Ohio began adding fields to the OH-1 (Crash Report) to capture distracted driving data. The revised OH-1 was available for use in 2012, but was not mandatory until 2013. Distracted driving data is incomplete for 2011 and 2012. The standard 1.25 percent was used to ensure the goal was a reduction by 2017, however the goals may need to be re-evaluated as the new data becomes available.

Project Number: TSP-2017-00-00-00

Project Title: Peer to Peer Youth Programming

Description:

Students Against Destructive Decisions (SADD) will conduct programming statewide in FFY2017.   Ohio SADD will use evidence-based programming to facilitate peer-to-peer education to educate young drivers on seat belts usages, the dangers of alcohol and drug impaired driving, and distracted driving.

Evidence of Effectiveness: CTW, Chapter 1; Section 5, Ch. 2: Sec. 3, 6, Ch. 3: Sec. 4, Ch. 4: Sec. 2, Ch.5: Sec. 4, Ch. 7: Sec 1, Ch. 8: Sec. 3.1.

Budget:

Funding Level	$100,000	Funding Source	402 TSP	Local Benefit	$0

Project Number: SA-2017-00-00-00

Project Title: Safe Communities

Description:

See Fatal/Serious Injury Program Area for full description of Safe Communities. Each Safe Communities program must have activity in their grant for Prom and Homecoming. Safe Communities will conduct programming in schools that is evidence based. All Safe Communities Programs were trained in the peer-to-peer model by Impact Teen Drivers during FFY2013 and FFY2014. Safe Communities programs will continue to implement the peer-to-peer model in their schools based on problem identification.

Evidence of Effectiveness: CTW, Chapter 1; Section 5, Ch. 2: Sec. 3, 6, Ch. 3: Sec. 4, Ch. 4: Sec. 2, Ch.5: Sec. 4, Ch. 7: Sec 1, Ch. 8: Sec. 3.1.

Budget:

Funding: Included in Fatal/Injury Program Area

Project Number: PT-2017-00-00-00

Project Title: Selective Traffic Enforcement Program

Description:

See Occupant Protection Program Area for full description of Selective Traffic Enforcement Program (STEP). Each STEP/IDEP grant must have overtime enforcement for Prom and Homecoming. High Visibility Enforcement is designed to convince the public that there are consequences to traffic violations. The goal of this program is to publicize the fact that enforcement will be conducted around Prom and Homecoming events and then follow through with the enforcement to reduce the risky behaviors that could lead to teen traffic fatalities and serious injuries. STEP and State STEP education funds may be utilized for educational activities during Prom and Homecoming.

Evidence of Effectiveness: CTW, Chapter 2: Sections 2, 5, Ch. 3: Sec. 2.2, Ch. 4: Sec. 1.3 Ch. 5: Sec. 1.3

Budget:

Funding: Included in Occupant Protection Program Area

Project Number: M6OT-2017-00-00-00

Project Title: Impaired Driving Enforcement Program

Description:

See Impaired Driving Program Area for full description of Impaired Driving Enforcement Program (IDEP). Each STEP/IDEP grant must have overtime enforcement for Prom and Homecoming. High Visibility Enforcement is designed to convince the public that there are consequences to traffic violations. The goal of this program is to publicize the fact that enforcement will be conducted around Prom and Homecoming events and then follow through with the enforcement to reduce the risky behaviors that could lead to teen traffic fatalities and serious injuries.

Evidence of Effectiveness: CTW, Chapter 1: Section 2.1, 2.2, 2.5, Ch. 5: Sec. 2.1

Budget:

Funding: Included in Impaired Driving Program Area

Youthful Driver: Program and Budget Summary

Project Number	Project Title	Funding Level	Funding Source
TSP-2017-00-00-00	SADD	$ 100,000	402 TSP
	Subtotal	**$ 100,000**	**402 TSP**
SA-2017-00-00-00	Safe Communities	Incl. in Fatal/Injury Program Area	
PT-2017-00-00-00	STEP Grants	Incl. in Occupant Protection Program Area	
M6OT-2017-00-00-00	IDEP Grants	Incl. in Impaired Driving Program Area	
Total Funding Youthful Driver Program Area		**$ 100,000**	

Pedestrian Safety Program Area

Target:

- C-10) Reduce pedestrian fatalities by 0.78 percent from 96 (2010 – 2014 average) to 95 by 2017.

Project Number: SA-2017-00-00-00

Project Title: Safe Communities

Description:

See Fatal/Serious Injury Program Area for full description of Safe Communities. Each Safe Communities program can direct programming based on local problem identification. Butler County, Franklin County and Hamilton County have proposed pedestrian activities in their grants to address their pedestrian issues. These counties had 73 pedestrian fatalities between 2010 and 2014. These fatalities are 25.70 percent of the statewide pedestrian fatalities in those years. Butler, Franklin and Hamilton County Safe Communities will conduct evidence based programs that will specifically address their pedestrian problem identification.

Evidence of Effectiveness: CTW, Chapter 1; Section 5, Ch. 2: Sec. 3, 6, Ch. 3: Sec. 4, Ch. 4: Sec. 2, Ch.5: Sec. 4, Ch. 7: Sec 1, Ch. 8: Sec. 3.1.

Budget:

Funding: Incl. in Fatal/Serious Injury Program Area

Project Number: NF-2017-00-00-00

Project Title: Strategic Highway Safety Plan Pedestrian Programs

Description:

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

Evidence of Effectiveness: CTW, Chapters 8, 9

Budget:

Funding Level	$0	Funding Source	N/A	Local Benefit	$

Pedestrian Safety: Program and Budget Summary

Project Number	Project Title	Funding Level	Funding Source
SA-2017-00-00-00	Safe Communities	Incl. in Fatal/Injury Program Area	
NF-2017-00-00-00	SHSP Pedestrian Programs	$0	
Total Funding Pedestrian Safety Program Area		**$0**	

Distracted Driving Program Area

Target:

- Reduce distracted driving fatal crashes 1.25 percent from 26 (2010 – 2014 average) to 25 by 2017.****
- Reduce distracted driving injury crashes 1.25 percent from 3,064 (2010 – 2014 average) to 3,026 by 2017.****

**** In 2011, Ohio began adding fields to the OH-1 (Crash Report) to capture distracted driving data. The revised OH-1 was available for use in 2012, but was not mandatory until 2013. Distracted driving data is incomplete for 2011 and 2012. The

standard 1.25 percent was used to ensure the goal was a reduction by 2017, however the goals may need to be re-evaluated as the new data becomes available.

Project Number: NF-2017-00-00-00

Project Title: Distracted Driving Earned Media Plan

Description:

Ohio's earned media plan will span the entire year. Ohio uses many different networks to ensure earned media is achieved statewide (e.g. law enforcement, Safe Communities, Ohio Partnership for Traffic Safety (OPTS), etc.) OPTS is a statewide network of employers and safety advocates that Ohio uses to distribute messages and materials to reach the 21 – 40 year old age group. The earned media plan consists of the following components:

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

Evidence of Effectiveness: CTW, Chapter 4: Section 2.2

Budget:

Funding Level	$0	Funding Source	N/A	Local Benefit	$0

Project Number: DD-2017-00-00-00

Project Title: Distracted Driving Earned Media/Educational Materials

Description:

This money will be spent to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with approved earned media/educational materials to promote the distracted driving message. Earned media/educational materials are evaluated in several ways: knowledge surveys, gross impressions, numbers distributed and telephone surveys.

STAY ALIVE! don't TXT & drive

Evidence of Effectiveness: CTW, Chapter 4: Section 2.2

Budget:

Funding Level	$250,000	Funding Source	402 DD	Local Benefit	$250,000

Project Number: PM-2017-00-00-00

Project Title: Sustained Distracted Driving Paid Media

Description:

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

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

- Social media includes space on multiple social media sites.
- Outdoor advertising will be limited and used only when it reaches the segment of the desired target audience.
- Bonus inventory will be negotiated with each media outlet as available and will be a requirement to participate.

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

The final comprehensive paid media plan will be submitted to NHTSA for review to implementation. The sample media buy plan, which is provided as an example of what will be purchased in 2017, can be found in Appendix N. The plan will be adjusted based upon feedback from NHTSA's media buyer, Ohio's current crash data and information received from the 2016 telephone survey analysis.

Evidence of Effectiveness: CTW, Chapter 4: Section 2.2

Budget:

Funding Level	$100,000	Funding Source	402 PM	Local Benefit	$0

Project Number: PT-2017-00-00-00

Project Title: Selective Traffic Enforcement Program

Description:

See Occupant Protection Program Area for full description. High Visibility Enforcement is designed to convince the public that there are consequences to traffic violations. Each law enforcement agency must conduct high visibility enforcement activities to impact their fatal crashes. In addition to speed and seat belts, law enforcement will be focusing on distracted driving. Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communication Calendar. All STEP sub-recipients will be encouraged to participate in multiple Distracted Driving blitzes throughout the year. One will be during National Distracted Driving Month in April. The second blitz will be the last week of July through the first week of August. These activities will follow the model to include publicizing the activity, earned media, and enforcement. Educational and promotional materials will be sustained throughout the year educating motorists on Ohio's texting law.

Evidence of Effectiveness: CTW, Chapter 2: Sections 2, 5, Ch. 3: Sec. 2.2, Ch. 4: Sec. 1.3 Ch. 5: Sec. 1.3

Budget:

Funding: Incl. in Occupant Protection Program Area

Project Number: PT-2017-00-00-00

Project Title: Statewide STEP and Training

Description:

See Speed Program Area for full description. The Ohio State Highway Patrol (OSHP) conducts speed, occupant restraint, alcohol-related and motorcycle enforcement activity statewide to impact fatal crashes. Highly visible enforcement activities are conducted at strategic times consistent with the NHTSA Communications calendar. In addition to alcohol, speed and seat belts, OSHP will take the lead on enforcing distracted driving violations. OSHP will conduct multiple Distracted Driving blitzes throughout the year. One will be during National Distracted Driving Month in April. The second blitz will be the last week of July through the first week of August. These activities will follow the model to include publicizing the activity, earned media, and enforcement. Educational and promotional materials will be sustained throughout the year educating motorists on Ohio's texting law.

Evidence of Effectiveness: CTW, Chapter 2: Sections 2, 5, Ch. 3: Sec. 2.2, Ch. 4: Sec. 1.3 Ch. 5: Sec. 1.3

Budget:

Funding: Incl. in Speed Program Area

Project Number: SA-2017-00-00-00

Project Title: Safe Communities

Description:

See Fatal/Serious Injury Program Area for full description of Safe Communities. Our Safe Community partners will support the Distracted Driving blitzes by providing outreach, earned media and education on the dangers of distracted driving and the legal consequences. One blitz will be during National Distracted Driving Month in April. The second blitz will be the last week of July through the first week of August. Educational and promotional materials will be sustained throughout the year educating motorists on Ohio's texting law.

Evidence of Effectiveness: CTW, Chapter 1; Section 5, Ch. 2: Sec. 3, 6, Ch. 3: Sec. 4, Ch. 4: Sec. 2, Ch.5: Sec. 4, Ch. 7: Sec 1, Ch. 8: Sec. 3.1.

Budget:

Funding: Incl. in Fatal/Serious Injury Program Area

Project Number: CP-2017-00-00-00

Project Title: Distracted Driving Campaign Evaluation (University Evaluation)

As required in the national model, campaign components will include earned media (education and outreach), paid media, high visibility law enforcement and evaluation. See Evaluation under Traffic Safety Program Management for evaluation description.

Budget:

Funding: Incl. in Traffic Safety Program Management

Distracted Driving: Program and Budget Summary

Project Number	Project Title	Funding Level	Funding Source
NF-2017-00-00-00	Distracted Earned Media	$ 0	N/A
PM-2017-00-00-00	Distracted Driving Paid Media	$ 100,000	402 PM
	Subtotal	**$ 100,000**	**402 PM**
DD-2017-00-00-00	Distracted Driving Materials	$ 250,000	402 DD
	Subtotal	**$ 250,000**	**402 DD**
SA-2017-00-00-00	Safe Communities	Incl. in Fatal/Serious Injury Program Area	
PT-2017-00-00-00	STEP Grants	Incl. in Occupant Protection Program Area	
PT-2017-00-00-00	Statewide STEP and Training	Incl. in Speed Program Area	
CP-2017-00-00-00	Distracted Driving Campaign Evaluation	Incl. in Traffic Safety Program Mgt	
Total Funding Distracted Driving Program Area		**$ 350,000**	

Traffic Records Program Area

Target:

- Currently 60 percent of Ohio's crash reports are submitted electronically. Ohio's goal is to increase this to 62 percent by December 31, 2017.
- Revise the TRCC Strategic Plan by December 31, 2016.

Project Number: NF-2017-00-00-00

Project Title: Traffic Records Coordinating Committee

Description:

The Traffic Records Coordinating Committee (TRCC) is comprised of state, local and federal agencies who are stakeholders in the traffic crash records system. Committee members oversee implementation of the Traffic Records Strategic Plan. OTSO participates in the TRCC working group which meets at least quarterly. In FFY2017, the TRCC will continue to focus on implementing the priority projects that were identified in the 2015 Traffic Records Assessment.

Budget:

Funding Level	$0	Funding Source	N/A	Local Benefit	$0

Project Number: K9-2017-00-00-00

Project Title: Crash Mapping

Description:

This project is to develop an application for in-vehicle crash location collection as well as a web-based map solution. This application will target in-vehicle (police cruiser) deployment to better facilitate more accurate and timely crash location data entry and capture. It will also include the ability to provide analytical and mapping capabilities both in-vehicle and downstream via a complimentary web application. Crash information will be processed and distributed to ODPS and ODOT for reporting, statistical analysis and mitigation strategy development. There will be less data clean-up efforts required and a higher level of confidence in the data that is coming directly from the reporting law enforcement officer filling out the crash reports. This will better facilitate more efficient means to provide real-time crash location mapping and analysis and eliminate the post processing that has historically occurred to prepare the data for use. The improved crash data will be used to develop safety mitigation strategies and implement roadside improvements in a more efficient manner.

Evidence of Effectiveness: Project funded as required in 23 U.S.C. 405(c) through Ohio's TRCC committee.

Budget:

Funding Level	$295,000	Funding Source	408	Local Benefit	$0

Project Numbers: M3DA-2017-00-00-00

Project Title: Traffic Records Coordinating Committee Projects Grant

Description:

The Ohio State Highway Patrol chairs the TRCC committee. In an effort to streamline the project management process, the OSHP has been awarded a grant to oversee the TRCC grant projects. All project suggestions will continue to be submitted to the TRCC Committee. The committee will decide as a whole on whether or not to submit the project(s) to NHTSA for funding approval. Projects that will be completed by internal ODPS agencies will be overseen by the patrol through this grant. Projects that will be completed by external agencies through a grant process will continue to be awarded as sub-grants to the individual agencies. This should help liquidate the 405c funds in a more efficient manner. The projects being funded under the OSHP grant include:

Electronic Crash Submissions
Agencies with existing electronic records management systems still have to submit hard copy crash reports to ODPS. In order for those agencies to submit electronically, their existing software needs to be modified to be compatible with ODPS software. After the modifications, these agencies will be able to submit crash reports electronically. In 2015, 46 percent of all

crash reports were received electronically. Currently 60 percent of all crash reports are received electronically. This shows an increase of 14 percent. Electronic crash reporting increases accuracy and timeliness. - **$275,000.00**

Citation Tracking

This project will be based on documents from federal and state sources and interviews with key personnel from representative agencies and stakeholders within the State. Ohio's goal for FFY2017 will be to continue the pilot project with electronic submission to courts. Currently Ohio has eight courts receiving E-Citations electronically from the Ohio State Highway Patrol. Funds will be spent on software development and mobile printers/mounts. - **$5,125,000.00**

Evidence of Effectiveness: Projects funded as required in 23 U.S.C. 405(c) through Ohio's TRCC committee.

Budget:

Funding Level	$5,400,000	Funding Source	405c	Local Benefit	$0

Project Number: SF-2017-00-00-00

Project Title: State Funded Traffic Records

Description:

The state funds staff to review, correct, update traffic records to improve the accuracy and availability of Ohio's crash records. These funds are used for match and maintenance of effort for 408/405c.

Budget:

Funding Level	$400,000	Funding Source	State	Local Benefit	$0

Traffic Records: Program and Budget Summary

Project Number	Project Title	Funding Level	Funding Source
NF-2017-00-00-00	TRCC	$ 0	N/A
K9-2017-00-00-00	Crash Mapping	$ 295,000	408
	Subtotal	$ 295,000	**408**
M3DA-2017-00-00-00	TRCC Projects Grant	$5,400,000	405c
	Subtotal	$5,400,000	**405c**
SF-2017-00-00-00	State Funded Traffic Records	$ 400,000	State
	Subtotal	$ 400,000	**State**
Total Funding Traffic Records Program Area		**$6,095,000**	

Bicycle Safety Program Area

Target:

- C-11) Reduce bicycle fatalities by 1.25 percent from 15 (2010 – 2014 average) to 14 by 2017.***

***The trends for urban fatality rate, alcohol impaired, and bicycle were increases. A standard 1.25 percent per year from 2010 – 2014 average reduction was used for each of these goals to ensure the goal was a reduction by 2017.

Project Number: NF-2017-00-00-00

Project Title: Strategic Highway Safety Plan Bicycle Programs

Description:

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

Evidence of Effectiveness: CTW, Chapter 9: Sections 1.2, 2.2, 3.1, 4.1, 4.2

Budget:

Funding Level	$0	Funding Source	N/A	Local Benefit	$

Bicycle Safety: Program and Budget Summary

Project Number	Project Title	Funding Level	Funding Source
NF-2017-00-00-00	SHSP Bicycle Programs	$ 0	N/A
	Subtotal	**$ 0**	**N/A**
Total Funding Bicycle Safety Program Area		**$0**	

Traffic Safety Program Management Program Area

Target:

- Ohio will process sub-recipient reimbursement claims in an average of 6 days. In FFY2015, the average was 11.7 days.
- Ohio will award at least 45 percent of awarded grant funds to local benefit. Currently 51.6 percent is awarded to local benefit.
- Ohio will liquidate 60 percent of its funds in FFY2017. In FFY2015, Ohio liquidated 38.39 percent.*****
- Ohio will increase mobilization reporting to 85 percent from 64 percent in FFY2015.

***** Liquidation rate does not include 164-HE funds.

Project Numbers: PA-2017-00-00-00
CP-2017-00-00-00

Project Title: Traffic Safety Grant Program Management

Description:

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

402 PA		402 CP	
Title	**Time Charged**	**Title**	**Time Charged**
Traffic Safety Program Administrator	100%	Regional Programs Manager	AHW*
Grants Administrator	100%	Planner	100%
Regional Programs Manger	AHW*	Planner	100%
Special Projects Coord.	100%	Planner	100%
Program Administrator	100%		
Grants Coordinator	100%		
Grants Coordinator	100%		
Management Analyst	100%		

*AHW is actual hours worked under this funding category. Certified time and attendance records are kept to reflect actual breakdown.

Budget:

Funding Level	$900,000	Funding Source	402 PA	Local Benefit	$0
	$315,000		402 CP		$0

Project Number: PA-2017-00-00-00

Project Title: Web-Based Grants Management System

Description:

The Web-based grants management system called GRANTS (Grant Records and Application Network for Traffic Safety) was launched in 2005 to receive grant proposals for FFY2006. The online system makes the entire grant management process more efficient and accessible. This system eliminated paper submission while enhancing grant tracking because all agencies are required to submit their proposal, reports, reimbursement claims and grant revisions through the online system. A grant file can be accessed by multiple viewers from different agencies at the same time provided they have the security level to view the grant. Ohio will be pursing an upgrade to the system in FFY2017. The funding allocated to this project is for maintenance service, training and system enhancements.

Budget:

Funding Level	$400,000	Funding Source	402 PA	Local Benefit	$0

Project Number: NF-2017-00-00-00

Project Title: Regional Strategy

Description:

The programmatic staff oversees a geographical region of the state, rather than focusing solely on grant program area(s). The state is divided into patrol districts and a planner is assigned to manage most agreements within each District. The regional approach will continue in FFY2017.

The regional strategy:

- Reinforces the national goals by focusing planning staff on lowering the fatal crashes within their region;
- Encourages staff to build relationships with a broader array of traffic safety advocates who have interest in a geographic area of the state and allows staff to identify potential partners who are not involved in the planning and implementation of traffic safety initiatives;
- Reduces the number of planning staff assigned to a grantee agency, allowing for more consistency;
- Broadens planning staff's knowledge of other grant program areas; and
- Encourages communications among planning staff which results in more consistency in the management of grants, both within their region and across the state.

Quarterly meetings, chaired by the OSHP District Captain, are a requirement for each FFY2017 sub-recipient. Other agencies are encouraged to attend as well. These quarterly meetings are designed to have all sub-recipients coordinating activities and resources within each district. Using this approach, OTSO anticipates more involvement from our partners, better use of resources, and increased liquidation.

Budget:

Funding Level	$0	Funding Source	N/A	Local Benefit	$0

Project Number: NF-2017-00-00-00

Project Title: Ohio Strategic Highway Safety Plan Coordinating Committee

Description:

Ohio's Ohio Strategic Highway Safety Plan (SHSP) identifies the State's most critical traffic safety issues and problems, countermeasures being implemented and partners contributing resources to impact those problems and issues. OTSO participates in the SHSP coordinating committee and chairs the High-Risk Behaviors/Drivers subcommittee. MAP 21 requires the HSP and the SHSP coordinate. Ohio has had an active role in the SHSP committee since the inception and this will continue.

Budget:

Funding Level	$0	Funding Source	N/A	Local Benefit	$0

Project Number: CP-2017-00-00-00

Project Title: Traffic Safety Resource Prosecutor Program

Description:

A Traffic Safety Resource Prosecutor (TSRP) role is designed to increase the ability of prosecutors and law enforcement to effectively present and prosecute traffic safety violations, particularly focusing on impaired driving. The TSRP works closely with the Law Enforcement Liaisons (LELs) and is a valuable resource to the office and to all of our partners. The TSRP is a vital resource for local communities in traffic safety laws. The TSRP will be conducting classes for law enforcement and prosecutors in FFY2015 on various traffic safety related issues.

Evidence of Effectiveness: CTW, Chapter 1; Section 1, Ch. 2; Sec. 1, 2, Ch.3; Sec. 1, Ch. 4; Sec. 1, Ch. 5; Sec. 1.1, 1.3, Ch. 6; Sec. 1, Ch.7; Sec. 2, 3, Ch. 9; Sec. 1.1, 2.1, 3.4

Budget:

Funding Level	$225,000	Funding Source	402 CP	Local Benefit	$0

Project Numbers: PT-2017-00-00-00
PA-2017-00-00-00

Project Title: Law Enforcement Liaison Program

Description:

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

- Seek commitments from agencies to participate in the national mobilizations;
- Increase participation in the mobilizations to more than 570 agencies in 2017;
- Increase percentage of agencies reporting in the mobilizations to 85 percent in 2017. Currently approximately 64 percent of participating agencies are reporting;
- Visit law enforcement agencies to encourage the agencies to issue citations for seat belt and child passenger restraint violations and take a zero tolerance approach on impaired driving and improperly licensed motorcyclists;
- Educate agencies on the need for their officers to wear seat belts at all times; LELs promote the Below 100 Training to law enforcement agencies across the state;
- Educate law enforcement on laws and regulations pertaining to motorcycles;
- Disseminate information and materials on NHTSA programs and projects;
- Disseminate information and address any traffic safety related issues that arise around the state;
- Encourage accurate and timely submission of crash reports; LELs promote the new online crash reporting system to agencies that do not currently report electronically;
- Assist with training for law enforcement agencies and other traffic safety funded agencies; encouraging and arranging GIS Crash Analysis Tool System (GCATS) training to help in Problem Site Identification;
- Maintain federally funded equipment database to include physically inspecting equipment;
- Help promote the E-Citation Program;
- DRE Recruitment and ARIDE training.

Budget:

Funding Level	$360,000	Funding Source	402 PT	Local Benefit	$0
	$ 90,000		402 PA		$0

Project Number: CP-2017-00-00-00

Project Title: University Evaluation

Description:

Miami University of Ohio (MU) will assist by evaluating the effectiveness of several campaigns and programs such as the seat belt mobilization, the alcohol crackdowns, motorcycle safety initiatives and pilot projects. In FFY2017, MU's activities will include:

- Conduct four statewide telephone surveys (approximate cost is $25,000 per survey) to evaluate and measure the effects of earned, paid and sustained paid media for the seat belt mobilization, impaired driving, distracted driving and motorcycle safety initiatives;
- Additional evaluation projects as identified throughout FFY2017.

Budget:

Funding Level	$240,000	Funding Source	402 CP	Local Benefit	$0

Project Number: SF-2017-00-00-00

Project Title: State Match for 402 PA

Description:

The State of Ohio will use state funds spent to support the Ohio Traffic Safety Office to meet the 50 percent match requirement on the 402 PA funds. The Office of Criminal Justice Service's Grants Fiscal Monitoring and Compliance Section will monitor traffic safety grants. Each grant will be fiscally monitored each grant year. State funds can also include, but are not limited to: personal costs, fringe benefits, office supplies, etc.

Budget:

Funding Level	$1,390,000	Funding Source	State	Local Benefit	$0

Traffic Safety Program Mgmt: Program and Budget Summary

Project Number	Project Title	Funding Level	Funding Source
NF-2017-00-00-00	Regional Strategy	$ 0	N/A
PA-2017-00-00-00	Traffic Safety Grant Management	$ 900,000	402 PA
PA-2017-00-00-00	Web Based Grants Management	$ 400,000	402 PA
PA-2017-00-00-00	Law Enforcement Liaison	$ 90,000	402 PA
	Subtotal	**$1,390,000**	**402 PA**
CP-2017-00-00-00	Traffic Safety Grant Management	$ 315,000	402 CP

CP-2017-00-00-00	TSRP Program	$ 225,000	402 CP
CP-2017-00-00-00	University Evaluation	$ 240,000	402 CP
	Subtotal	**$ 780,000**	**402 CP**
PT-2017-00-00-00	Law Enforcement Liaison	$ 360,000	402 PT
	Subtotal	**$360,000**	**402 PT**
SF-2017-00-00-00	State Match 402 PA	$1,390,000	State Match
	Subtotal	**$1,390,000**	**State Match**
Total Funding Traffic Safety Program Mgmt. Area		**$3,920,000**	

Performance Report

CORE OUTCOME MEASURES		2009	2010	2011	2012	2013	2016 Goal	2014 Actual
C-1 Traffic Fatalities (FARS)	Annual	1,022	1,080	1,017	1,121	989	1,025	1,006
	5-Year Moving Average	1,205	1,157	1,113	1,086	1,046		
C-2 Serious Injuries in Traffic Crashes (State Crash Data)	Annual	9,774	10,186	9,662	9,780	9,231	9,532	8,785
	5-Year Moving Average	10,427	10,249	10,041	9,902	9,727		
C-3a Fatalities/VMT (FARS/FHWA)	Annual	0.92	0.97	0.91	0.99	0.88	0.91	0.95
	5-Year Moving Average	1.09	1.05	1.01	0.98	0.93		
C-3b Rural Fatalities/VMT (FARS/FHWA)	Annual	1.82	1.97	1.82	1.75	1.54	1.71	1.49
	5-Year Moving Average	2.14	2.09	2.00	1.90	1.78		
C-3c Urban Fatalities/VMT (FARS/FHWA)	Annual	0.49	0.48	0.47	0.63	0.59	.52	0.64
	5-Year Moving Average	0.57	0.54	0.52	0.53	0.53		
C-4 Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	400	404	358	416	352	377	375
	5-Year Moving Average	491	455	426	404	386		
C-5 Alcohol-Impaired Driving Fatalities (FARS)	Annual	325	335	310	389	271	318	310
	5-Year Moving Average	369	357	342	342	326		
C-6 Speeding-Related Fatalities (FARS)	Annual	287	321	299	354	273	303	274
	5-Year Moving Average	273	282	291	306	307		
C-7 Motorcyclist Fatalities (FARS)	Annual	166	170	165	162	132	151	136
	5-Year Moving Average	181	179	181	175	159		
C-8 Un-helmeted Motorcyclist Fatalities (FARS)	Annual	130	125	120	124	87	107	91
	5-Year Moving Average	130	128	129	129	117		
C-9 Drivers Age 20 or Younger involved in Fatal Crashes (FARS)	Annual	175	159	160	150	123	141	138
	5-Year Moving Average	214	195	181	167	153		
C-10 Pedestrian Fatalities (FARS)	Annual	85	93	104	113	85	95	86
	5-Year Moving Average	97	96	98	99	96		
C-11 Bicyclist Fatalities (FARS)	Annual	19	11	16	18	19	16	11
	5-Year Moving Average	17	16	16	16	17		

	CORE OUTCOME MEASURES	2010	2011	2012	2013	2014	2016 Goal	2015 Actual
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	83.8	84.1	82.0	84.5	85.0	85.4	83.9

	CORE OUTCOME MEASURES	2010	2011	2012	2013	2014	2015
A-1	Number of Seat Belt Citations (Ohio GRANTS)	37,163	39,714	41,397	46,135	37,881	43,663
A-2	Number of Impaired Driving Arrest (Ohio GRANTS)	7,185	8,079	8,298	8,140	7,155	8,315
A-3	Number of Speeding Citations (Ohio GRANTS)	126,127	128,464	128,488	150,142	266,995	154,880

APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)

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

State: **Ohio**   Fiscal Year: **2017**

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

GENERAL REQUIREMENTS

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

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

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:
- Name of the entity receiving the award;
- Amount of the award;

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

NONDISCRIMINATION
(applies to subrecipients as well as States)

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

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies** Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and

- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.

- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;

- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;

- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;

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

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

   a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;

c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;

d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

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

The State will provide a drug-free workplace by:

a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
b. Establishing a drug-free awareness program to inform employees about:
    o The dangers of drug abuse in the workplace.
    o The grantee's policy of maintaining a drug-free workplace.
    o Any available drug counseling, rehabilitation, and employee assistance programs.
    o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
    o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
    o Abide by the terms of the statement.
    o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –

- o Taking appropriate personnel action against such an employee, up to and including termination.
- o Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

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

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

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

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

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

5. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

    (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

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

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

4. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded,* as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification

Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

BUY AMERICA ACT
(applies to subrecipients as well as States)

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

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.

2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)

5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

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

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

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

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

The State: **[*CHECK ONLY ONE*]**

☐ Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

☐ Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

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

_____   6.21.2016
Signature Governor's Representative for Highway Safety   Date

John Born
_____
Printed name of Governor's Representative for Highway Safety

APPENDIX B TO PART 1300 –
APPLICATION REQUIREMENTS
FOR SECTION 405 AND SECTION 1906 GRANTS

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

State: **Ohio**   Fiscal Year: **2017**

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

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.

- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.

- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

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

6-21-2016

_____   _____
Signature Governor's Representative for Highway Safety   Date

John Born
_____
Printed name of Governor's Representative for Highway Safety

Appendix C – Local Benefit

Project Number	Project Title	Funding	Source	Local	Percent
SA-2017-00-00-00	Safe Communities	$2,400,000	402 SA	$2,400,000	100
RS-2017-00-00-00	Roadway Safety Training	$163,000	402 RS	$163,000	100
PT-2017-00-00-00	Selective Traffic Enforcement Program	$1,800,000	402 PT	$1,800,000	100
PT-2017-00-00-00	Statewide STEP and Training	$785,000	402 PT	$0	0
PT-2017-00-00-00	Officer Training	$80,000	402 PT	$80,000	100
MC-2017-00-00-00	Motorcyclist Safety	$50,000	402 MC	$50,000	100
PM-2017-00-00-00	Motorcycle Safety Paid Media	$100,000	402 PM	$0	0
TSP-2017-00-00-00	Statewide Youth Program	$100,000	402	$0	0
PM-2017-00-00-00	Distracted Driving Paid Media	$100,000	402 PM	$0	0
DD-2017-00-00-00	Distracted Driving Materials	$250,000	402 DD	$250,000	100
PA-2017-00-00-00	Traffic Safety Program Management	$900,000	402 PA	$0	0
CP-2017-00-00-00	Traffic Safety Program Management	$315,000	402 CP	$0	0
PA-2017-00-00-00	Web-Based Grants Management	$400,000	402 PA	$0	0
CP-2017-00-00-00	TSRP	$225,000	402 CP	$0	0
PT-2017-00-00-00	LEL	$360,000	402 PT	$0	0
PA-2017-00-00-00	LEL	$90,000	402 PA	$0	0
CP-2017-00-00-00	University Evaluation	$240,000	402 CP	$0	0
	Total 402 Funding	**$8,358,000**		**$4,743,000**	**57%**
164AL-2017-00-00-00	Impaired Driving Materials	$250,000	164 AL	$250,000	100
	Total 164 AL Funding	**$250,000**		**$250,000**	**100%**
K8PM-2017-00-00-00	Holiday Paid Media	$200,000	410 PM	$0	0
	Total 410	**$200,000**		**$0**	**0%**
M6OT-2017-00-00-00	DSOGPO Paid Media	$400,000	405d	$0	0
M6OT-2017-00-00-00	Sustained Paid Media	$500,000	405d	$0	0
M6OT-2017-00-00-00	OVI Task Force	$2,500,000	405d	$2,500,000	100
M6OT-2017-00-00-00	Metro Checkpoint Grant	$225,000	405d	$225,000	100
M6OT-2017-00-00-00	Impaired Driving Enforcement Program	$2,500,000	405d	$2,500,000	100
M6OT-2017-00-00-00	Statewide Impaired Driving Enforcement	$1,500,000	405d	$0	0
M6OT-2017-00-00-00	Officer Training	$40,000	405d	$40,000	100
M6OT-2017-00-00-00	Trace Back Program	$89,000	405d	$0	0
M6OT-2017-00-00-00	DRE Program	$250,000	405d	$0	0
M6OT-2017-00-00-00	OVI Toxicology Program	$92,000	405d	$0	0
M6OT-2017-00-00-00	Toxicology Program	$1,800,000	405d	$0	0
M6OT-2017-00-00-00	Mothers Against Drunk Driving	$28,000	405d	$0	0
	Total 405d	**$9,924,000**		**$5,265,000**	**53%**
M2X-2017-00-00-00	Seat Belt Materials	$250,000	405b	$250,000	100
M2X-2017-00-00-00	Holiday Click It or Ticket	$200,000	405b	$0	0
M2X-2017-00-00-00	CIOT Paid Media	$500,000	405b	$0	0
M2X-2017-00-00-00	Sustained CIOT Paid Media	$500,000	405b	$0	0
M2X-2017-00-00-00	State Seat Belt Tac Squads	$705,000	405b	$0	0
M2X-2017-00-00-00	OPC Program	$460,000	405b	$329,000	72
M2X-2017-00-00-00	Observational Seat Belt Survey	$240,000	405b	$0	0
	Total 405b	**$2,855,000**		**$579,000**	**20%**
M9MA-2017-00-00-00	Motorcycle Awareness	$140,000	405f	$140,000	100
M9MA-2017-00-00-00	Motorcycle Safety Paid Media	$100,000	405f	$0	0

M9MA-2017-00-00-00	Motorcycle Ohio Rider Education / Enhancement/Enrichment (MORE)	$50,000	405f	$0	0
	Total 405f	**$290,000**		**$140,000**	**48%**
K9-2017-00-00-00	Crash Mapping	$295,000	408	$0	0
	Total 408	**$295,000**		**$0**	**0%**
M3DA-2017-00-00-00	TRCC Projects	$5,400,000	405c	$0	0
	Total 405c	**$5,400,000**		**$0**	**0**
	Total Programs	**$27,572,000**		**$10,977,000**	**40%**

Appendix D – P & A

Housed under the Ohio Department of Public Safety (ODPS) within the Ohio State Highway Patrol (OSHP), The Ohio Traffic Safety Office (OTSO) administers the Section 402 State and Community grants, related National Highway Traffic Safety Administration (NHTSA) awards and initiatives and contracts for traffic safety activities. Expenses incurred include: direct office expenditures, staff salaries, benefits, staff travel, equipment, supplies and other costs necessary to carry out the functions of the Traffic Safety Section. The staff members listed below are charged to 402 PA. One of Ohio's Law Enforcement Liaisons (LEL) is also charged to P & A. This LEL maintains OTSO's federally funded equipment database and physically inspects equipment every two years.

Traffic Safety Program Administrator	100%
Grants Administrator	100%
Regional Programs Manger	Actual Hours Worked
Special Projects Coordinator	100%
Program Administrator	100%
Grants Coordinator	100%
Grants Coordinator	100%
Management Analyst	100%
LEL	100%

Ohio also uses 402PA to fund the Web-based grants management system called GRANTS (Grant Records and Application Network for Traffic Safety). Each year funds are utilized for licensing fees, upgrades and enhancements. In FFY2017, Ohio will be pursuing a larger system upgrade and additional enhancements to include adding an equipment database.

Budget:

Project Number	Project Title	Funding Level	Funding Source
PA-2017-00-00-00	Traffic Safety Grant Management	$ 900,000	402 PA
PA-2017-00-00-00	Web Based Grants Management	$ 400,000	402 PA
PA-2017-00-00-00	Law Enforcement Liaison	$ 90,000	402 PA
	Subtotal	**$1,390,000**	**402 PA**
SF-2017-00-00-00	State Match 402 PA	$1,390,000	State Match
	Total	**$2,780,000**	

The State of Ohio will use state funds spent to support the Ohio Traffic Safety Office to meet the 50 percent match requirement on the 402 PA funds. State funds can also include, but are not limited to: personal costs that are not listed above (fiscal, monitoring, etc.), fringe benefits, office supplies, etc.

Appendix E - HSP Cost Summary – HS 217

Program Area	Project	Description	Prior Approved Program	State Funds	Previous Balance	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2017-00-00-00		$.00	$1,390,000.00	$.00	$1,390,000.00	$1,390,000.00	$.00
Planning and Administration Total			**$.00**	**$1,390,000.00**	**$.00**	**$1,390,000.00**	**$1,390,000.00**	**$.00**
Motorcycle Safety								
	MC-2017-00-00-00		$.00	$640,000.00	$0.00	$50,000.00	$50,000.00	$50,000.00
Motorcycle Safety Total			**$.00**	**$640,000.00**	**$.00**	**$50,000.00**	**$50,000.00**	**$50,000.00**
Police Traffic Services								
	PT-2017-00-00-00		$.00	$0.00	$.00	$3,025,0000.00	$3,025,000.00	$1,880,000.00
Police Traffic Services Total			**$.00**	**$.00**	**$.00**	**$5,000.00**	**$3,220,000.00**	**$1,880,000.00**
Community Traffic Safety Project								
	CP-2017-00-00-00		$.00	$.00	$.00	$540,000.00	$540,000.00	$.00
Community Traffic Safety Total			**$.00**	**$.00**	**$.00**	**$540,000.00**	**$540,000.00**	**$.00**
Roadway Safety								
	RS-2017-00-00-00		$.00	$.00	$.00	$163,000.00	$163,000.00	$163,000.00
Roadway Safety Total			**$.00**	**$.00**	**$.00**	**$163,000.00**	**$163,000.00**	**$163,000.00**
Safe Communities								
	SA-2017-00-00-00		$.00	$.00	$.00	$2,400,000.00	$2,400,000.00	$2,400,000.00
Safe Communities Total			**$.00**	**$.00**	**$.00**	**$2,400,000.00**	**$2,400,000.00**	**$2,400,000.00**
Paid Advertising								
	PM-2017-00-00-00		$.00	$.00	$.00	$200,000.00	$200,000.00	$.00
Paid Advertising Total			**$.00**	**$.00**	**$.00**	**$200,000.00**	**$200,000.00**	**$.00**
Distracted Driving								
	DD-2017-00-00-00		$.00	$.00	$.00	$250,000.00	$250,000.00	$250,000.00
Distracted Driving Total			**$.00**	**$.00**	**$.00**	**$250,000.00**	**$250,000.00**	**$250,000.00**
Teen Safety Program								
	TSP-2017-00-00-00		$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
Teen Safety Program			**$.00**	**$.00**	**$.00**	**$100,000.00**	**$100,000.00**	**$.00**
NHTSA 402 Total			**$.00**	**$2,030,000.00**	**$.00**	**$8,118,000.00**	**$8,118,000.00**	**$4,580,000.00**
408 Data Program SAFETEA-LU								
	K9-2017-00-00-00		$.00	$73,750.00	$.00	$295,000.00	$295,000.00	$.00

408 Data Program SAFETEA-LU Total		*$.00*	*$73,750.00*	*$.00*	*$295,000.00*	*$295,000.00*	*$.00*
410 Alcohol SAFETEA-LU Paid Media							
K8PM-2017-00-00-00		$.00	$600,000.00	$.00	$200,000.00	$200,000.00	$.00
410 Alcohol SAFETEA-LU Paid Media		**$.00**	**$600,000.00**	**$.00**	**$200,000.00**	**$200,000.00**	**$.00**
410 Alcohol SAFETEA-LU Total		*$.00*	*$600,000.00*	*$.00*	*$200,000.00*	*$200,000.00*	*$.00*
164 Transfer Funds							
164 Alcohol							
164AL-2017-00-00-00		$.00	$.00	$.00	$250,000.00	$250,000.00	$250,000.00
164 Alcohol Total		**$.00**	**$.00**	**$.00**	**$250,000.00**	**$250,000.00**	**$250,000.00**
164 Transfer Funds Total		*$.00*	*$.00*	*$.00*	*$250,000.00*	*$250,000.00*	*$250,000.00*
MAP 21 405b OP Low							
M2X-2017-00-00-00		$.00	$713,750.00	$.00	$2,855,000.00	$2,855,000.00	$579,000.00
405b OP Low Total		**$.00**	**$713,750.00**	**$.00**	**$2,855,000.00**	**$2,855,000.00**	**$579,000.00**
Map 21 405b OP Low Total		*$.00*	*$713,750.00*	*$.00*	*$2,855,000.00*	*$2,855,000.00*	*$579,000.00*
MAP 21 405c Data Program							
M3DA-2017-00-00-00		$.00	$1,350,000.00	$.00	$5,400,000.00	$5,400,000.00	$.00
405c Data Program Total		**$.00**	**$1,350,000.00**	**$.00**	**$5,400,000.00**	**$5,400,000.00**	**$.00**
Map 21 405c Data Program Total		*$.00*	*$1,350,000.00*	*$.00*	*$5,400,000.00*	*$5,400,000.00*	*$.00*
MAP 21 405d Impaired Driving Low							
M6OT-2017-00-00-00		$.00	$2,481,000.00	$.00	$9,924,000.00	$9,924,000.00	$5,265,000.00
405d Low Other Based on Problem ID		**$.00**	**$2,481,000.00**	**$.00**	**$9,924,000.00**	**$9,924,000.00**	**$5,265,000.00**
MAP 21 405d Impaired Driving Low		*$.00*	*$2,481,000.00*	*$.00*	*$9,924,000.00*	*$9,924,000.00*	*$5,265,000.00*
MAP 21 405f Motorcycle Programs							
M9MA-2017-00-00-00		$.00	$72,500.00	$.00	$290,000.00	$290,000.00	$140,000.00
405f Motorcyclist Awareness Total		**$.00**	**$72,500.00**	**$.00**	**$290,000.00**	**$290,000.00**	**$140,000.00**
MAP 21 405f Motorcycle Program		*$.00*	*$72,500.00*	*$.00*	*$290,000.00*	*$290,000.00*	*$140,000.00*
NHTSA Total		*$.00*	*$7,247,250.00*	*$.00*	*$27,332,000.00*	*$27,332,000.00*	*$10,814,000.00*
Total		*$.00*	*$7,247,250.00*	*$.00*	*$27,332,000.00*	*$27,332,000.00*	*$10,814,000.00*

FFY2017 Federal Program Budgets

Comprehensive Programs, $540,000.00 , 2%

Distracted Driving, $250,000.00 , 1%

Traffic Records, $5,695,000.00 , 21%

Impaired Driving, $9,274,000.00 , 34%

Safe Communities, $2,400,000.00 , 9%

Roadway Safety, $163,000.00 , 1%

Police Traffic Services, $3,025,000.00 , 11%

Motorcycles, $240,000.00 , 1%

Occupant Protection, $1,655,000.00 , 6%

Planning & Administration, $1,390,000.00 , 5%

Paid Media, $2,600,000.00 , 9%
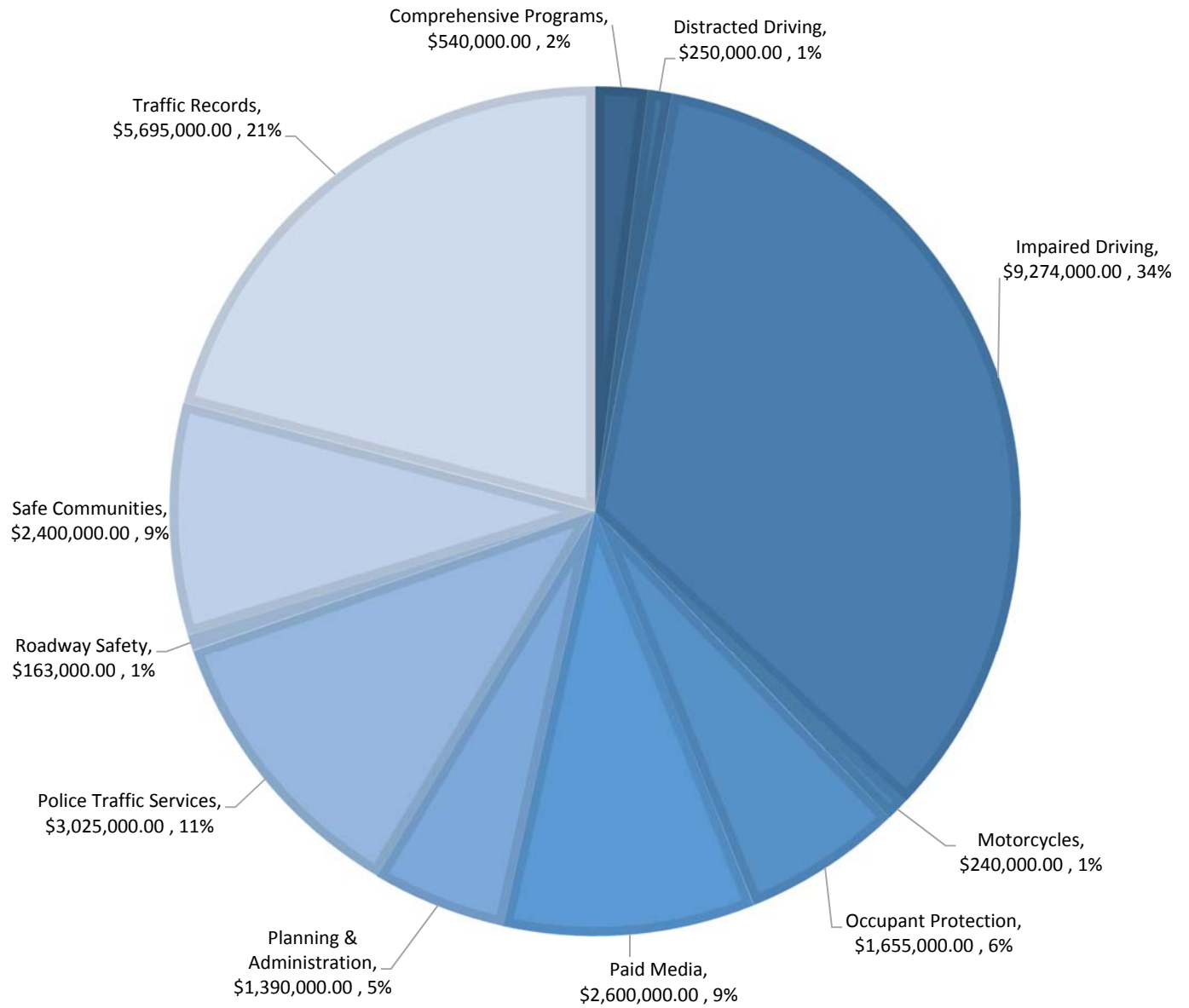
FFY2017 Project List

Project Number	Grant Number	Agency Name	Award Amount
164AL-2017-00-00-00	TBD	OTSO	TBD
K8PM-2017-00-00-00	TBD	OTSO	TBD
M2X-2017-00-00-00	TBD	Ohio Department of Health	TBD
M2X-2017-00-00-00	TBD	Miami University	TBD
M2X-2017-00-00-00	TBD	OTSO	TBD
M2X-2017-00-00-00	TBD	OTSO	TBD
M2X-2017-00-00-00	TBD	OTSO	TBD
M2X-2017-00-00-00	TBD	OTSO	TBD
M2X-2017-00-00-00	TBD	Ohio State Highway Patrol	TBD
M3DA-2017-00-00-00	TBD	Ohio State Highway Patrol	TBD
M6OT-2017-00-00-00	TBD	Ohio Attorney General's Office	TBD
M6OT-2017-00-00-00	TBD	Ohio State Highway Patrol	TBD
M6OT-2017-00-00-00	TBD	Ohio State Highway Patrol	TBD
M6OT-2017-00-00-00	TBD	Ohio State Highway Patrol	TBD
M6OT-2017-00-00-00	TBD	Ohio State Highway Patrol	TBD
M6OT-2017-00-00-00	TBD	Mothers Against Drunk Driving	TBD
M6OT-2017-00-00-00	TBD	Adams County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Akron Police Department	TBD
M6OT-2017-00-00-00	TBD	Allen County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Ashland County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Athens County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Auglaize County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Blendon Township Police Department	TBD
M6OT-2017-00-00-00	TBD	Brown County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Butler County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Canton Police Department	TBD
M6OT-2017-00-00-00	TBD	Cincinnati Police Department	TBD
M6OT-2017-00-00-00	TBD	Clark County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Clermont County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Cleveland Police Department	TBD
M6OT-2017-00-00-00	TBD	Colerain Twp. Police Department	TBD
M6OT-2017-00-00-00	TBD	Columbiana County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Columbus Police Department	TBD
M6OT-2017-00-00-00	TBD	Crawford County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Cuyahoga County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Cuyahoga Falls Police Department	TBD
M6OT-2016-00-00-00	TBD	Dayton Police Department	TBD
M6OT-2017-00-00-00	TBD	Delaware County Sheriff's Office	TBD

Project Number	Grant Number	Agency Name	Award Amount
M6OT-2017-00-00-00	TBD	Erie County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Franklin County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Fulton County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Geauga County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Greene County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Guernsey County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Hamilton County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Hamilton Police Department	TBD
M6OT-2017-00-00-00	TBD	Hancock County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Hardin Co. Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Harrison County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Henry County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Highland Co. Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Holmes Co. Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Jackson Township Police Department	TBD
M6OT-2017-00-00-00	TBD	Jefferson Co. Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Knox County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Lake County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Lake Township Police Department	TBD
M6OT-2017-00-00-00	TBD	Licking County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Lima Police Department	TBD
M6OT-2017-00-00-00	TBD	Logan County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Lorain Co. Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Lucas County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Madison Township Police Department	TBD
M6OT-2017-00-00-00	TBD	Mahoning County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Marion County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Medina County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Mercer County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Miami County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Middletown Police Department	TBD
M6OT-2017-00-00-00	TBD	Montgomery County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Moraine Police Division	TBD
M6OT-2017-00-00-00	TBD	Morrow County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Muskingum County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Newark Police Department	TBD
M6OT-2017-00-00-00	TBD	North Ridgeville Police Department	TBD
M6OT-2017-00-00-00	TBD	Oregon Police Division	TBD
M6OT-2017-00-00-00	TBD	Ottawa Co. Sheriff's Office	TBD

Project Number	Grant Number	Agency Name	Award Amount
M6OT-2017-00-00-00	TBD	Painesville Police Department	TBD
M6OT-2017-00-00-00	TBD	Paulding Co. Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Perkins Twp. Police Department	TBD
M6OT-2017-00-00-00	TBD	Perry County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Pickaway Co. Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Pierce Twp. Police Department	TBD
M6OT-2017-00-00-00	TBD	Pike County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Portage Co. Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Putnam County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Richland County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Sandusky Co. Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Scioto Co. Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Seneca County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Springfield Police Department	TBD
M6OT-2017-00-00-00	TBD	Springfield Twp Police Department	TBD
M6OT-2017-00-00-00	TBD	Stark County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Summit County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Sylvania Twp. Police Department	TBD
M6OT-2017-00-00-00	TBD	Toledo Police Department	TBD
M6OT-2017-00-00-00	TBD	Trotwood Police Department	TBD
M6OT-2017-00-00-00	TBD	Trumbull County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Tuscarawas County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Union Township Police Department	TBD
M6OT-2017-00-00-00	TBD	Warren Co. Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Warren Police Department	TBD
M6OT-2017-00-00-00	TBD	Wayne County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	West Chester Police Department	TBD
M6OT-2017-00-00-00	TBD	Williams County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Wood County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Wyandot County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Youngstown Police Department	TBD
M6OT-2017-00-00-00	TBD	Blue Ash Police Department	TBD
M6OT-2017-00-00-00	TBD	Canfield Police Department	TBD
M6OT-2017-00-00-00	TBD	Columbus Police Department	TBD
M6OT-2017-00-00-00	TBD	Dayton Police Department	TBD
M6OT-2017-00-00-00	TBD	Franklin County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Lucas County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	North Ridgeville Police Department	TBD
M6OT-2017-00-00-00	TBD	Oxford Division of Police	TBD

Project Number	Grant Number	Agency Name	Award Amount
M6OT-2017-00-00-00	TBD	Stark County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	Summit County Sheriff's Office	TBD
M6OT-2017-00-00-00	TBD	University Hospitals of Cleveland	TBD
M6OT-2017-00-00-00	TBD	Warren Police Department	TBD
M6OT-2017-00-00-00	TBD	OTSO	TBD
M6OT-2017-00-00-00	TBD	OTSO	TBD
M6OT-2017-00-00-00	TBD	OTSO	TBD
M9MA-2017-00-00-00	TBD	OTSO	TBD
M9MA-2017-00-00-00	TBD	OTSO	TBD
M9MA-2017-00-00-00	TBD	OTSO	TBD
CP-2017-00-00-00	TBD	Miami University	TBD
CP-2017-00-00-00	TBD	OTSO	TBD
CP-2017-00-00-00	TBD	OTSO	TBD
DD-2017-00-00-00	TBD	OTSO	TBD
MC-2017-00-00-00	TBD	OTSO	TBD
PA-2017-00-00-00	TBD	OTSO	TBD
PA-2017-00-00-00	TBD	OTSO	TBD
PA-2017-00-00-00	TBD	Hilliard Police Department	TBD
PM-2017-00-00-00	TBD	OTSO	TBD
PM-2017-00-00-00	TBD	OTSO	TBD
PT-2017-00-00-00	TBD	Sharon Twp. Police Department	TBD
PT-2017-00-00-00	TBD	Shawnee Township Police Dept.	TBD
PT-2017-00-00-00	TBD	Ohio State Highway Patrol	TBD
PT-2017-00-00-00	TBD	Ohio Attorney General's Office	TBD
PT-2017-00-00-00	TBD	Blue Ash Police Dept.	TBD
PT-2017-00-00-00	TBD	Summit County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Adams County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Akron Police Department	TBD
PT-2017-00-00-00	TBD	Allen County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Ashland County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Athens Co. Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Auglaize County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Blendon Township Police Department	TBD
PT-2017-00-00-00	TBD	Brown County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Butler County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Canton Police Department	TBD
PT-2017-00-00-00	TBD	Cincinnati Police Department	TBD
PT-2017-00-00-00	TBD	Clark County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Clermont County Sheriff's Office	TBD

Project Number	Grant Number	Agency Name	Award Amount
PT-2017-00-00-00	TBD	Cleveland Police Department	TBD
PT-2017-00-00-00	TBD	Colerain Twp. Police Department	TBD
PT-2017-00-00-00	TBD	Columbiana County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Columbus Police Department	TBD
PT-2017-00-00-00	TBD	Crawford County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Cuyahoga Co. Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Cuyahoga Falls Police Department	TBD
PT-2017-00-00-00	TBD	Dayton Police Dept.	TBD
PT-2017-00-00-00	TBD	Delaware County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Erie Co. Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Franklin County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Fulton County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Geauga County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Greene County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Guernsey Co. Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Hamilton County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Hamilton Police Department	TBD
PT-2017-00-00-00	TBD	Hancock County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Hardin Co. Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Harrison County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Henry County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Highland Co. Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Holmes Co. Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Jackson Township Police Department	TBD
PT-2017-00-00-00	TBD	Jefferson Co. Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Knox County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Lake County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Lake Township Police Department	TBD
PT-2017-00-00-00	TBD	Licking County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Lima Police Department	TBD
PT-2017-00-00-00	TBD	Logan Co. Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Lorain Co. Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Lucas County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Madison Township Police Department	TBD
PT-2017-00-00-00	TBD	Mahoning County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Marion County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Medina County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Mercer County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Miami County Sheriff's Office	TBD

Project Number	Grant Number	Agency Name	Award Amount
PT-2017-00-00-00	TBD	Middletown Police Department	TBD
PT-2017-00-00-00	TBD	Montgomery County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Moraine Police Division	TBD
PT-2017-00-00-00	TBD	Morrow County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Muskingum County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Newark Police Department	TBD
PT-2017-00-00-00	TBD	North Ridgeville Police Department	TBD
PT-2017-00-00-00	TBD	Oregon Police Division	TBD
PT-2017-00-00-00	TBD	Ottawa Co. Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Painesville Police Department	TBD
PT-2017-00-00-00	TBD	Paulding Co. Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Perkins Twp. Police Department	TBD
PT-2017-00-00-00	TBD	Perry County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Pickaway Co. Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Pierce Township Police Department	TBD
PT-2017-00-00-00	TBD	Pike County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Portage Co. Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Putnam County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Richland County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Sandusky Co. Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Scioto Co. Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Seneca Co Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Springfield Police Department	TBD
PT-2017-00-00-00	TBD	Springfield Twp Police Department	TBD
PT-2017-00-00-00	TBD	Stark County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Summit County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Sylvania Twp. Police Department	TBD
PT-2017-00-00-00	TBD	Toledo Police Department	TBD
PT-2017-00-00-00	TBD	Trotwood Police Department	TBD
PT-2017-00-00-00	TBD	Trumbull County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Tuscarawas County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Union Township Police Department	TBD
PT-2017-00-00-00	TBD	Warren Co. Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Warren Police Department	TBD
PT-2017-00-00-00	TBD	Wayne County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	West Chester Police Department	TBD
PT-2017-00-00-00	TBD	Williams County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Wood County Sheriff's Office	TBD
PT-2017-00-00-00	TBD	Wyandot County Sheriff's Office	TBD

Project Number	Grant Number	Agency Name	Award Amount
PT-2017-00-00-00	TBD	Youngstown Police Department	TBD
RS-2017-00-00-00	TBD	Ohio Department of Transportation	TBD
SA-2017-00-00-00	TBD	Adams County Economic Dev. Office	TBD
SA-2017-00-00-00	TBD	Adena Health System	TBD
SA-2017-00-00-00	TBD	Anazao Community Partners	TBD
SA-2017-00-00-00	TBD	Anazao Community Partners	TBD
SA-2017-00-00-00	TBD	Atrium Medical Center	TBD
SA-2017-00-00-00	TBD	Bethesda North Hospital	TBD
SA-2017-00-00-00	TBD	Bowling Green State University	TBD
SA-2017-00-00-00	TBD	Carroll County General Health District	TBD
SA-2017-00-00-00	TBD	CIC of Ashland	TBD
SA-2017-00-00-00	TBD	Clark County Combined Health	TBD
SA-2017-00-00-00	TBD	Columbus Health Department	TBD
SA-2017-00-00-00	TBD	Defiance County General Health	TBD
SA-2017-00-00-00	TBD	Delaware General Health District	TBD
SA-2017-00-00-00	TBD	Educational Service Center of Lake Erie West	TBD
SA-2017-00-00-00	TBD	Erie County Health Department	TBD
SA-2017-00-00-00	TBD	Family & Community Services, Inc.	TBD
SA-2017-00-00-00	TBD	Family Recovery Center	TBD
SA-2017-00-00-00	TBD	Fowler Twp. Police Department	TBD
SA-2017-00-00-00	TBD	Fulton County Health Department	TBD
SA-2017-00-00-00	TBD	Greene County Combined Health District	TBD
SA-2017-00-00-00	TBD	Knox County Health Department	TBD
SA-2017-00-00-00	TBD	Lake County General Health	TBD
SA-2017-00-00-00	TBD	Licking County Health Department	TBD
SA-2017-00-00-00	TBD	Lima-Allen County Regional Planning Commission	TBD
SA-2017-00-00-00	TBD	Lorain County General Health District	TBD
SA-2017-00-00-00	TBD	Madison County London City Health District	TBD
SA-2017-00-00-00	TBD	Medina County Health Department	TBD
SA-2017-00-00-00	TBD	Mental Health and Recovery Services Board of Seneca, Sandusky and Wyandot Counties	TBD
SA-2017-00-00-00	TBD	Miami County Health District	TBD
SA-2017-00-00-00	TBD	Miami Valley Hospital - Injury Prevention	TBD
SA-2017-00-00-00	TBD	Morrow County Health Department	TBD
SA-2017-00-00-00	TBD	National Safety Council Northern Ohio Chapter	TBD
SA-2017-00-00-00	TBD	Perry County EMA	TBD
SA-2017-00-00-00	TBD	Pickaway Co. Sheriff's Office	TBD
SA-2017-00-00-00	TBD	Pike County General Health District	TBD
SA-2017-00-00-00	TBD	Portage County Health Department	TBD

Project Number	Grant Number	Agency Name	Award Amount
SA-2017-00-00-00	TBD	Richland County Regional Planning Comm.	TBD
SA-2017-00-00-00	TBD	Safety Council of Southwestern Ohio	TBD
SA-2017-00-00-00	TBD	Sandusky County Health Department	TBD
SA-2017-00-00-00	TBD	Stark County Sheriff's Office	TBD
SA-2017-00-00-00	TBD	Summit County Sheriff's Office	TBD
SA-2017-00-00-00	TBD	UHHS Memorial Hospital of Geneva	TBD
SA-2017-00-00-00	TBD	Union County Health District	TBD
SA-2017-00-00-00	TBD	University Hospitals of Cleveland	TBD
SA-2017-00-00-00	TBD	Williams County Combined Health Department	TBD
SA-2017-00-00-00	TBD	Wyandot County Health Department	TBD
SA-2017-00-00-00	TBD	Zanesville-Muskingum County Health Department	TBD
TSP-2017-00-00-00	TBD	SADD	TBD

Appendix F – FFY2017 Sub-Recipient Certifications and Assurances

The following terms and conditions must be met in order to obtain and conduct a federally-funded traffic safety program. Upon approval of this grant award, these terms and conditions will become a part of the executed agreement. The term "sub-recipient" refers to the Administering Agency of the project.

1.) **Agreement**

Any inconsistencies between agreements and any attached documents shall be resolved in favor of the most current revised agreement on the online system, which shall be the controlling document. All activities conducted under this grant program must address problem ID as shown in the county profile and be data driven and evidence-based. "Countermeasures That Work" must be used to determine the work plan activities to achieve the goals of the grant.

2.) **Legislative Authority**

The Authorizing Official shall obtain the legal legislative authority necessary to implement the activity, to make expenditures and to receive funds, as set forth by this agreement.

3.) **Nondiscrimination**

The sub-recipient and any sub-contractors (if applicable) shall comply with affirmative action as required by the Ohio Department of Public Safety/Ohio State Highway Patrol (OSHP) program policies and procedures and federal/state regulations. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352(, which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681 – 1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all sub-recipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C.290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

4.) **The Drug-Free Workplace Act of 1988 (41 U.S.C. 8103)**
The sub-recipient will provide a drug-free workplace by:

A.) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the sub-recipient's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

B.) Establishing a drug-free awareness program to inform employees about:
   a. The dangers of drug abuse in the workplace.
   b. The sub-recipient's policy of maintaining a drug-free workplace.
   c. Any available drug counseling, rehabilitation, and employee assistance programs.
   d. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
   e. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

C.) Notifying the employee in the statement required by paragraph (A) that, as a condition of employment under the grant, the employee will:
   a. Abide by the terms of the statement.
   b. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

D.) Notifying the agency within ten days after receiving notice under subparagraph (C) (b) from an employee or otherwise receiving actual notice of such conviction.

E.) Taking one of the following actions, within 30 days of receiving notice under subparagraph (C)(b), with respect to any employee who is so convicted:
   a. Taking appropriate personnel action against such an employee, up to and including termination.
   b. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by federal, state, or local health, law enforcement, or other appropriate agency.

F.) Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

5.) **Buy America Act**
The sub-recipient will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase on non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

6.) **Political Activity (Hatch Act)**

The sub-recipient will comply, as applicable, with provision of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with federal funds.

7.) **Certification Regarding Federal Lobbying**

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

B.) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence and officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of no less than $10,000 and not more than $100,000 for each such failure.

8.) **Restriction on State Lobbying**

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

9.) **Certification Regarding Debarment and Suspension**

Instructions for Primary Certification

A.) By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

B.) The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

C.) The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

E.) The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and Coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

G.) The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

H.) A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required

to, check the list of Parties Excluded from Federal Procurement and Non-Procurement Programs.

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

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

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

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

B.) Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

A.) By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

B.) The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the federal government, the department or

agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

D.) The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded,* as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

F.) The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

G.) A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

A.) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.

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

10.) **Policy on Seat Belt Use**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at (888) 221-0045 or visit its website at www.trafficsafety.org.

The Administering Agency certifies that an "employee seat belt usage policy" is in place that requires employees to wear seat belts while working on agency business. This policy will be made available for review by OTSO representatives upon request.

11.) **Policy to Ban Text Messaging While Driving**

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

12.) **Environmental Impact**

The Governor's Representative for Highway Safety reviews the state's fiscal year highway safety planning document (which includes all individual approved grants) and

declares that no significant environmental impact will result from implementing projects listed in the Highway Safety Plan. If, under a future revision, this grant will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

13.) **Limitations**

This agreement is a commitment to perform the work identified herein and this authorization is limited to:

A.) The scope of work performed after the "Authorized to Proceed" and before the "Agreement Termination" dates, as specified in the transmittal letter.

B.) The scope of work, rates of participations, federal funds, special conditions, and cost category amounts as defined by the Work Plan, Budget, Addendum (as appropriate), and other attachments;

C.) Actual costs that are incurred in accordance with OMB Circulars A-87, A-21, A-122, 45 CFR Part 74 Appendix E limited to the approved activity.

14.) **Supplanting**

Federal funds must not be used to supplant state or local funds, meaning that federal funds must not be used to replace routine or local expenditures for costs of activities that constitute general expenses required to carry out the overall responsibilities of the sub-recipient and/or its sub-recipients.

15.) **Food**

Costs relating to food for meetings, award banquets, etc. are not allowable.

16.) **Pre-Activity**

A grant pre-activity is required before any costs can be eligible for reimbursement. OTSO will notify the sub-recipient of the availability of the pre-activity prior to the "Authorized to Proceed Date" in the transmittal letter for the executed agreement. The pre-activity must be reviewed by, but not limited to, the designated project director and fiscal officer. Changes in the project director and/or fiscal officer will require a new pre-activity.

17.) **Regional Meetings**

Attend regional meetings to coordinate and review activity including current crash data throughout the region to achieve high visibility enforcement and awareness.

18.) **Press Release**

Each sub-recipient is required to submit a press release to their local media announcing the grant award, including amount and purpose of award. Additional press releases are required depending on grant type; see Special Conditions beginning on page 24 for additional requirements.

19.) **Grant Revisions**

Any changes, additions, or deletions to this agreement must be submitted online and approved by OTSO prior to implementing proposed changes. All final revisions to this agreement (either programmatic or fiscal), must be submitted online prior to September 1, 2017. Any requests for revisions after this date will not be approved.

OTSO reserves the right to limit grant amounts at any time based on performance and/or available funding. Any changes made to the executed agreement limiting grant amounts by OTSO shall be made in writing.

20.) **Required Personnel**

Each proposal/grant is required to have, at a minimum, an authorizing official, a project director and a fiscal officer. See page 8 for a description of each. This information must be kept current. See the help menu on the GRANTS system for directions on how to update/change personnel information.

21.) **GRANTS User Accounts/Password Security**

For security purposes, each person using the GRANTS system must have a separate user name and password. Each account must have its own email account. **Sub-recipient agency personnel must not share passwords with agency staff or ODPS staff.**

22.) **Labor Costs**

All work (personnel labor costs) reimbursed under this grant must be for actual paid hours worked. Labor costs based on a percentage of hours worked or hours accrued as comp time will not be accepted for reimbursement. Leave hours (i.e., sick, vacation, personal, holiday, etc.) are not reimbursable as direct labor. The employer's share of fringe benefits (i.e., retirement, Workers' Compensation, Medicare, etc.) are eligible for reimbursement. Documentation verifying fringe percentages must be available to the OTSO upon request.

23.) **Personnel Activity Reports**

Personnel activity reports may be required for any individual working on this federal grant program. These reports, at a minimum, must document date worked, actual activity performed and the number of hours per day to be charged to this agreement. This document must be signed by the individual and his/her immediate supervisor, maintained by the administering agency and submitted as a part of the reimbursement documentation required.

24.) **Sub-Contracts**

All sub-contracts and all purchases made under a sub-contract with any one vendor in excess of a combined total of $5,000 must be submitted to the OTSO for review prior to their execution and are subject to the same laws, regulations, and policies that govern this agreement. Contracts and procurements must include "Special Provisions" as provided by OTSO. Do not include a specific contractor's name/vendor's name in the proposal/grant.

All supplies, materials, incentives, promotional items, education materials, and/or equipment that are purchased as a part of this sub-contract must be submitted to and approved by OTSO on a Request to Purchase form prior to incurring the cost.

Any training courses must be submitted to and approved by OTSO on a Request to Purchase form prior to scheduling.

25.) **Equipment**

All non-expendable equipment (i.e., having a useful life of one year or more and cost $1,000 or more) shall be entered into the OTSO equipment inventory system. All purchased equipment must be used for approved traffic safety activities throughout its useful life. All purchases must be submitted to and approved by OTSO on a Request to Purchase form prior to incurring the cost.

26.) **Central Services**

Costs for certain operational services provided to an agency on a centralized basis are unallowable. To be eligible for a reimbursement, a cost must be documented with an actual transfer of funds.

27.) **Rate/Cost Allocation Charges**

Costs that cannot be charged as an actual cost and are charged to a program on a percentage basis (e.g., phone, copies, postage, etc.) can be reimbursed based on a rate/cost allocation plan. Any agency wanting to claim these costs must submit to OTSO a copy of their agency's rate/cost allocation plan showing the following: the list of programs/grants the costs are being distributed between, the percentage being charged to each program/grant, the list of costs being charged (with explanation if not clear), the dollar amount being charged for those costs, and the grand total being charged to the programs/grants. If the rate/cost allocation plan shows more costs than you want to claim on your grant, mark which costs you are claiming on the grant.

28.) **Supplies, Materials, Educational Materials**

All supplies, materials, and educational materials must be used for approved traffic safety activities throughout its useful life. All purchases must be submitted to and approved by the OTSO on a Request to Purchase form prior to incurring the cost. Outreach efforts should be made and materials should be provided to reach the county's ethnic and/or limited English speaking populations.

Alcohol is not allowed to be purchased with funds from this grant.

The sub-recipient must submit a final draft copy of all materials to the OTSO for approval prior to production. In addition:

A.) All materials shall include federal sponsorship credit and/or disclaimer clauses as directed by the OTSO. The credit line shall state: Funded by U.S. DOT/NHTSA and ODPS.

B.) All public service announcements funded with federal funds, in whole or in part, must be closed captioned for the hearing impaired.

C.) All data results, reports, equipment, supplies and other materials (including but not limited to electronic versions) developed by the sub-recipient must be available to the ODPS/OTSO upon request.

29.) **Request for Bids**
OTSO will not reimburse for costs incurred by a sub-recipient for "requests for bids" for any services or purchases.

30.) **Travel**
Any request for travel and associated costs must be submitted to and approved by OTSO on a Request to Purchase form prior to incurring any travel related costs.

Attendance at any conference/seminar/workshop that charges a registration fee must be submitted to and approved by OTSO on a Request to Purchase form prior to registration. All conferences/seminars/workshops must be traffic safety related; an agenda must be provided to OTSO.

All out of state travel conducted under this grant agreement will be reimbursed using U.S. General Services Administration (GSA) rates based on travel location or your agency's travel policy whichever is less.

A current travel policy must be submitted with the grant proposal. OTSO will not reimburse for meals provided by the conference. Alcohol is not allowed to be purchased with funds from this grant.

All claims for travel reimbursement must be accompanied by a Conference Workshop Reporting form.

31.) **Training**
The cost of training personnel for traffic safety purposes may be funded when the training supports both the goals and scope of work of the approved grant program and the goals of the OTSO. All training requests and purchases must be submitted to and approved by OTSO on a Request to Purchase form prior to incurring the cost.

32.) **Request to Purchase (RTP)**
All RTPs must be submitted to OTSO by August 1, 2017.

33.) **Program Income**
NHTSA and OTSO encourage sub-recipients to generate program income. Program income means gross income received by the grantee or sub-recipient directly generated by a grant-supported activity or earned only as a result of the grant agreement during the grant period. Program income may be added to the funds committed to the grant agreement. Program income shall be used to further the objectives of the program area under which it was generated. Program income generated through the federal grant agreement must be properly and accurately documented (e.g., activity generating income, amount generated, how funds were/will be used in support of traffic safety, invoices, etc.). Income will be reviewed during an OTSO grant monitoring visit, and this information must be reported as part of the activity report.

34.) **Reimbursement Claims**

This agreement will operate on a reimbursement basis only. The administering agency must first incur the costs for approved expenditures and then apply for the reimbursement. Appropriate and accurate documentation will be required for each expense. Claim schedules are set up either monthly or quarterly based on sub-recipient's selection on the pre-activity form. Any changes from this schedule must be made by the sub-recipient in writing. Each sub-recipient must submit reimbursement claims by the due date assigned to the claim in the GRANTS System.

35.) **Denial of Costs**

OTSO may deny costs for non-compliance with OTSO policies and procedures, terms and conditions and/or federal and state regulations by requesting the cost(s) be removed from the online claim. A written response to all denials must be provided to OTSO within 30 days after the date transmitted to the sub-recipient or the sub-recipient relinquishes all rights to the denied cost(s).

36.) **Narrative Progress Reports**

The timetable for submission of narrative progress reports will be determined by OTSO. Each sub-recipient must submit progress reports by the due date assigned to the report in the GRANTS System.

37.) **Monitoring**

Programmatic and fiscal monitoring of grants shall be conducted in accordance with U.S. DOT/NHTSA and OTSO guidelines. Programmatic and fiscal monitoring may include representatives from the federal and/or state government.

38.) **Sub-Recipient on Notice**

Sub-Recipients that fail to meet performance standards and/or grant requirements may be placed in "Sub-Recipient on Notice" status. This designation will last until an agency satisfies agreed upon requirements.

Criteria for being placed in "Sub-Recipient on Notice" status:

a) A pattern of untimely submissions of required activity reports (including required supporting documentation)
b) A pattern of untimely submission of required reimbursement claims (including required supporting documentation)
c) Sub-recipient fails to perform activities according to the approved plan
d) A pattern of utilizing funds for unapproved activities, or has attempted to as identified in the review of reimbursement claims and submission of supporting documentation.

For more information about Sub-Recipient on Notice, contact OTSO.

39.) **Final Report and Final Claim**

A final comprehensive annual project activity report must be submitted to OTSO by November 1.

A.) Final reports not received by November 1 will result in a 10 percent penalty deduction to the final claim reimbursement.

B.) If a final project activity report is received after November 15, the final claim will not be reimbursed.

A properly documented final claim for reimbursement must be submitted to OTSO by November 1.

A.) Final claims not received by November 1 will result in a 10 percent penalty deduction in final claim reimbursement.

B.) Final claims received after November 15 will not be reimbursed.

40.) **Records Retention**

All records relating to project activity and/or expenditures must be maintained for review by representatives of the federal or state government for at least three years following the final reimbursement payment.

41.) **Management Letter/Audit Report Submission**

As a pass-through agency for federal funding, OTSO is required by the Office of Management and Budget (OMB) Circular A-133 Audits of States, Local Governments, and Non-Profit Organizations to ensure you have met the audit requirements of the circular.

To access the Circular, visit: http://www.whitehouse.gov/omb/circulars/index.html

You are required to retain a copy of your most recent Audit Report, Management Letter and/or Single Audit Report and provide to ODPS/OTSO upon request.

42.) **Termination of Agreement**

Either OTSO or the sub-recipient may terminate this Agreement for any reason by giving the other party 30 days written notice. If the Agreement is cancelled under this provision, OTSO shall reimburse the sub-recipient for approved work completed and documented to that date. Upon termination all data results, reports and other materials developed by the sub-recipient will become the property of OTSO. All of the equipment, materials and/or supplies provided to the sub-recipient for use under this agreement must be returned to OTSO upon request within 30 days of said written notice. Should any change in federal funding adversely affect OTSO's ability to complete the fiscal year's activities, OTSO has the right to revise or terminate the agreement in writing.

43.) **End of Grant**

If a subsequent grant is not awarded after the end of the grant period, all data results, reports, equipment, supplies and other materials developed by the sub-recipient must be returned to OTSO upon request within 30 days.

Special Conditions

In addition to Terms and Conditions # 1 – 43, the following Special Conditions apply to OVI Task Forces (OVITF), Selective Traffic Enforcement Program (STEP), Impaired Driving Enforcement Program (IDEP), Safe Communities (SC) and General (GG) grant awards:

Selective Traffic Enforcement Program/Impaired Driving Enforcement Program/OVI Task Forces

44.) **Enforcing Seat Belt Laws**
The agency will enforce all seat belt and child restraint laws on all traffic stops made under this grant.

45.) **Site Selection**
Justification for sites selected for enforcement activities must be documented and maintained as a part of the sub-recipient's file for this agreement.

46.) **Training Certification**
The sub-recipient must assure that all enforcement personnel involved in approved overtime enforcement-related activities are certified in the following type(s) of training, as appropriate:

Alcohol-related traffic enforcement – (Arresting officer only): Standard Field Sobriety Testing (SFST)

Speed management-related traffic enforcement – Electronic Speed Measuring Device Training (ESMD)

47.) **Mandatory Blitzes**
Funding for all OTSO identified blitzes must be used for overtime traffic enforcement, saturation patrols and OVI checkpoints only. Directing traffic, conducting parking detail at events, crash investigations, any non-traffic safety related activities, or any activities not identified in scope of work or work plan are not reimbursable activities.

48.) **National Enforcement Campaigns**
All agencies utilizing overtime enforcement funds from OTSO are required to participate in the "Click It or Ticket" (CIOT) mobilization and the "Drive Sober or Get Pulled Over" (DSOGPO) alcohol crackdown.

Scheduled dates for the national enforcement campaigns are:

CIOT: May 22 – June 4, 2017

DSOGPO: August 18 – September 3, 2017

49.) **Press Releases**
In addition to the grant award press release, OVI Task Forces are required to conduct three press conference events (one in coordination with the Drive Sober or Get Pulled Over alcohol crackdown), promote the task force through press releases and publicize checkpoints as required by law. STEP and IDEP must attempt to publicize its local efforts during each blitz and national enforcement campaign prior to the enforcement activity and again with the results of the enforcement effort. OTSO will provide media toolkits for the blitzes and enforcement campaigns to assist with these efforts.

50.) **Enforcement Hours Eligibility**

Direct labor hours expended in traffic safety enforcement programs must be over and above the normal active pay status work week as defined in the sub-recipient's current labor agreement or departmental policy. Part-time permanent staff members are eligible for funding, with prior approval by OTSO. Only one officer per patrol car will be funded as part of traffic enforcement grants. All full time officers working on the OTSO grant must be paid their actual overtime hourly rate.

51.) **Monthly Enforcement Reports**

Whether or not a sub-recipient conducts grant-related activity, each sub-recipient must submit an enforcement report monthly. The monthly enforcement report must be submitted online to OTSO by the 15th calendar day of the following month. Failure to submit these reports in a timely manner will cause a delay in payment of claims, may jeopardize funding for present and future projects and may result in being placed in "Sub-Recipient on Notice" status.

52.) **Transportation Costs**

OTSO will reimburse a maximum of five percent (dollars) of direct labor costs (saturation patrol and checkpoint hours for both the lead and participating agencies) for the agency to put towards fuel/transportation costs. Do not include coordination or education costs in the labor costs. Mileage logs, receipts, etc. are not required to be submitted with reimbursement claims, but must be maintained by the agency for auditing purposes.

53.) **Education Efforts**

OTSO will reimburse for hour/costs spent towards education efforts for STEP, IDEP and OVITF grants. These efforts can be used towards educating students, the general public at events, or officers and must be consistent with problem identification. Education efforts must be submitted to and approved by OTSO on a Request to Purchase form prior to incurring any costs. A total of five percent (dollars) of direct labor costs (saturation patrol and checkpoint hours for both the lead and participating agencies) will be allowed towards education efforts. Do not include coordination costs in the labor costs.

OVI Task Forces Only

54.) **Participating Law Enforcement Agencies**

Participating law enforcement agencies performing activity under this grant must be paid for activity performed before reimbursement will be paid to the lead agency.

55.) **Documentation for Overtime Activity with Participating Agencies**

Documentation (check numbers, EFT, or DD) that the lead agency paid participating agencies working under the grant must be provided. Additional information may be requested.

Safe Communities

56.) **Coalition Meetings**

Safe Communities programs must conduct a minimum of four coalition meetings during the grant period. Copies of signature rosters and the coalition meeting agenda must be kept on file and made available during an OTSO grant monitoring visit.

57.) **Kick-Off Events**

Each Safe Communities program is required to conduct a "Click It or Ticket" and a "Drive Sober or Get Pulled Over" kick-off event. Each Safe Communities must conduct their own event in their own county. The CIOT event must be no earlier than May 15, 2017 and no later than May 26, 2017. The DSOGPO event must be no earlier than August 11, 2017 and no later than August 25, 2017. These events must include participation, at a minimum, by your coalition members, local law enforcement, community leaders, and the media. Each Safe Communities must complete and submit a Kick-off Event Form by the required deadline. Each form will be reviewed for content. Additional participation in an adjacent county's event will be considered on a case by case basis.

58.) **Fatal Crash Data Review Committee**

A Fatal Data Review Committee will meet in any quarter that a fatality has been reported in the county to review fatal crash reports to identify patterns or trends that could increase impact of traffic safety countermeasures.

59.) **Reporting of Fatality Information**

In order for communities to be kept informed on fatal crashes occurring in their areas, each Safe Communities program is required to report to their local media, at least quarterly, on the fatal crashes occurring in the communities. This notification will be structured similar to a template developed by OTSO. Notification shall be sent to the media no later than the 15th of the month following the ending quarter. For example: Fatalities occurring in October, November and December must be reported by January 15th. Media can include: television, radio, newspapers, etc. Copies of these releases must be kept in file and will be subject to review by OTSO.

60.) **Monthly Activity Report**

Each sub-recipient must submit online monthly reports by the 15th calendar day of the following month.

61.) **Personnel Activity Reports**

Personnel Activity Reports are required for all individuals working on this federal grant program. These reports, at a minimum, must document date worked, actual activity performed and the number of hours per day to be charged to this agreement. This document must be signed by the individual and his/her immediate supervisor. It must be included as a part of the reimbursement documentation.

62.) **Self-sufficiency**

All Safe Communities programs must work towards self-sufficiency. Efforts to work towards this goal should be reported in activity reports, but as a minimum in the final comprehensive annual activity report.

General Grants

63.)   **Personnel Activity Reports**

Personnel Activity Reports are required for all individuals working on this federal grant program. These reports, at a minimum, must document date worked, actual activity performed and the number of hours per day to be charged to this agreement. This document is to be signed by the individual and his/her immediate supervisor. It must be included as a part of the reimbursement documentation

☑PART 1.1: OCCUPANT PROTECTION GRANT (23 CFR § 1200.21)
[*Check the box above **only** if applying for this grant.*]

All States: [*Fill in **all** blanks below.*]

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

- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # Attachment 405b-1   .

- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # Attachment 405b-2   .

- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # Attachment 405b-3   .

- The State's plan for child passenger safety technicians is provided as HSP attachment or page # Attachment 405b-4   .

Lower Seat belt Use States:
[*Check **at least 3 boxes** below and fill in **all** blanks under those checked boxes.*]

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

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

    Legal citations:

    - Requirement for all occupants to be secured in seat belt or age appropriate child restraint: _____
    _____;

    - Coverage of all passenger motor vehicles: _____
    _____;

    - Minimum fine of at least $25: _____
    _____;

- Exemptions from restraint requirements: _____

  _____.

✓ The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____
   Attachment 405b-5_____.

✓ The State's **high risk population countermeasure program** is provided as HSP page or attachment # Attachment 405b-6_____.

☐ The State's **comprehensive occupant protection program** is provided as HSP attachment #
   _____.

✓ The State's NHTSA-facilitated **occupant protection program assessment** was conducted on
   02/22/2016_____ .

☐ PART 1.2: OCCUPANT PROTECTION GRANT (23 CFR § 1300.21)

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

All States: [*Fill in **all** blanks below.*]

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

- The State's occupant protection program area plan for the upcoming fiscal year is provided as HSP page or attachment # _____.

- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP page or attachment # _____.

- A table that documents the State's active network of child restraint inspection stations is provided as HSP page or attachment # _____. Such table includes (1) the total number of inspection stations/events in the State; and (2) the total number of inspection stations and/or inspection events that service rural and urban areas and at-risk populations (e.g., low income, minority). Each inspection station/event is staffed with at least one current nationally Certified Child Passenger Safety Technician.

- A table, as provided in HSP page or attachment # _____, identifies the number of classes to be held, location of classes, and estimated number of students needed to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Lower Seat belt Use States Only:
[*Check **at least 3 boxes** below and fill in **all** blanks under those checked boxes.*]

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

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

   Legal citations:

   - Requirement for all occupants to be secured in seat belt or age appropriate child restraint: _____

_____ ;

- Coverage of all passenger motor vehicles: _____
_____ ;

- Minimum fine of at least $25: _____
_____ ;

- Exemptions from restraint requirements: _____
_____ .

☐ The State's **seat belt enforcement plan** is provided as HSP page or attachment # _____
_____ .

☐ The State's **high risk population countermeasure program** is provided as HSP page or attachment # _____ .

☐ The State's **comprehensive occupant protection program** is provided as follows:

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ ;
- Multi-year strategic plan: HSP page or attachment # _____ ;
- Name and title of State's designated occupant protection coordinator:

_____

- List that contains the names, titles and organizations of the statewide occupant protection task force membership: HSP page or attachment # _____
_____ .

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

Attachment 405b-1

Occupant Protection Program Area

Target:

- C-4) Reduce unrestrained passenger vehicle occupant fatalities, all seat positions, by 1.01 percent from 381 (2010 – 2014 average) to 378 by 2017.
- B-1) Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.3 percentage points from 83.9 percent in 2015 to 84.2 percent in 2017.

Project Number: NF-2017-00-00-00

Project Title: Click It or Ticket (CIOT) Earned Media Plan

Description:

Ohio's earned media plan will span the entire federal fiscal year with the heaviest emphasis during the national CIOT mobilization. Ohio will continue to use What's Holding You Back? as a secondary message throughout the year. Ohio uses many different networks to ensure earned media is achieved statewide (e.g. law enforcement, Safe Communities, corporate partners, etc.). Messaging will be consistent with the National Highway Traffic Safety Administration (NHTSA) National Communications Plan and will consist of the following components:

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

Evidence of Effectiveness: CTW, Chapter 2: Sections 3, 6

Budget:

Funding Level	$0	Funding Source	N/C	Local Benefit	$0

Project Number: M2X-2017-00-00-00

Project Title: Seat Belt Earned Media/Educational Materials

Description:

In FFY2017, Ohio will continue to use the Click It or Ticket (CIOT) message for sustained seat belt messaging throughout the year. The goal of the sustained effort is to increase statewide usage of seat belts. The objective is to elevate awareness of the seat belt message while coupled with paid media and heightened enforcement throughout the state of Ohio during periods in addition to the CIOT mobilization.

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

Evidence of Effectiveness: CTW, Chapter 2: Sections 3, 6

Budget:

Funding Level	$250,000	Funding Source	405b	Local Benefit	$250,000

Project Number: M2X-2017-00-00-00

Project Title: Holiday Click It or Ticket Paid Media

Description:

Ohio is implementing the national seat belt mobilization model in November 2016. Campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation.

The target audience is defined as anyone who drives or rides in a motor vehicle within the State of Ohio. According to the ODPS 2015 Observational Survey of Safety Belt Use, younger drivers/passengers (ages 15 ½ - 25) and men are less likely to use seat belts. Throughout 2017, a heavy emphasis of paid media will be directed toward younger men with the primary media target being 18 - 34 year olds. A secondary emphasis will continue to be male urban audiences, rural and pick-up truck drivers. Gross Rating Points (GRPs) will not be calculated until the national placement has been completed.

The following is a projected media strategy for the paid media plan during the 2017 CIOT campaign.

The following parameters will be adhered to:

- The total budget will not exceed $200,000.
- The advertising will provide broadcast coverage in the major Ohio markets to Cleveland, Cincinnati, Columbus and Dayton.
- Flight weeks are TBD.
- Creative units available will include a :30 television spot and :30 radio spots.
- The target audience will be men 18 – 34 years.

- Social media has continued to increase to reach this specific target audience.
- PSA units (unpaid media) will be no less than 30 – 40 percent of the buy and will be scheduled within the flight as much as possible.
- Media will complement the national NHTSA media buy.

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

The final comprehensive paid media plan will be submitted to NHTSA for review prior to implementation. The sample media buy plan, which is provided as an example of what will be purchased in 2017, can be found in Appendix N. The plan will be adjusted based upon feedback from NHTSA's media buyer, Ohio's current crash data and information received from the 2016 telephone survey analysis.

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of Paid Media in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 2: Sections 3, 6

Budget:

Funding Level	$200,000	Funding Source	405b	Local Benefit	$0

Project Number: M2X-2017-00-00-00

Project Title: Click It or Ticket Paid Media

Description:

Ohio will continue to implement and expand the national seat belt mobilization model around the Memorial Day holiday in FFY2017. Campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation.

A higher frequency of messaging directed at low usage populations helps increase awareness and equates to a higher overall compliance rate for belt use. New media partnerships and earned media will help expand the campaign's message into the low usage populations. In FFY2017, TV and radio spots will continue to be concentrated and aired on stations most likely to reach Ohio's targeted demographic. Media will also be directed toward Ohio's multicultural communities. Additionally, social media and a limited amount of targeted outdoor and print media will be used during this effort.

The target audience is defined as anyone who drives or rides in a motor vehicle within the State of Ohio. According to the ODPS 2015 Observational Survey of Safety Belt Use, younger drivers/passengers (ages 15 ½ - 25) and men are less likely to use seat belts. Throughout 2017, a heavy emphasis of paid media will be directed toward younger men with the primary media target being 18 - 34 year olds. A secondary emphasis will continue to be male urban audiences, rural and pick-up truck drivers. Gross Rating Points (GRPs) will not be calculated until the national placement has been completed.

The following is a projected media strategy for the paid media plan during the 2017 CIOT campaign.

The following parameters will be adhered to:

- The total budget will not exceed $500,000.
- The advertising will provide broadcast coverage in the major Ohio markets to Cleveland, Cincinnati, Columbus and Dayton.
- Flight weeks are 5/15/2017 – 5/29/2017.
- Creative units available will include a :30 television spot and :30 radio spots.
- The target audience will be men 18 – 34 years.
- Social media has continued to increase to reach this specific target audience.
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The final comprehensive paid media plan will be submitted to NHTSA for review prior to implementation. The sample media buy plan, which is provided as an example of what will be purchased in 2017, can be found in Appendix N. The plan will be adjusted based upon feedback from NHTSA's media buyer, Ohio's current crash data and information received from the 2016 telephone survey analysis.

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of Paid Media in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 2: Sections 3, 6

Budget:

Funding Level	$500,000	Funding Source	405b	Local Benefit	$0

Project Number: NF-2017-00-00-00

Project Title: Click It or Ticket Mobilization

Description:

Ohio will continue to implement and expand the national seat belt mobilization efforts in FFY2017. Following the national model, campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation.

Ohio's Law Enforcement Liaisons (LELs) will continue to seek commitments from agencies to participate in the national mobilizations, increase participation in the mobilizations to more than 570 agencies and encourage agencies to report their results.

Ohio will continue to participate in two Tri-State Kick-Off Events for CIOT. One with Ohio, Kentucky and Indiana and one with Ohio, Kentucky and West Virginia. In addition, Safe Community programs are required to conduct a CIOT kick-off event in their county. This will be approximately 50 events for CIOT.

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of the Click It or Ticket Mobilization in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 2: Section 2.1, 5.1

Budget:

Funding Level	$0	Funding Source	N/A	Local Benefit	$0

Project Number: M2X-2017-00-00-00

Project Title: State Seat Belt Tac Squads

Description:

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

Evidence of Effectiveness: CTW, Chapter 2: Section 2, 5

Budget:

Funding Level	$705,000	Funding Source	405b	Local Benefit	$0

Project Number: PT-2017-00-00-00

Project Title: Selective Traffic Enforcement Program

Description:

High Visibility Enforcement is designed to convince the public that there are consequences to traffic violations. Grants are awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2013, 2014 and 2015. Each agency must conduct enforcement activity (i.e., speed, seat belt, aggressive, etc.) to impact their fatal crashes. Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar. In addition to the required Blitzes and National Campaign listed below, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding. All Selective Traffic Enforcement Program (STEP) sub-recipients are required to also submit for the Impaired Driving Enforcement (IDEP) grant to conduct impaired driving related overtime activities. Included in the STEP grant are funds to be used for education. The amount available for education is based on the jurisdiction's population ($1,500 for small; $2,500 for medium; $3,500 for large). These funds can be used for training officers or for educating the public on all areas of traffic safety including the importance of seat belts. All STEP sub-recipients are required to attend District meetings. Items discussed at the District meetings include: Re-caps

of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meetings to ensure all activities are highly visible and are based on problem identification.

Dates	Blitz/National Campaign
November 18 – November 27, 2016	Thanksgiving
April – May 2017	Prom
May 22 – June 4, 2017	Click It or Ticket
October 2016 and/or September 2017	Homecoming

Awarded Agencies

Agency	County	Population	Agency	County	Population
Adams County Sheriff's Office	Adams	28,550	Logan Co. Sheriff's Office	Logan	48,858
Allen County Sheriff's Office	Allen	106,331	Lorain Co. Sheriff's Office	Lorain	301,356
Lima Police Department	Allen		North Ridgeville Police Dept.	Lorain	
Ashland Co. Sheriff's Office	Ashland	53,139	Lucas Co. Sheriff's Office	Lucas	441,815
Athens Co. Sheriff's Office	Athens	64,757	Oregon Police Division	Lucas	
Auglaize Co. Sheriff's Office	Auglaize	45,949	Sylvania Twp. Police Dept.	Lucas	
Brown Co. Sheriff's Office	Brown	44,846	Toledo Co. Sheriff's Office	Lucas	
Butler Co. Sheriff's Office	Butler	368,130	Mahoning Co. Sheriff's Office	Mahoning	238,823
Hamilton Police Dept.	Butler		Youngstown Police Dept.	Mahoning	
Middletown Police Dept.	Butler		Marion Co. Sheriff's Office	Marion	66,501
West Chester Police Dept.	Butler		Medina Co. Sheriff's Office	Medina	172,332
Clark Co. Sheriff's Office	Clark	138,333	Mercer Co. Sheriff's Office	Mercer	40,814
Springfield Police Dept.	Clark		Miami Co. Sheriff's Office	Miami	102,506
Clermont Co. Sheriff's Office	Clermont	197,363	Montgomery Co. Sheriff's Office	Montgomery	535,153
Pierce Twp. Police Dept.	Clermont		Dayton Police Dept.	Montgomery	
Union Twp. Police Dept.	Clermont		Moraine Police Division	Montgomery	
Columbiana Co. Sheriff's Office	Columbiana	107,841	Trotwood Police Dept.	Montgomery	
Crawford Co. Sheriff's Office	Crawford	43,784	Morrow Co. Sheriff's Office	Morrow	34,827
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,280,122	Muskingum Co. Sheriff's Office	Muskingum	86,074
Cleveland Police Dept.	Cuyahoga		Ottawa Co. Sheriff's Office	Ottawa	41,428
Delaware Co. Sheriff's Office	Delaware	174,214	Paulding Co. Sheriff's Office	Paulding	19,614
Erie Co. Sheriff's Office	Erie	77,079	Perry Co. Sheriff's Office	Perry	36,058
Perkins Twp. Police Dept.	Erie		Pickaway Co. Sheriff's Office	Pickaway	55,698
Franklin Co. Sheriff's Office	Franklin	1,163,414	Pike Co. Sheriff's Office	Pike	28,709
Blendon Twp. Police Dept.	Franklin		Portage Co. Sheriff's Office	Portage	161,419
Columbus Police Dept.	Franklin		Putnam Co. Sheriff's Office	Putnam	34,499
Fulton Co. Sheriff's Office	Fulton	42,698	Richland Co. Sheriff's Office	Richland	124,475
Geauga Co. Sheriff's Office	Geauga	93,389	Sandusky Co. Sheriff's Office	Sandusky	60,944
Greene Co. Sheriff's Office	Greene	161,573	Scioto Co. Sheriff's Office	Scioto	79,499
Guernsey Co. Sheriff's Office	Guernsey	40,087	Seneca Co. Sheriff's Office	Seneca	56,745
Hamilton Co. Sheriff's Office	Hamilton	802,374	Stark Co. Sheriff's Office	Stark	375,586
Cincinnati Police Dept.	Hamilton		Canton Police Dept.	Stark	
Colerain Twp. Police Dept.	Hamilton		Jackson Twp. Police Dept.	Stark	
Springfield Twp. Police Dept.	Hamilton		Summit Co. Sheriff's Office	Summit	541,781

Hancock Co. Sheriff's Office	Hancock	74,782	Akron Police Dept.	Summit	
Hardin Co. Sheriff's Office	Hardin	32,058	Cuyahoga Falls Police Dept.	Summit	
Harrison Co. Sheriff's Office	Harrison	15,864	Trumbull Co. Sheriff's Office	Trumbull	210,312
Henry Co. Sheriff's Office	Henry	28,215	Warren Police Dept.	Trumbull	
Highland Co. Sheriff's Office	Highland	43,589	Tuscarawas Co. Sheriff's Office	Tuscarawas	92,582
Holmes Co. Sheriff's Office	Holmes	42,366	Warren Co. Sheriff's Office	Warren	212,693
Jefferson Co. Sheriff's Office	Jefferson	69,709	Wayne Co. Sheriff's Office	Wayne	114,520
Knox Co. Sheriff's Office	Knox	60,921	Williams Co. Sheriff's Office	Williams	37,642
Lake Co. Sheriff's Office	Lake	230,041	Wood Co. Sheriff's Office	Wood	125,488
Madison Twp. Police Dept.	Lake		Lake Twp. Police Dept.	Wood	
Painesville Police Dept.	Lake		Wyandot Co. Sheriff's Office	Wyandot	22,615
Licking Co. Sheriff's Office	Licking	166,492			
Newark Police Dept.	Licking				

Local police departments are listed underneath the county they are located in. The population is left blank because the county population includes the local jurisdiction.

STEP Grants have been approved in 61 of Ohio's 88 counties and represent 83.07 percent of the fatal crashes in 2013, 2014 and 2015 (2,375 of 2,859) and 89.25 percent of Ohio's population.

All Sheriff's Office are eligible for funding each year. Out of 88 counties, 61 Sheriff's Offices were approved for funding. The remaining 27 did not apply. In addition, the following jurisdictions were eligible for a Selective Traffic Enforcement grant in FFY2017, but did not apply. Future funding eligibility is based on problem identification.

Dublin (Franklin Co.)   Miami Twp. (Montgomery Co.)

Franklin Twp. (Franklin Co.)   Perry Twp. (Stark Co.)

Englewood (Montgomery Co.)   Wooster (Wayne Co.)

Huber Heights (Montgomery Co.)

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of STEP agencies' participation in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: *CTW, Chapter 2: Sections 2, 5, Ch. 3: Sec. 2.2, Ch. 4: Sec. 1.3*

Budget:

Funding Level	$1,800,000	Funding Source	402 PT	Local Benefit	$1,800,000

Project Number: M2X-2017-00-00-00

Project Title: Observational Seat Belt Survey

Description:

Miami University of Ohio (MU) will oversee the observational seat belt survey. In FFY2017 MU's activities will include:

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

Evidence of Effectiveness: CTW, Chapter 2: Sections 1.1, 1.2

Budget:

Funding Level	$240,000	Funding Source	405b	Local Benefit	$0

Project Numbers: PT-2017-00-00-00
PA-2017-00-00-00

Project Title: Law Enforcement Liaison Program

Description:

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

- Seek commitments from agencies to participate in the national mobilizations;
- Increase participation in the mobilizations to more than 570 agencies in 2017;
- Increase percentage of agencies reporting in the mobilizations to 85 percent in 2017. Currently approximately 64 percent of participating agencies are reporting;
- Visit law enforcement agencies to encourage the agencies to issue citations for seat belt and child passenger restraint violations and take a zero tolerance approach on impaired driving and improperly licensed motorcyclists;
- Educate agencies on the need for their officers to wear seat belts at all times; LELs promote the Below 100 Training to law enforcement agencies across the state;
- Educate law enforcement on laws and regulations pertaining to motorcycles;
- Disseminate information and materials on NHTSA programs and projects;
- Disseminate information and address any traffic safety related issues that arise around the state;
- Encourage accurate and timely submission of crash reports; LELs promote the new online crash reporting system to agencies that do not currently report electronically;
- Assist with training for law enforcement agencies and other traffic safety funded agencies; encouraging and arranging GIS Crash Analysis Tool System (GCATS) training to help in Problem Site Identification;
- Maintain federally funded equipment database to include physically inspecting equipment;
- Help promote the E-Citation Program;
- DRE Recruitment and ARIDE training.

Budget:

Funding Level	$360,000	Funding Source	402 PT	Local Benefit	$0
	$ 90,000		402 PA		$0

Attachment 405b-2

Occupant Protection Program Area

Target:

- C-4) Reduce unrestrained passenger vehicle occupant fatalities, all seat positions, by 1.01 percent from 381 (2010 – 2014 average) to 378 by 2017.
- B-1) Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.3 percentage points from 83.9 percent in 2015 to 84.2 percent in 2017.

Project Number: NF-2017-00-00-00

Project Title: Click It or Ticket (CIOT) Earned Media Plan

Description:

Ohio's earned media plan will span the entire federal fiscal year with the heaviest emphasis during the national CIOT mobilization. Ohio will continue to use What's Holding You Back? as a secondary message throughout the year. Ohio uses many different networks to ensure earned media is achieved statewide (e.g. law enforcement, Safe Communities, corporate partners, etc.). Messaging will be consistent with the National Highway Traffic Safety Administration (NHTSA) National Communications Plan and will consist of the following components:

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

Evidence of Effectiveness: CTW, Chapter 2: Sections 3, 6

Budget:

Funding Level	$0	Funding Source	N/C	Local Benefit	$0

Project Number: M2X-2017-00-00-00

Project Title: Seat Belt Earned Media/Educational Materials

Description:

In FFY2017, Ohio will continue to use the Click It or Ticket (CIOT) message for sustained seat belt messaging throughout the year. The goal of the sustained effort is to increase statewide usage of seat belts. The objective is to elevate awareness of the seat belt message while coupled with paid media and heightened enforcement throughout the state of Ohio during periods in addition to the CIOT mobilization.

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

Evidence of Effectiveness: CTW, Chapter 2: Sections 3, 6

Budget:

Funding Level	$250,000	Funding Source	405b	Local Benefit	$250,000

Project Number: M2X-2017-00-00-00

Project Title: Holiday Click It or Ticket Paid Media

Description:

Ohio is implementing the national seat belt mobilization model in November 2016. Campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation.

The target audience is defined as anyone who drives or rides in a motor vehicle within the State of Ohio. According to the ODPS 2015 Observational Survey of Safety Belt Use, younger drivers/passengers (ages 15 ½ - 25) and men are less likely to use seat belts. Throughout 2017, a heavy emphasis of paid media will be directed toward younger men with the primary media target being 18 - 34 year olds. A secondary emphasis will continue to be male urban audiences, rural and pick-up truck drivers. Gross Rating Points (GRPs) will not be calculated until the national placement has been completed.

The following is a projected media strategy for the paid media plan during the 2017 CIOT campaign.

The following parameters will be adhered to:

- The total budget will not exceed $200,000.
- The advertising will provide broadcast coverage in the major Ohio markets to Cleveland, Cincinnati, Columbus and Dayton.

- Flight weeks are TBD.
- Creative units available will include a :30 television spot and :30 radio spots.
- The target audience will be men 18 – 34 years.
- Social media has continued to increase to reach this specific target audience.
- PSA units (unpaid media) will be no less than 30 – 40 percent of the buy and will be scheduled within the flight as much as possible.
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Media tactics will include a combination of television, radio, social and print media that will be used to maximize the amount of resources for the sustained alcohol paid media plan. Bonus inventory will be required by each station. Regional radio will be negotiated in counties receiving less significant impact from the larger cities. Additional cost-efficiency and greater message reach are available in many of the smaller regions by also employing a statewide radio network in part for this effort.

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Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of Paid Media in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 2: Sections 3, 6

Budget:

Funding Level	$200,000	Funding Source	405b	Local Benefit	$0

Project Number: M2X-2017-00-00-00

Project Title: Click It or Ticket Paid Media

Description:

Ohio will continue to implement and expand the national seat belt mobilization model around the Memorial Day holiday in FFY2017. Campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation.

A higher frequency of messaging directed at low usage populations helps increase awareness and equates to a higher overall compliance rate for belt use. New media partnerships and earned media will help expand the campaign's message into the low usage populations. In FFY2017, TV and radio spots will continue to be concentrated and aired on stations most likely to reach Ohio's targeted demographic. Media will also be directed toward Ohio's multicultural communities. Additionally, social media and a limited amount of targeted outdoor and print media will be used during this effort.

The target audience is defined as anyone who drives or rides in a motor vehicle within the State of Ohio. According to the ODPS 2015 Observational Survey of Safety Belt Use, younger drivers/passengers (ages 15 ½ - 25) and men are less likely to use seat belts. Throughout

2017, a heavy emphasis of paid media will be directed toward younger men with the primary media target being 18 - 34 year olds. A secondary emphasis will continue to be male urban audiences, rural and pick-up truck drivers. Gross Rating Points (GRPs) will not be calculated until the national placement has been completed.

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Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of Paid Media in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 2: Sections 3, 6

Budget:

Funding Level	$500,000	Funding Source	405b	Local Benefit	$0

Project Number: NF-2017-00-00-00

Project Title: Click It or Ticket Mobilization

Description:

Ohio will continue to implement and expand the national seat belt mobilization efforts in FFY2017. Following the national model, campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation.

Ohio's Law Enforcement Liaisons (LELs) will continue to seek commitments from agencies to participate in the national mobilizations, increase participation in the mobilizations to more than 570 agencies and encourage agencies to report their results.

Ohio will continue to participate in two Tri-State Kick-Off Events for CIOT. One with Ohio, Kentucky and Indiana and one with Ohio, Kentucky and West Virginia. In addition, Safe Community programs are required to conduct a CIOT kick-off event in their county. This will be approximately 50 events for CIOT.

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of the Click It or Ticket Mobilization in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 2: Section 2.1, 5.1

Budget:

Funding Level	$0	Funding Source	N/A	Local Benefit	$0

Project Number: M2X-2017-00-00-00

Project Title: Sustained Belt Paid Media Plan

Description:

In FFY2017, Ohio will continue to model the NHTSA National Communications Plan to bridge the media gaps around the national seat belt mobilization with an appropriate mix of media, enforcement and social-norming initiatives to extend highway safety messages.

The goal will be to sustain the message throughout the year and to hit the highest peak during the national mobilization when we are deploying what we know works best in changing behavior. Throughout the year, using secondary messages like What's Holding You Back? and Buckle Up in your Truck provides an opportunity to extend the core safety messages. Embracing social-norming messages allows us to look for marketing alliances with businesses and organizations important to our target audiences. We have learned that many partners are not comfortable spending their resources to aggressively promote a strong enforcement message. A year-round mix of enforcement and social-norming messages helps to avoid these conflicts and provides us with more opportunities to keep our messages in front of the public and our target audiences.

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

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

- The networks and major cable systems will be selected in each of the major statewide markets. Presently the Ohio markets have a 70 – 75 percent cable penetration.

- Radio buys will be planned with morning drive, afternoon drive, evenings and weekends. Primary formats planned are sports, rock, alternative, urban contemporary and country, as appropriate for each demographic.
- Sports sponsorships with college and professional teams in Ohio will be used to promote seat belt use throughout the season.
- Social media includes space on multiple social media sites.
- Bonus inventory will be negotiated with each media outlet as available and will be a requirement to participate.
- Outdoor advertising will be limited and used only when it reaches the segment of the desired target audience.

High Risk Populations

Teens
Ohio is working to target rural teen seat belt usage. Huddle High Schools, Inc. distributes high school tickets for regular season events (sports, plays, etc.) for high schools throughout Ohio. Last year, OTSO cosponsored over 217 high schools (over 3 million ticket backs) in southeast Ohio, Columbus, Cleveland, Cincinnati, Zanesville, Lima, Toledo, Youngstown and Dayton markets with a What's Holding You Back? Buckle-Up in Your Truck seat belt message during the school year to direct target this audience.

Rural
Ohio is working to target rural seat belt usage. Through Huddle, high school sport tickets are printed with the Buckle-Up in Your Truck message in rural areas. Currently, 50 rural school bus shelter locations statewide are also printed with the same message. These bus shelters are located along rural routes. The message is placed on the outside of the shelter for passing traffic to see.

18 – 34 year old Male
This target audience has been identified throughout the state of Ohio as a low-usage population. Qualitative research information has generally identified the younger men (16 - 24 years) within this demographic as the most "high risk" drivers and passengers. These men are also less likely to use seat belts if they travel in pick-up trucks, consume alcohol, or ride at night and/or are African American. Ohio works closely with both the state and national media buyer to target 18 – 34 year old male seat belt usage. Ohio runs seat belt messages during home games throughout the season with the following sports teams in Ohio to target this high risk population: Cleveland Cavaliers, Cincinnati Reds, Cleveland Indians, Columbus Clippers, Toledo Mudhens, and The Ohio State University. These partners generally include television, radio, interior and exterior signage. The broadcast coverage for the Major League Baseball teams includes a broad network of stations in the region beyond just the metro market that in primarily serves.

The sustained belt paid media plan will complement the NHTSA National Communications Plan and the NHTSA Marketing Calendar which prioritizes NHTSA special events and messaging opportunities throughout the year. The final comprehensive media plan will be submitted to NHTSA for review prior to implementation.

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of the Paid Media component of Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 2: Sections 3, 6

Budget:

Funding Level	$500,000	Funding Source	405b	Local Benefit	$0

Project Number: M2X-2017-00-00-00

Project Title: State Seat Belt Tac Squads

Description:

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

Evidence of Effectiveness: CTW, Chapter 2: Section 2, 5

Budget:

Funding Level	$705,000	Funding Source	405b	Local Benefit	$0

Project Number: PT-2017-00-00-00

Project Title: Selective Traffic Enforcement Program

Description:

High Visibility Enforcement is designed to convince the public that there are consequences to traffic violations. Grants are awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2013, 2014 and 2015. Each agency must conduct enforcement activity (i.e., speed, seat belt, aggressive, etc.) to impact their fatal crashes. Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar. In addition to the required Blitzes and National Campaign listed below, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding. All Selective Traffic Enforcement Program (STEP) sub-recipients are required to also submit for the Impaired Driving Enforcement (IDEP) grant to conduct impaired driving related overtime activities. Included in the STEP grant are funds to be used for education. The amount available for education is based on the jurisdiction's population ($1,500 for small; $2,500 for medium; $3,500 for large). These funds can be used for training officers or for educating the public on all areas of traffic safety including the importance of seat belts. All STEP sub-recipients are required to attend District meetings. Items discussed at the District meetings include: Re-caps of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meetings to ensure all activities are highly visible and are based on problem identification.

Dates	Blitz/National Campaign
November 18 – November 27, 2016	Thanksgiving
April – May 2017	Prom
May 22 – June 4, 2017	Click It or Ticket
October 2016 and/or September 2017	Homecoming

Awarded Agencies

Agency	County	Population	Agency	County	Population
Adams County Sheriff's Office	Adams	28,550	Logan Co. Sheriff's Office	Logan	48,858
Allen County Sheriff's Office	Allen	106,331	Lorain Co. Sheriff's Office	Lorain	301,356
Lima Police Department	Allen		North Ridgeville Police Dept.	Lorain	
Ashland Co. Sheriff's Office	Ashland	53,139	Lucas Co. Sheriff's Office	Lucas	441,815
Athens Co. Sheriff's Office	Athens	64,757	Oregon Police Division	Lucas	
Auglaize Co. Sheriff's Office	Auglaize	45,949	Sylvania Twp. Police Dept.	Lucas	
Brown Co. Sheriff's Office	Brown	44,846	Toledo Co. Sheriff's Office	Lucas	
Butler Co. Sheriff's Office	Butler	368,130	Mahoning Co. Sheriff's Office	Mahoning	238,823
Hamilton Police Dept.	Butler		Youngstown Police Dept.	Mahoning	
Middletown Police Dept.	Butler		Marion Co. Sheriff's Office	Marion	66,501
West Chester Police Dept.	Butler		Medina Co. Sheriff's Office	Medina	172,332
Clark Co. Sheriff's Office	Clark	138,333	Mercer Co. Sheriff's Office	Mercer	40,814
Springfield Police Dept.	Clark		Miami Co. Sheriff's Office	Miami	102,506
Clermont Co. Sheriff's Office	Clermont	197,363	Montgomery Co. Sheriff's Office	Montgomery	535,153
Pierce Twp. Police Dept.	Clermont		Dayton Police Dept.	Montgomery	
Union Twp. Police Dept.	Clermont		Moraine Police Division	Montgomery	
Columbiana Co. Sheriff's Office	Columbiana	107,841	Trotwood Police Dept.	Montgomery	
Crawford Co. Sheriff's Office	Crawford	43,784	Morrow Co. Sheriff's Office	Morrow	34,827
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,280,122	Muskingum Co. Sheriff's Office	Muskingum	86,074
Cleveland Police Dept.	Cuyahoga		Ottawa Co. Sheriff's Office	Ottawa	41,428
Delaware Co. Sheriff's Office	Delaware	174,214	Paulding Co. Sheriff's Office	Paulding	19,614
Erie Co. Sheriff's Office	Erie	77,079	Perry Co. Sheriff's Office	Perry	36,058
Perkins Twp. Police Dept.	Erie		Pickaway Co. Sheriff's Office	Pickaway	55,698
Franklin Co. Sheriff's Office	Franklin	1,163,414	Pike Co. Sheriff's Office	Pike	28,709
Blendon Twp. Police Dept.	Franklin		Portage Co. Sheriff's Office	Portage	161,419
Columbus Police Dept.	Franklin		Putnam Co. Sheriff's Office	Putnam	34,499
Fulton Co. Sheriff's Office	Fulton	42,698	Richland Co. Sheriff's Office	Richland	124,475
Geauga Co. Sheriff's Office	Geauga	93,389	Sandusky Co. Sheriff's Office	Sandusky	60,944
Greene Co. Sheriff's Office	Greene	161,573	Scioto Co. Sheriff's Office	Scioto	79,499
Guernsey Co. Sheriff's Office	Guernsey	40,087	Seneca Co. Sheriff's Office	Seneca	56,745
Hamilton Co. Sheriff's Office	Hamilton	802,374	Stark Co. Sheriff's Office	Stark	375,586
Cincinnati Police Dept.	Hamilton		Canton Police Dept.	Stark	
Colerain Twp. Police Dept.	Hamilton		Jackson Twp. Police Dept.	Stark	
Springfield Twp. Police Dept.	Hamilton		Summit Co. Sheriff's Office	Summit	541,781
Hancock Co. Sheriff's Office	Hancock	74,782	Akron Police Dept.	Summit	
Hardin Co. Sheriff's Office	Hardin	32,058	Cuyahoga Falls Police Dept.	Summit	
Harrison Co. Sheriff's Office	Harrison	15,864	Trumbull Co. Sheriff's Office	Trumbull	210,312
Henry Co. Sheriff's Office	Henry	28,215	Warren Police Dept.	Trumbull	
Highland Co. Sheriff's Office	Highland	43,589	Tuscarawas Co. Sheriff's Office	Tuscarawas	92,582
Holmes Co. Sheriff's Office	Holmes	42,366	Warren Co. Sheriff's Office	Warren	212,693
Jefferson Co. Sheriff's Office	Jefferson	69,709	Wayne Co. Sheriff's Office	Wayne	114,520

Knox Co. Sheriff's Office	Knox	60,921	Williams Co. Sheriff's Office	Williams	37,642
Lake Co. Sheriff's Office	Lake	230,041	Wood Co. Sheriff's Office	Wood	125,488
Madison Twp. Police Dept.	Lake		Lake Twp. Police Dept.	Wood	
Painesville Police Dept.	Lake		Wyandot Co. Sheriff's Office	Wyandot	22,615
Licking Co. Sheriff's Office	Licking	166,492			
Newark Police Dept.	Licking				

Local police departments are listed underneath the county they are located in. The population is left blank because the county population includes the local jurisdiction.

STEP Grants have been approved in 61 of Ohio's 88 counties and represent 83.07 percent of the fatal crashes in 2013, 2014 and 2015 (2,375 of 2,859) and 89.25 percent of Ohio's population.

All Sheriff's Office are eligible for funding each year. Out of 88 counties, 61 Sheriff's Offices were approved for funding. The remaining 27 did not apply. In addition, the following jurisdictions were eligible for a Selective Traffic Enforcement grant in FFY2017, but did not apply. Future funding eligibility is based on problem identification.

Dublin (Franklin Co.)

Miami Twp. (Montgomery Co.)

Franklin Twp. (Franklin Co.)

Perry Twp. (Stark Co.)

Englewood (Montgomery Co.)

Wooster (Wayne Co.)

Huber Heights (Montgomery Co.)

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of STEP agencies' participation in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: *CTW, Chapter 2: Sections 2, 5, Ch. 3: Sec. 2.2, Ch. 4: Sec. 1.3*

Budget:

Funding Level	$1,800,000	Funding Source	402 PT	Local Benefit	$1,800,000

Project Number: M2X-2017-00-00-00

Project Title: Occupant Protection Coordinator (OPC) Program

Description:

In FFY2017, Ohio Department of Health (ODH) will continue to be the lead agency for the OPC program. ODH plans to contract with seven OPC Coordinators to provide occupant restraint programming to all 88 Ohio counties. The OPC responsibilities include coordinating a child safety seat distribution program for low-income families, conducting car seat check-up events, coordinating the NHTSA 32-hour Standardized Child Passenger Safety (CPS) Technician Training course and associated refresher course, disseminating occupant protection education and training for youth, and the National Campaigns for CPS and booster seats. The OPC program will continue to emphasize Ohio's booster seat law. This program has been scaled back over the last several years to keep funding in line with problem identification. Ohio has a low number of unbelted fatalities up to age nine. Ohio law requires children to be in either a car seat or booster seat until the age of eight. In addition to checking car seat and/or booster seats, technicians use the opportunity to provide seat belt education and tips to the entire family (parents, caregivers and older siblings).

Evidence of Effectiveness: CTW, Chapter 2: Sections 6.1, 6.2, 7.2

Budget:

Funding Level	$460,000	Funding Source	405b	Local Benefit	$329,000

Project Number: M2X-2017-00-00-00

Project Title: Observational Seat Belt Survey

Description:

Miami University of Ohio (MU) will oversee the observational seat belt survey. In FFY2017 MU's activities will include:

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

Evidence of Effectiveness: CTW, Chapter 2: Sections 1.1, 1.2

Budget:

Funding Level	$240,000	Funding Source	405b	Local Benefit	$0

Project Number: SF-2017-00-00-00

Project Title: State Funded Seat Belt Enforcement

Description:

The Ohio State Highway Patrol (OSHP) conducts speed, occupant restraint, alcohol related and motorcycle enforcement activity statewide to impact fatal crashes. The state funds activity that occurs during regular working hours. The portion of these funds that are alcohol-related is used towards match and maintenance of effort (MOE) for the 405b funds.

Evidence of Effectiveness: CTW, Chapter 2: Sections 2, 5

Budget:

Funding Level	$380,000	Funding Source	State	Local Benefit	$0

Occupant Protection: Program and Budget Summary

Project Number	Project Title	Funding Level	Funding Source
NF-2017-00-00-00	CIOT Earned Media	$ 0	N/A
NF-2017-00-00-00	CIOT Mobilization	$ 0	N/A
PT-2017-00-00-00	Selective Traffic Enforcement	$1,800,000	402 PT
	Subtotal	**$ 1,800,000**	**402 PT**
M2X-2017-00-00-00	Seat Belt Materials	$ 250,000	405b
M2X-2017-00-00-00	Holiday CIOT Paid Media	$ 200,000	405b
M2X-2017-00-00-00	CIOT Paid Media	$ 500,000	405b
M2X-2017-00-00-00	Sustained Belt Paid Media	$ 500,000	405b

M2X-2017-00-00-00	State Seat Belt Tac Squads	$ 705,000	405b
M2X-2017-00-00-00	OP Coordinator Program	$ 460,000	405b
M2X-2017-00-00-00	Observational Seat Belt	$ 240,000	405b
	Subtotal	**$ 2,855,000**	**405b**
SF-2017-00-00-00	State Funded Seat Belt	$ 380,000	State
Total Funding Occupant Protection Program Area		**$5,035,000**	

Attachment 405b-3

Ohio Inspection Stations

All agencies listed conduct fitting stations for Ohio residents. The Ohio Buckles Buckeyes (OBB) sites are the designated agency in each county to distribute child safety restraints to low income families. Certified CPS Technicians are available during posted hours.

Region 1 – Occupant Protection Regional Coordinator: Gina Veres			
Fitting Station Name	**Technician Coordinator Name**	**County**	**Population**
Crawford County Health Dept. - OBB	Rae Johnson	Crawford	43,784
Galion City Health Dept - OBB	Theresa Swinehart	Crawford	
Defiance County Health Dept - OBB	Stacey Lucas/Jamie Gerken	Defiance	39,037
Fulton County Health Center	Candise Ankney	Fulton	42,698
Fulton County Health Dept - OBB	Andrea Schwiebert/Heather Johnson	Fulton	
Hancock Public Health - OBB	Dawn Wallen	Hancock	74,782
Henry County Health Dept - OBB	Jennifer Wagner	Henry	28,215
City of Sylvania Police Dept	Stacey Pack/Danilynn Miller	Lucas	441,815
Maumee Police Dept	Jillian Urbanski/Wendy Newsome	Lucas	
Oregon Police Dept	Sara Shaw	Lucas	
Ottawa Hills Police Dept	Chris Sargent	Lucas	
ProMedica Toledo Children's Hospital - OBB	Gina Veres	Lucas	
Toledo Fire Prevention	Gwen Haynes-Burel/Dennis Kookoothe	Lucas	
Whitehouse Fire Dept	Kelly Norris/Rita Yunker/Derek Francis	Lucas	
Easter Seals Northern Ohio-OBB	Patti Powers	Ottawa	41,428
Paulding County Health Dept - OBB	Amber Gochenour	Paulding	19,614
Putnam County Health Dept - OBB	Dawn Schmenk	Putnam	34,499
Easter Seals Northern Ohio, Sandusky County-OBB	Patti Powers	Sandusky	60,944
Fremont AAA	Jennifer Siler	Sandusky	
Seneca County Gen. Health District-OBB	Sherry Jordan	Seneca	56,745
Williams County Health Dept - OBB	Karen Hauck/Candy Scribner	Williams	37,642
Bowling Green State University	Faith DeNardo	Wood	125,488
Perrysburg Fire Dept	Amy Vasko	Wood	
Wood County Hospital - OBB	Terry Gundy/Dawn Miller	Wood	

Region 2 – Occupant Protection Regional Coordinator: Kelli Sharp			
Fitting Station Name	**Technician Coordinator Name**	**County**	**Population**
Allen County Health Department-**OBB**(non tech)	Barb Walton	Allen	106,331
Auglaize County Health Department-**OBB**	Renee Zwiebel	Auglaize	45,949
Wapakoneta Fire Department	Eric Sammetinger	Auglaize	
Urbana Fire Division-**OBB**	Jeff Asper	Champaign	40,097
Clark County Combined Health District - **OBB**	Michelle Rhoads	Clark	138,333
Greenville Township Rescue - **OBB**	Brian Phillips	Darke	52,959
Beavercreek Police Department	Tim Lammert	Greene	161,573
Beavercreek Township Fire	Steve DuBois	Greene	
Bellbrook Fire Department	Kevin Glueckert	Greene	
Kenton-Hardin County Health Dept - **OBB**	Mindy Hensel	Hardin	32,058
Logan County Health Department-**OBB**	Christina Bramlage	Logan	45,858
Russell's Point Police Department	Joe Freyhof	Logan	
Mercer County Health Department - **OBB**	Julie Shaffer	Mercer	40,814
AAA Alliance-**OBB**	Tricia Studebaker	Miami	102,506
Troy Fire Department	Aaron Simmons	Miami	
Troy Police Department	Joel Misirian	Miami	
AAA Alliance-**OBB**	Diane Smith	Montgomery	535,153
Dayton Children's Hospital	Kelli Sharp	Montgomery	
Goodwill/Easter Seals-**OBB**(Greene)	Corey Shreves	Montgomery	
Kettering Fire Department	Tracy Leach	Montgomery	
Moraine Fire Department	David Cooper	Montgomery	
Vandalia Fire Department	Kim Hannahan	Montgomery	
Washington Township Fire Department	Scott Henry	Montgomery	
Preble County Health District - **OBB**	Leah Watkins	Preble	42,270
Sidney Shelby Health Department - **OBB**	Tia Toner	Shelby	49,423
Van Wert County Health Dept - **OBB**(non-tech)	Kim Haas	Van Wert	28,744

Region 3 – Occupant Protection Regional Coordinator: Donna Laake			
Fitting Station Name	**Technician Coordinator Name**	**County**	**Population**
Adams/Brown Co EHS - OBB	Ramona Applegate/Judy Tackett	Adams/Brown	73,396
Butler Co ESC - OBB	Lindsay Henrriquez	Butler	368,130
City of Fairfield Fire Dept	Jennifer Roseberry	Butler	
Fairfield Twp Fire Dept	Melissa McKendry	Butler	
Liberty Twp Fire Department	Chris Sanders	Butler	
West Chester Fire Dept	Dane Fienning	Butler	
Central Joint Fire-EMS District	Greg Wehrum	Clermont	197,363
Miami Twp Fire Dept	Jason Burbrink	Clermont	
Monroe Twp Fire Dept	Denny Lee	Clermont	
Pierce Twp Fire Dept	Donald Gates	Clermont	
Clermont Co - OBB	Greg Wehrum	Clermont	
Clinton Co HD - OBB	Melanie Nienaber	Clinton	42,040
Blue Ash Fire Dept	Greg Preece	Hamilton	802,374
Cheviot Fire Dept	David Derbyshire	Hamilton	
Cincinnat Children's Hospital	Emily Lee	Hamilton	
Colerain Twp Dept of Fire/EMS	Jennifer Dransman	Hamilton	
Delhi Twp Fire Dept	Dan Albertz	Hamilton	
Elmwood Place Fire Dept	Alex Schmid	Hamilton	
Forest Park Fire Dept	Jermaine Hill	Hamilton	
Green Twp Fire Dept	Allen Boyle	Hamilton	
Hamilton Co Norwood - OBB	Chandra Corbin	Hamilton	
Harrison Fire Dept	Steven Placke	Hamilton	
Little Miami Joint Fire & Rescue	Stephan Marks	Hamilton	
Loveland Police	Chad Caudill	Hamilton	
Madeira/Indian Hill Joint Fire De	Mel Pomfrey	Hamilton	
Mariemont Fire Dept	Tim Peaker	Hamilton	
Montgomery Fire Dept	Ben Shapiro	Hamilton	
Norwood Health Dept	Chandra Corbin	Hamilton	
Sharonville Fire Dept	Jeff Vaughn	Hamilton	
Springdale Fire Dept	Tom Lindsey	Hamilton	
Sycamore Twp Fire Dept	Chris Handley	Hamilton	
Union Twp Fire Dept	Lee Schrichten	Hamilton	
Amberley Village Police & Fire	Chris Fritsch	Hamilton	
Anderson Twp Fire & Rescue	Ben Meyer	Hamilton	
Milford Fire Dept	Jeff Nagelhout	Hamilton/Clermont	
Deerfield Twp Fire Dept	Ken Lynch	Warren	212,693
Hamilton Twp Fire Dept	Brent Daniels	Warren	
Warren Co CHD - OBB	Maria Ernest	Warren	

Region 4 – Occupant Protection Regional Coordinator: Susan Smith			
Fitting Station Name	**Technician Coordinator Name**	**County**	**Population**
TriState CAO-OBB	Kathleen Banks	Athens	64,757
Gallia County Health Dept.-OBB	Brittany Hobson	Gallia	30,934
Hocking co Helath OBB	Emily Norris	Hocking	29,380
Jackson Co. SEOEMS	Mike Harkless	Jackson	33,225
Ross Health OBB	Kelley Minney	Ross	78,064
Portsmouth City Health Dept OBB	Susan Smith	Scioto	79,499
Vinton County Health Dept. - OBB	Barbie Hammond	Vinton	13,435
Marietta-OBB	Jonni Tucker	Washington	61,778

Region 5 – Occupant Protection Regional Coordinator: Ann Roderer			
Fitting Station Name	**Technician Coordinator Name**	**County**	**Population**
Delaware Health District OBB	Jennifer Way- Young	Delaware	174,214
Family Adult and Children First OBB	Ann Probasco	Fairfield	146,156
Fayette County Health Department -OBB	Laura Gardner-Miller	Fayette	29,030
Columbus Public Health OBB	Ann Roderer	Franklin	1,163,414
Grandview Heights fire station	Mike Shimpko	Franklin	
Jackson tep fire	Jenny thomas	Franklin	
Norwich Twp Fire	Nikki Carroll	Franklin	
Washington Fire	Sara Hall	Franklin	
Westerville Fire	Jennifer Kennedy	Franklin	
Knox County Health Dept.-OBB	Mike Whitaker	Knox	60,921
Mt. Vernon Fire Dept.	Mike Cronin	Knox	
Licking co Health OBB	Ashley See	Licking	166,492
Madison County/London City Health Department - OBB	Alexis Evans	Madison	43,435
Marion County MR/DD - OBB	Stephanie Langley	Marion	66,501
Morgan co Health OBB	Angie Kobelt	Morgan	15,054
Morrow County Health Dept. - OBB	Kelly Worstell	Morrow	34,827
Zanesville Health OBB	Tabatha Gaus	Muskingum	86,074
Perry co Health OBB	Deborah Raney	Perry	36,058
Early Head Start OBB	Melissa Woodgard	Pickaway	55,698

Region 6 – Occupant Protection Regional Coordinator: Tom Vilt			
Fitting Station Name	Technician Coordinator Name	County	Population
Ashland County Health Dept.-OBB	Shirley Bixby	Ashland	53,139
Ashland Fire Department	Rob McCra	Ashland	
Ashtabula County Health Department	Katie McInyre	Ashtabula	101,497
Northwest Ambulance District	Rob Bernardo	Ashtabula	
UHHS Geneva Hospital - OBB	Snady Pulsifer	Ashtabula	
Columbiana County Health Department - OBB	Chastidy Hall	Columbiana	107,841
Southern Local School District	Jacki DaLonzo	Columbiana	
Ahuja Medical Ctr	Tom Vilt	Cuyahoga	1,280,122
Cleveland PD, 2nd District	Heidi Dolan	Cuyahoga	
Fairview Hosp	Sandy Criswell	Cuyahoga	
Independence FD	Steve Rega	Cuyahoga	
Parma FD	Jim Monter	Cuyahoga	
Rainbow Babies & Children's Hospital-OBB	Tom Vilt	Cuyahoga	
Seven Hills FD	John Kandzer	Cuyahoga	
Huron County Health Dept. - OBB	Beatrice Dyer	Erie	77,079
Geauga Health Dept-OBB	Mindy White	Geauga	93,389
Huron County Health Dept. - OBB	Beatrice Dyer	Huron	59,626
Lake Hospital System-OBB	Renee Daugherty	Lake	230,041
Mentor PD	Jim Collier	Lake	
Avon Fire Department	Eric Dudziak	Lorain	301,356
Elyria Fire Department	Bob Reiser	Lorain	
Elyria Memorial Hospital	Sandy Singelton	Lorain	
Lorain County General Health District-OBB	Katie Bevan	Lorain	
Lorain County Metroparks	Joe Patalon	Lorain	
Mercy Regional Medical Center	Amy Berry	Lorain	
Oberlin Fire Department	Sue Hiesser	Lorain	
Wellington Fire Department	Derick Oswald	Lorain	
Akron Childrens - Beeghly - OBB	Andrea Neuman-Taddei	Mahoning	238,823
Austintown Police Department	Jeff Toth	Mahoning	
Springfield Police Department	Aimee Schweers	Mahoning	
Community Action-OBB	Bethany Kessler	Medina	172,332
Medina Health Dept	Amy Pierce	Medina	
Aurora Fire Department	Stefen Krieger	Portage	161,419
Portage County Health Department - OBB	Becky Lehman	Portage	
Portage County Health Dept - OBB	Allison Mitchell	Portage	
Richland County Health Dept.-OBB	Stacy Nolan	Richland	124,475
Akron Children's Hospital - OBB	Heather Trnka	Summit	541,781
Akron Children's Hosp-OBB	Lisa Pardi	Summit	
Howland Fire Department	Gloria Beck	Trumbull	210,312
Trumbull County Health Department - OBB	Rita Spahlinger	Trumbull	
Trumbull County Health Dept - OBB	Rita Spahlinger	Trumbull	

Region 7 – Occupant Protection Regional Coordinator: Patty Maag			
Fitting Station Name	Technician Coordinator Name	County	Population
East Ohio Regional Hospital- OBB	Sherri Kellas	Belmont	70,400
Carroll County Health Dept - OBB	Amy Campbell	Carroll	28,836
Red Cross of Ohio Hills - OBB	None	Coshocton	36,901
GMN Tri-County CAC Inc -OBB	Barb Parr	Guernsey	40,087
Guernsey Co Children's Services	Kim Feldner	Guernsey	
Help Me Grow - OBB	Chelsea Rusen	Harrison	15,864
Holmes Co Health Dept - OBB	None	Holmes	42,366
Jefferson County Health Department - OBB	Annette Stewart	Jefferson	69,709
OSHP - Jefferson County	Tim Zook	Jefferson	
Toronto TEMS	Jeremiah Lucas	Jefferson	
Monroe Co Board of DD- OBB	Staci Isaly	Monroe	14,642
Noble Co Health Dept- OBB	Chris Wise	Noble	14,645
David YMCA	Debbie Sharkey	Stark	375,856
David YMCA	Debbie Sharkey	Stark	
Early Childhood Resource Center- OBB	Jennifer Scott	Stark	
Jackson Twp Fire & Police	Aaron Stoller	Stark	
North Canton Fire Dept	Allen Deguzman	Stark	
Uniontown Fire Dept	Jason Hamblin	Stark	
Tuscarawas County Health Department	Patty Maag	Tuscarawas	92,582
Community Action Wayne/Medina	Margo Yoder	Wayne	114,520
		Populations served by Fitting Stations	11,303,341
		Total State Population	11,536,504
		Percent Served	97.98%

Ohio Certified CPS Instructor Listing

First Name	Last Name	Company Name	Start Date	End Date
Christy	Bailey	Westerville Communications	6/2/2016	6/1/2018
Amanda	Brodbeck	ProMedica	10/2/2014	10/1/2016
David	Conlon	Avon Fire Department	9/21/2015	9/20/2017
Vicki	Conneighton	N/A	8/15/2015	8/14/2017
Patricia	Corwin		12/9/2015	12/8/2017
Faith	DeNardo		2/1/2016	1/31/2018
Amanda	Eckelberry Kelly	Stark county Health Dept./Safe Kids	6/26/2015	6/25/2017
Jami	Eklund	Self-Employed	5/8/2016	5/7/2018
Kristen	Eklund	Kristen Eklund	6/13/2015	6/12/2017
Mark	Harper	Home	6/7/2015	6/6/2017
Krista	Jones	TriHealth Think First Injury Prevention Program	6/2/2015	6/1/2017
Scott	Kelly	Plain Township Fire & Rescue	9/23/2015	9/22/2017
Jennifer	Kennedy	Westerville Division of Police	3/11/2015	3/10/2017
Theresa	Kirkham	ProMedica Toledo Children's Hospital	5/2/2015	5/1/2017
Donna	Laake	Cincinnati Children's Hospital Medical Center	6/8/2015	6/7/2017
Emily	Lee	Cincinnati Children's Hospital Medical Center	4/19/2015	4/18/2017
Amy	Lesak	Medina County Health Department	10/12/2014	10/11/2016
Fai	Leung	Dental Fix Rx	9/12/2014	9/11/2016
Patricia	Maag	Tuscarawas County Health Department	9/2/2015	9/1/2017
Priscilla	Pennington	Portsmouth City Health Department	5/21/2016	5/20/2018
Ron	Phillips	Car Seat Consultants	7/2/2015	7/1/2017
Lisa	Roberts	Portsmouth City Health Department	9/2/2015	9/1/2017
Ann	Roderer	Columbus Public Health	9/23/2015	9/22/2017
Dave	Sander	Evenflo Co.	7/29/2015	7/28/2017
Jessica	Saunders	The Children's Medical Center	7/11/2015	7/10/2017
Benjamin	Shapiro	City of Montgomery Fire Department	8/15/2015	8/14/2017
Debbie	Sharkey	YMCA of Central Stark County	11/2/2015	11/1/2017
Kelli	Sharp	Dayton Children's Hospital	4/24/2015	4/23/2017
Andrea	Taddei		11/23/2015	11/22/2017
Kenneth	Taylor	University Hospital	6/16/2016	6/15/2018
Jenny	Thomas	Jackson Township Fire Department	5/19/2016	5/18/2018
Tia	Toner	Sidney-Shelby County Health Department	6/24/2014	6/23/2016
Gina	Veres	Toledo Children's Hospital	10/2/2015	10/1/2017
Thomas	Vilt	Rainbow Babies and Children's Hospital	6/2/2015	6/1/2017
Jennifer	Walker	Rainbow Babies and Children's Hospital	5/26/2015	5/25/2017
Kathryn	Wesolowski	Rainbow Babies and Children's Hospital	5/16/2015	5/15/2017
Linda	White	Child Passenger Safety Consultant	11/2/2015	11/1/2017

Ohio Certified Technician Listing

As of May 24, 2016, there are 1,010 certified child passenger safety technicians serving Ohio families. The recertification rate for Ohio technicians from January – March 2016 was 66.8 percent, well above the national average of 58.7 percent.

First Name	Last Name	Company Name	County	Start Date	End Date
Amanda	Bowsher		Allen	2/20/2016	2/19/2018
Andrea	Geesaman		Allen	2/20/2016	2/19/2018
Shelby	Guffey	The Learning Tree	Allen	11/4/2014	11/3/2016
Danielle	Hughes		Allen	2/20/2016	2/19/2018
Melissa	Langhals		Allen	2/20/2016	2/19/2018
Jami	Lee	Wilson Health	Allen	11/4/2014	11/3/2016
Lauren	Mooney		Allen	2/20/2016	2/19/2018
Cindy	Nelson	AAA Ohio Auto Club	Allen	3/22/2016	3/21/2018
Michael	Smith	Shawnee Twp Fire Dept	Allen	1/31/2015	1/30/2017
Paula	Strickler	Lima Police Department	Allen	10/29/2015	10/28/2017
Shirley	Bixby	Ashland County-City Health Department	Ashland	6/14/2016	6/13/2018
Matt	Burd	Ashland Fire Department	Ashland	10/9/2014	10/8/2016
Anthony	Coletta	Ashland Fire Department	Ashland	9/26/2015	9/25/2017
Joesph	Dies	Ashland Fire Department	Ashland	11/2/2015	11/1/2017
Justin	Hubler	Ashland Fire Department	Ashland	10/9/2014	10/8/2016
Adam	Ison	Ashland Fire Dept	Ashland	10/29/2015	10/28/2017
Rob	McCrea	Ashland Fire Department	Ashland	10/9/2014	10/8/2016
Matthew	White	Ashland Fire Department	Ashland	5/4/2015	5/3/2017
Scott	Balcomb	Ohio State Highway Patrol	Ashtabula	11/17/2014	11/16/2016
ROB	BERNARDO	NORTHWEST AMBULANCE SERVICES	Ashtabula	4/1/2016	3/31/2018
Joseph	Carroll	Ashtabula County Safe Communities	Ashtabula	5/2/2015	5/1/2017
Joseph	DeFazio	Ashtabula Township Fire Department	Ashtabula	11/17/2014	11/16/2016
Jason	Keeler	Andover Police Department	Ashtabula	11/17/2014	11/16/2016
James	Krenisky	Saybrook Township Fire Department	Ashtabula	9/21/2015	9/20/2017
Brad	Loudermilk	Northwest Ambulance District	Ashtabula	11/17/2014	11/16/2016
Lori	Merkel	Ashtabula County Children Services Board	Ashtabula	11/17/214	11/16/2016
Anthony	Nelson	Conneaut Fire Department	Ashtabula	11/17/2014	11/16/2016
Daniel	Peter	Daniel Peter	Ashtabula	11/17/2014	11/16/2016
SANDY	PULSIFER	UHHS Geneva Medical Center	Ashtabula	3/23/2016	3/22/2018
Ashley	Row	Northwest Ambulance District	Ashtabula	11/17/2014	11/16/2016
Gary	Welch	Northwest Ambulance	Ashtabula	5/28/2016	5/27/2018
Jeremy	Young	Conneaut Fire Department	Ashtabula	5/28/2014	5/27/2016
Kathleen	Bankes	Hocking Athens Perry Community Action	Athens	6/29/2015	6/28/2017
Lucinda	Carson	Hocking.Athens.Perry Community Action Head Start	Athens	6/29/2015	6/28/2017
Ruby	Kilkenny	HAPCA Head Start	Athens	6/24/2015	6/23/2017
Angie	Smith	Hocking.Athens.Perry Community Action Agency	Athens	6/3/2014	6/2/2016
Eric	Sammetinger	Wapakoneta Fire Department	Auglaize	5/10/2016	5/9/2018
Laurence	Selby		Auglaize	2/20/2016	2/19/2018

First Name	Last Name	Company Name	County	Start Date	End Date
Justine	Winegardner		Auglaize	2/20/2016	2/19/2018
Lynette	Debertrand	Lynette Debertrand East Ohio Regional Hospital	Belmont	10/8/2014	10/7/2016
Erin	Elerick	AAA Ohio Auto Club	Belmont	4/24/2015	4/23/2017
Erin	Lude	East Ohio Regional Hospital	belmont	6/11/2015	6/10/2017
Sarah	McGary		belmont	8/28/2015	8/27/2017
Ramona	Applegate	Adams-Brown Head Start	Brown	9/2/2015	9/1/2017
Judy	Copple	Adams Brown Early Head Start	Brown	12/9/2015	12/8/2017
Amanda	Dillow	Adams Brown Early Head Start	Brown	5/14/2016	5/13/2018
Alexandria	Hanson	Adams Brown Early Head Start	Brown	5/15/2015	5/14/2017
Angel	Hoop	Early Head Start	Brown	5/4/2016	5/3/2018
Whitney	Lawhorn	Adams Brown Early Head Start	Brown	5/15/2015	5/14/2017
Heather	Roush	Adams Brown Early Head Start	Brown	5/2/2016	5/1/2018
Chelsea	Rudd	Adams Brown Early Head Start	Brown	5/15/2015	5/14/2017
Amanda	Weber	Admans/Brown Early Head Start	Brown	5/15/2015	5/14/2017
Jennifer	Yanka		Burlington	7/27/2015	7/26/2017
Kerry	Allen	Butler County Educational Service Center	Butler	9/19/2015	9/18/2017
Julia	Beiser	Liberty Township Fire Department	Butler	6/18/2014	6/17/2016
Terry	Bretz	City of Springdale Fire Dept.	Butler	10/18/2014	10/17/2016
Kayla	Cassidy	Butler County Educational Service Center	Butler	9/13/2015	9/12/2017
Sarah	Day	Butler County Educational Service Center	Butler	5/29/2014	5/28/2016
Jamee	Diver	Jamee Diver	Butler	9/12/2014	9/11/2016
Erin	Ervin	Butler County Educational Service Center	Butler	9/19/2015	9/18/2017
Lorraine	Espel	Ohio Auto Club AAA	Butler	4/24/2015	4/23/2017
Jordan	Evans	Butler County Educational Service Center	Butler	9/19/2015	9/18/2017
Dane	Fienning	Norwood Fire Department	Butler	6/18/2014	6/17/2016
Nika	Gilbert	BCESC	Butler	4/15/2015	4/14/2017
Scott	Goller	City of Fairfield Fire Dept.	Butler	11/19/2014	11/18/2016
Porcha	Gragston	Butler County Educational Service Center	Butler	5/20/2016	5/19/2018
Candice	Griffin	Butler County Educational Service Center	Butler	9/19/2015	9/18/2017
Jessie	Haddix	Butler County Educational Service Center	Butler	5/20/2016	5/19/2018
Aaron	Harris	BESI Inc	Butler	1/19/2016	1/18/2018
Misty	Haydon	Early Head Start	Butler	9/19/2015	9/18/2017
Lindsay	Henrriquez	Butler County Educational Service Center	Butler	4/15/2015	4/14/2017
Julia	Jerez	Butler County Educational Service Center	Butler	9/13/2015	9/12/2017
DANIEL	KORTE	City of Fairfield Fire Department	Butler	6/24/2015	6/23/2017
Jon	Krueckeberg	City of Fairfield Fire Department	Butler	11/7/2014	11/6/2016
Jacqueline	Kunkel	Butler County Educational Service Center	Butler	9/19/2015	9/18/2017
Elizabeth	Layne	Focus on Youth, Inc.	Butler	5/15/2015	5/14/2017
Stacey	Marcum	AAA Travel Unlimited	Butler	4/24/2015	4/23/2017

First Name	Last Name	Company Name	County	Start Date	End Date
Stacie	Miller	Butler County Educational Service Center	Butler	9/19/2015	9/18/2017
Stefanie	Miller	Mercy Fairfield Hospital	Butler	4/27/2015	4/26/2017
Susan	Moorman	AAA Ohio Auto Club	Butler	3/22/2016	3/21/2018
Kaely	Phillips	Butler County Educational Service Center	Butler	9/13/2015	9/12/2017
Melanie	Pilgrim	Butler County Educational Service Center	Butler	9/19/2015	9/18/2017
Neal	Ressler	City of Fairfield Fire Dept.	Butler	11/19/2014	11/18/2016
Andy	Robben	Liberty Township Fire Department	Butler	6/18/2014	6/17/2016
Jennifer	Roseberry	City of Fairfield Fire Dept.	Butler	11/19/2014	11/18/2016
Robin	Sander	NA	Butler	7/29/2015	7/28/2017
Chris	Sanders	Liberty Township Fire Department	Butler	11/7/2014	11/6/2016
Kyle	Schauer	Liberty Township Fire Department	Butler	9/13/2015	9/12/2017
Matthew	Sempier	Liberty Township Fire Department	Butler	5/15/2015	5/14/2017
Rachel	Shepard	Butler County Educational Service Center	Butler	9/19/2015	9/18/2017
Diana	Spencer	AAA Ohio Auto Club	Butler	3/22/2016	3/21/2018
Jason	Taulbee	Fairfield Fire Department	Butler	11/19/2014	11/18/2016
Kyle	Temple	City of Fairfield Fire Department	Butler	5/23/2016	5/22/2018
Erica	Thomas	Butler County Educational Service Center	Butler	9/28/2014	9/27/2016
Lynn	Wenstrup	Butler County Educational Service Center	Butler	9/19/2015	9/18/2017
Amy	Campbell	Carroll County Health Department	Carroll	7/21/2015	7/20/2017
Chrystal	Day	Carroll County Board of DD	Carroll	6/13/2015	6/12/2017
Rae	Fry	Carroll County Help Me Grow	Carroll	9/11/2014	9/10/2016
Kristen	Green		Carroll	6/11/2015	6/10/2017
Tonya	Hawk	Carroll Hills School	Carroll	12/2/2015	12/1/2017
Roy	Ludy	Carroll County Sheriff's Office	Carroll	6/13/2013	6/12/2015
Christi	Owens	Home	Clark	6/29/2014	6/28/2016
Heather	Repik	AAA	Clark	11/4/2014	11/3/2016
Michelle	Rhoads	Clark County Combined Health District	Clark	4/5/2016	4/4/2018
Cyndi	Rose	AAA Miami Valley	Clark	5/9/2015	5/8/2017
Janet	Betts		Clermont	11/7/2014	11/6/2016
Jason	Burbrink	Miami Township Fire & EMS	Clermont	5/5/2016	5/4/2018
Laura	Engled	Milford Community Fire Department	Clermont	9/12/2014	9/11/2016
Jeffrey	Fehring	Central Joint Fire/Ems	Clermont	8/21/2015	8/20/2017
Donald	Gates	Miami Township Fire & EMS	Clermont	11/19/2014	11/18/2016
Justin	Handermann	City of Montgomery	Clermont	5/15/2015	5/14/2017
John	Hopper	Central Joint Fire/EMS	Clermont	5/23/2015	5/22/2017
Michael	Mehring		Clermont	5/9/2015	5/8/2017
Miles	Miller	Milford Community Fire Department	Clermont	5/16/2016	5/15/2018
Jeffrey	Nagelhout	Milford Community Fire Dept.	Clermont	9/22/2015	9/21/2017
Jan	Napier	Clermont county Public Health	Clermont	5/20/2016	5/19/2018
Lee	Schrichten	Union Township Fire Department	Clermont	7/2/2015	7/1/2017
Karen	Smith	Clermont county Public Health	Clermont	5/20/2016	5/19/2018
Karl	Smith	Central Joint Fire EMS	Clermont	5/23/2015	5/22/2017

First Name	Last Name	Company Name	County	Start Date	End Date
Mark	Thompson	Milford Community Fire Department	Clermont	9/12/2014	9/11/2016
Gregg	Wehrum	Central Joint Fire & EMS	Clermont	11/9/2014	11/8/2016
David	Wiseman	Milford Community Fire Department	Clermont	9/12/2014	9/11/2016
Tansy	Bernard	Clinton County Health Department	Clinton	3/30/2016	3/29/2018
Katie	Burwinkel	Clinton County Health Department	Clinton	3/30/2016	3/29/2018
Melanie	Nienaber	Clinton County Health Department	Clinton	3/30/2016	3/29/2018
Antony	Cumo	East Liverpool Fire Department	Columbiana	6/3/2015	6/2/2017
Jennifer	Davis	Columbiana County Health Department	Columbiana	4/17/2015	4/16/2017
Lynsey	Graham		Columbiana	5/4/2015	5/3/2017
Chastidy	Hall	Columbiana County Health Department	Columbiana	5/28/2014	5/27/2016
Aaron	Jones	East Liverpool Fire Department	Columbiana	11/23/2015	11/22/2017
Nancy	Zeigler	AAA	Coshocton	4/24/2015	4/23/2017
Rae	Johnson	Crawford County Health Dept	Crawford	5/2/2015	5/1/2017
Candace	Kalb	AAA Ohio Auto Club	Crawford	4/24/2015	4/23/2017
Amy	Ramirez	Crawford County Health Department	Crawford	5/2/2015	5/1/2017
Ashley	Smith	Galion City Health Department	Crawford	9/9/2015	9/8/2017
Theresa	Swinehart	Galion City Health Department	Crawford	11/20/2015	11/19/2017
Cody	Alflen	Brooklyn Heights Police Department	Cuyahoga	9/21/2015	9/20/2017
Brett	Anderson	The City Of Beachwood Fire Department	Cuyahoga	9/27/2014	9/26/2016
Derek	Apo	Strongsville Police Department	Cuyahoga	5/4/2016	5/6/2018
Michelina	Bacisin		Cuyahoga	5/4/2015	5/3/2017
Scott	Bennett	Moreland Hills Police Dept.	Cuyahoga	5/11/2015	5/10/2017
Patresa	Biggs	Cleveland Metroparks Ranger Department	Cuyahoga	5/7/2016	5/6/2018
Richard	Bird	Rocky River Police Department	Cuyahoga	9/23/2014	9/22/2016
Matthew	Bobinski	Mayfield Heights Fire Department	Cuyahoga	6/3/2015	6/2/2017
Dawn	Bybee	Cleveland Metro Parks	Cuyahoga	9/23/2014	9/22/2016
Tim	Byrne	Mayfield Village Fire Department	Cuyahoga	9/21/2015	9/20/2017
Anthony	Caruso	Independence Fire Dept	Cuyahoga	9/27/2014	9/26/2016
Gun	Chao	Cleveland Metroparks Ranger Department	Cuyahoga	9/23/2014	9/22/2016
James	Colbert	Pepper Pike PD	Cuyahoga	4/2/2015	4/1/2017
Steven	Conti	Mayfield Village Fire Department	Cuyahoga	9/21/2015	9/20/2017
Jeff	Cook	Mayfield Village Fire Department	Cuyahoga	9/21/2015	9/20/2017
Lori	Cook	AAA East Central	Cuyahoga	12/13/2014	12/12/2016
Adam	Copfer	Parma Fire Department	Cuyahoga	9/21/2015	9/20/2017
Patricia	Cotter		Cuyahoga	8/2/2015	8/1/2017
Mark	Coyner	City of Independence Fire Department	Cuyahoga	10/12/2015	10/11/2017
Sandra	Criswell	Fairview Hospital	Cuyahoga	6/2/2015	6/1/2017
April	Cuevas	Cedarwood Plaza	Cuyahoga	5/2/2015	5/3/2017
Lauren	Cummings	Berea Police Department	Cuyahoga	9/23/2014	9/22/2016
Ryan	Damore	Strongsville P.D.	Cuyahoga	11/29/2015	11/28/2017
Jack	Darnell	Parma Heights Police Department	Cuyahoga	5/26/2015	5/25/2017
Michael	Debeljak	Orange Police Dept.	Cuyahoga	10/2/2015	10/1/2017
Tabatha	DeJesus	N/A	Cuyahoga	5/26/2015	5/25/2017

First Name	Last Name	Company Name	County	Start Date	End Date
Brian	Dezman	Auburn Township Fire Department	Cuyahoga	9/21/2015	9/20/2017
Raffaele	Di Pio	Shaker Hts. Fire Dept.	Cuyahoga	12/2/2015	12/1/2017
Sergio	DiGeronimo	Brecksville Fire Department	Cuyahoga	5/26/2015	5/25/2017
Heidi	Dolan	Rainbow Babies & Children's Hospital	Cuyahoga	5/3/2016	5/2/2018
Nolan	Dylag	Independence Fire Department	Cuyahoga	9/21/2015	9/20/2017
Katharine	Eureka	Fairview Hospital	Cuyahoga	9/27/2014	9/26/2016
Rachel	Farinelli	University Hospitals	Cuyahoga	9/21/2015	9/20/2017
Marisol	Fore	Cleveland Police Department – 2nd District	Cuyahoga	9/23/2014	9/22/2016
Angel	Gabriel		Cuyahoga	5/26/2015	5/25/2017
Adam	Gecewich	Parma Heights Police Department	Cuyahoga	5/26/2015	5/25/2017
David	Gessner	Parma Fire Department	Cuyahoga	8/29/2014	8/28/2016
Shawna	Gorchek	Southwest General Health Center	Cuyahoga	10/2/2015	10/1/2017
Anthony	Havel	Mayfield Village Fire Department	Cuyahoga	9/21/2015	9/20/2017
Edmund	Hirsch	Solon Fire Dept	Cuyahoga	4/2/2015	4/1/2017
Brandon	Hope	University Heights	Cuyahoga	8/21/2014	8/20/2016
Lynn	Horton	University Hospitals Rainbow Babies	Cuyahoga	9/23/2014	9/22/2016
Kristen	Hrabak	Cleveland Clinic Foundation	Cuyahoga	5/26/2015	5/25/2017
John	Jecker	Broadview Heights Police Dept	Cuyahoga	9/23/2014	9/22/2016
John	Kandzer	Seven Hills Fire Department	Cuyahoga	10/12/2014	10/11/2016
Keith	Kanner	University Heights	Cuyahoga	12/9/2014	12/8/2016
Aaron	Keene	The City of Parma Fire Dept.	Cuyahoga	9/21/2015	9/20/2017
Tom	Kelly	Independence Fire Department	Cuyahoga	9/21/2015	9/20/2017
Deborah	Kosakowski	Fairview Hospital-Pediatrics	Cuyahoga	6/2/2015	6/1/2017
RICHARD	KRAMER	SOUTH RUSSELL POLICE DEPARTMENT	Cuyahoga	5/3/2016	5/2/2018
Larry	Lampa	Parma Fire Departmnet	Cuyahoga	8/29/2016	8/28/2018
Joseph	Lecznar	Independence Fire Department	Cuyahoga	9/27/2014	9/26/2016
Michael	Luzniak	Parma Heights Police Department	Cuyahoga	5/26/2015	5/25/2017
Carli	Markiewitz	UH Rainbow Babies & Children's Hospital	Cuyahoga	9/21/2015	9/20/2017
Chris	Martinitis	Mayfield Hts. Fire Dept.	Cuyahoga	12/2/2015	12/1/2017
Jason	Marvin	Orange Police Department	Cuyahoga	10/2/2015	10/1/2017
Nicholas	McCoy	Middleburg Heights Police Department	Cuyahoga	5/7/2016	5/6/2018
Jacob	McKenrick		Cuyahoga	9/21/2015	9/20/2017
Lara	Meadows	Home	Cuyahoga	9/23/2014	9/22/2016
Kevin	Messich	City of Bedford Fire Department	Cuyahoga	5/26/2015	5/25/2017
James	Monter	Parma Fire Departmnet	Cuyahoga	8/29/2016	8/28/2018
Shawn	Moore	Cleveland Metroparks Ranger Department	Cuyahoga	9/23/2014	9/22/2016
Mandy	Nagle	Rainbow Babies & Children's Hospital	Cuyahoga	5/3/2016	5/2/2018
John	Niton	Brecksville Fire Department	Cuyahoga	5/26/2015	5/25/2017
Rollin	Pachinger	Independence Fire Department	Cuyahoga	9/21/2015	9/20/2017
Michael	Palumbo	Mayfield Village Fire Department	Cuyahoga	9/21/2015	9/20/2017
Jeremy	Parkhurst	City of Brecksville Fire Department	Cuyahoga	5/5/2016	5/4/2018
Damon	Picone	University Heights Fire Department	Cuyahoga	8/21/2014	8/20/2016
Larry	Pitschmann	Strongsville Police Department	Cuyahoga	9/3/2015	9/2/2017

First Name	Last Name	Company Name	County	Start Date	End Date
Anthony	Puklavec	Olmsted Township Fire Department	Cuyahoga	7/9/2015	7/8/2017
Matthew	Radke	North Olmsted Fire Department	Cuyahoga	4/2/2015	4/1/2017
Chase	Reagan	Self	Cuyahoga	9/23/2014	9/22/2016
Jonathan	Ridgway	North Royalton Fire Department	Cuyahoga	5/26/2015	5/25/2017
Michael	Roberts	Orange P.D.	Cuyahoga	12/2/2015	12/1/2017
Michael	Sager	Solon Fire Dept	Cuyahoga	10/12/2015	10/11/2017
Joseph	Schuerger	Brooklyn Fire Department	Cuyahoga	9/27/2014	9/26/2016
Robert	Searles	Beachwood Fire Department	Cuyahoga	9/27/2014	9/26/2016
Scott	Sebastian	South Euclid Fire Department	Cuyahoga	5/4/2015	5/3/2017
Joseph	Simerale	Seven Hills Fire Department	Cuyahoga	9/27/2014	9/26/2016
Sandra	Singleton	University Hospitals Elyria Medical Center	Cuyahoga	4/2/2015	4/1/2017
Paul	Soltis	Solon Fire Department	Cuyahoga	4/2/2015	4/1/2017
Edward	Svoboda	South russell police department	Cuyahoga	5/3/2016	5/2/2018
Rachel	Thurman	Cleveland Clinic Solon	Cuyahoga	9/27/2014	9/26/2016
Jessica	Timms		Cuyahoga	7/16/2015	7/15/2017
Nicholas	Tomaselli	Auburn Township Fire Department	Cuyahoga	9/24/2015	9/23/2017
Alison	Tomazic	Neighborhood Family Practice	Cuyahoga	10/12/2014	10/11/2016
Stephanie	Troha	Rocky River Police Department	Cuyahoga	9/23/2014	9/22/2016
Ken	Valvoda	North Royalton Fire Department	Cuyahoga	6/2/2015	6/1/2017
Astrid	Vega	City of Cleveland Division of Safety	Cuyahoga	9/23/2014	9/22/2016
Samantha	Vilt	Rainbow Babies & Children's Hospital	Cuyahoga	7/16/2015	7/15/2017
Erin	Waldinger	Erin Waldinger	Cuyahoga	5/4/2015	5/3/2017
Christie	Wiedt	University Hospitals, Case Medical Center	Cuyahoga	5/14/2016	5/13/2018
Jason	Winebrenner	Pepper Pike Police Department	Cuyahoga	5/20/2016	5/19/2018
Joe	Zuccaro	South Euclid Fire Department	Cuyahoga	7/2/2015	7/1/2017
Greg	Fourman	Greenville Township Rescue	Darke	6/24/2014	6/23/2016
Nate	Frazee	Greenville Township Rescue	Darke	9/13/2015	9/12/2017
Shannon	Fritz	Greenville Fire Department	Darke	4/5/2016	4/4/2018
Brian	Phillips	Greenville Twp. Rescue	Darke	9/13/2015	9/12/2017
Madelen	Bergman	Defiance County General Health District	Defiance	5/8/2015	5/7/2017
Robin	Cutright	Defiance Regional Medical Center	Defiance	9/26/2014	9/25/2016
Andrea	Faykosh	Henry County Hospital	Defiance	10/2/214	10/1/2016
Jamie	Gerken	Defiance Co. General Health District	Defiance	1/19/2016	1/18/2018
Stacy	Lucas	Defiance County General Health District	Defiance	5/23/2016	5/22/2018
David	Andrian		Delaware	6/8/2015	6/7/2017
Jacqueline	Bain	Delaware General Health District	Delaware	6/2/2016	6/1/2018
Jessica	Campbell	Nationwide Children's Hospital	Delaware	8/13/2015	8/12/2017
Nicole	Carroll		Delaware	6/2/2015	6/1/2017
Jessica	Evans		Delaware	8/30/2015	8/29/2017
Julia	Frasier	Mt Carmel St Anns Hospital	Delaware	10/27/2015	10/26/2017
Eric	Greer	Liberty Township Fire Department	Delaware	10/12/2014	10/11/2016
Brandi	Grimsley	AAA Ohio Auto Club	Delaware	2/26/2016	2/25/2018
Stephanie	Herrington	Delaware County Sheriff's Office	Delaware	5/10/2016	5/9/2018

First Name	Last Name	Company Name	County	Start Date	End Date
Carol	Hribar	Westerville Citizen Police Academy Alumni Associat	Delaware	6/23/2015	6/22/2017
Kristen	Hunt	Washington Township Fire Department	Delaware	3/3/2016	3/2/2018
Stephanie	Langley	Stephanie T. Langley	Delaware	4/2/2015	4/1/2017
Rebecca	Patton	Nationwide Children's Hospital Westerville Urgent	Delaware	6/2/2014	6/1/2016
Tom	Saunders	Liberty Township Fire Dept	Delaware	10/12/2014	10/11/2016
WILLIAM	SORRELL	QEK Global Solutions	Delaware	8/22/2014	8/21/2016
Michelle	Tucker-Bradford	AAA Ohio Auto Club	Delaware	3/22/2016	3/21/2018
Jenifer	Way-Young	Delaware General Health District	Delaware	4/2/2015	4/1/2017
Robin	Amezquita	AAA Ohio Auto Club	Erie	10/2/2014	10/1/2016
Ryan	Boesch	Huron Police Department	Erie	5/26/2015	5/25/2017
Jeffrey	Cormier		Erie	9/21/2015	9/20/2017
Jennifer	Brinkman	Nationwide Childrens Hospital	Fairfield	5/15/2015	5/14/2017
Rob	Gibson	Violet Township Fire	Fairfield	6/2/2014	6/1/2016
Linda	Howell	Linda Howell	Fairfield	4/25/2015	4/24/2017
Michelle	Lutz	Fairfield County	Fairfield	7/2/2015	7/1/2017
Natalie	Massie	AAA Ohio Auto Club	Fairfield	9/21/2014	9/20/2016
Julia	Mattis	MOUNT CARMEL HOSPITAL	Fairfield	10/27/2015	10/26/2017
Donald	Meares	Violet Twp. Fire Dept.	Fairfield	6/2/2016	6/1/2018
Elizabeth	Pfeifer	Violet Twp Fire Dept	Fairfield	11/19/2015	11/18/2017
Ann	Probasco	Fairfield Co. Family, Adult and Children First	Fairfield	10/6/2014	10/5/2016
Sarah	Robinson	Sarah Robinson	Fairfield	3/11/2015	3/10/2017
Nicolas	Yutzy	Violet Twp Fire Dept	Fairfield	5/18/2015	5/17/2017
Lori	Cockerill		Fayette	4/5/2016	4/4/2018
Ashley	Hott		Fayette	4/5/2016	4/4/2018
Tifani	Leisure		Fayette	4/5/2016	4/4/2018
Elizabeth	Liston	Fayette County Help Me Grow	Fayette	7/11/2015	7/10/2017
Shawna	Miller	Fayette Early Learning Center	Fayette	7/11/2015	7/10/2017
Meghan	Ryan	Fayette Conty Early Learning Center	Fayette	4/19/2015	4/18/2017
Melissa	Smith	Help Me Grow	Fayette	5/17/2016	5/16/2018
Amy	Streitenberger	Fayette County Help Me Grow	Fayette	7/11/2015	7/10/2017
Tara	Amenson	SEA Limited	Franklin	7/5/2015	7/4/2017
Nick	Amicucci	Jackson Township Fire Department	Franklin	10/6/2014	10/5/2016
Jon	Anderson	Jackson Township Fire Department	Franklin	3/10/2014	3/9/2016
Joe	Armintrout	Truro Township Fire Department	Franklin	5/18/2015	5/17/2017
Steve	Arnold	Washington Township Fire Department	Franklin	10/12/2014	10/11/2016
Tania	Bagent	St. Anns Hospital	Franklin	4/5/2016	4/4/2018
Debbie	Barnett	Plain Township Fire Department	Franklin	6/23/2015	6/22/2017
Kathryn	Beck	Columbus Safe Seats	Franklin	1/19/2016	1/18/2018
Tabitha	Benton	Mt. Carmel East Hospital	Franklin	4/5/2016	4/4/2018
Julie	Bing	The Ohio State University	Franklin	4/15/2016	4/14/2018
Scott	Bowyer	Jackson Township Fire Department	Franklin	9/15/2014	9/14/2016
Dustin	Bradbury	Jackson Township Fire Department	Franklin	9/15/2014	9/14/2016
Thomas	Brown	Whitehall Police Department	Franklin	2/1/2015	1/31/2017

First Name	Last Name	Company Name	County	Start Date	End Date
Mary Jo	Bumbico	AAA Ohio Auto Club	Franklin	4/24/2015	4/23/2017
Daniel	Cain	Jackson Township Fire	Franklin	2/1/2015	1/31/2017
Kristen	Cain	AAA Ohio Auto Club	Franklin	2/26/2016	2/25/2018
Susan	Chambers		Franklin	4/5/2016	4/4/2018
Kevin	Childs	Truro Township Fire Department	Franklin	5/18/2015	5/17/2017
Christine	Chovan	Christine Chovan	Franklin	3/11/2015	3/10/2017
Steve	Cossin	Truro Township Fire Department	Franklin	5/18/2015	5/17/2017
Kathryn	Curry-Da-Souza		Franklin	9/9/2015	9/8/2017
John	Danneman	AAA Ohio Auto Club	Franklin	9/21/2014	9/20/2016
Amy	Daugherty	Mt.Carmel Outreach	Franklin	2/28/2015	2/27/2017
Molly	Ditello	Molly Ditello	Franklin	2/28/2015	2/27/2017
Kevin	Dooley	AAA Ohio Auto Club	Franklin	2/26/2016	2/25/2018
Sarah	Eason	Mount Carmel West	Franklin	2/28/2015	2/27/2017
Dawn	Elliott	Mt Carmel CSC Outreach	Franklin	2/28/2015	2/27/2017
Ryan	Feyh	Jackson Township Fire Department	Franklin	8/30/2015	8/29/2017
William	Flora	Washington Township	Franklin	8/10/2015	8/9/2017
Chris	Fraley	Jackson Township Fire Dept.	Franklin	5/10/2014	5/9/2018
Roslyn	Friday	Mt. Carmel Health System	Franklin	9/21/2014	9/20/2016
Sally	Friedrich	N/a	Franklin	4/5/2016	4/4/2018
Brittany	Gnizak	Washington Twp Fire Department	Franklin	5/19/2016	5/18/2018
Krista	Goodwin	Mt. Carmel St. Ann's/Nationwide Children's	Franklin	9/21/2014	9/20/2016
Britney	Graves	Riverside Methodist Hospital	Franklin	9/9/2015	9/8/2017
Jasmine	Green	Nationwide Children's Hospital	Franklin	6/6/2015	6/5/2017
Michael	Gripshover	AAA Ohio Auto Club	Franklin	4/24/2015	4/23/2017
Matthew	Groezinger	Jackson Township Fire Dept.	Franklin	4/5/2016	4/4/2018
Sara	Hall	Washington Township	Franklin	9/9/2015	9/8/2017
Kearstin	Hamad	Mount Carmel East Hospital-NICU	Franklin	2/28/2015	2/27/2017
Ben	Hart	Jackson Township Fire Dept.	Franklin	4/5/2016	4/4/2018
Karisa	Harvey	Columbus Public Health	Franklin	5/19/2016	5/18/2018
Andrea	Hauser	Columbus Public Health	Franklin	9/9/2015	9/8/2017
R. Matthew	Headlee	Jackson Township Fire Department	Franklin	9/30/2015	9/29/2017
Christine	Herber	Mount Carmel Health	Franklin	2/28/2015	2/27/2017
Judy	Hirschfeld		Franklin	6/23/2015	6/22/2017
Greg	Holbrook	AAA Ohio Auto Club	Franklin	2/26/2016	2/25/2018
Sophia	Hollomond	Nationwide Children's NICU @ Mt. Carmel St. Ann's	Franklin	2/1/2015	1/31/2017
Marjorie	Horjus	Mt. Carmel St. Ann's	Franklin	6/17/2014	6/16/2016
Scott	Hyer		Franklin	4/5/2016	4/4/2018
James	Irwin	Jackson Township Fire Dept.	Franklin	5/19/2016	5/18/2018
Roxanne	Kaercher	Nationwide Children's Hospital	Franklin	2/26/2015	2/25/2015
Steve	Karapasha	AAA Ohio Auto Club	Franklin	9/11/2014	9/10/2016
Nicole	Keene	Mount Carmel St. Ann's	Franklin	2/28/2015	2/27/2017
Veronica	Keeney	Riverside Methodist Hospital	Franklin	9/9/2015	9/8/2017
James	Kitsmiller	Plain Township Fire Department	Franklin	11/22/2015	11/21/2017

First Name	Last Name	Company Name	County	Start Date	End Date
Shari	Kitzmiller		Franklin	4/5/2016	4/4/2018
Pierre	La Rose	Westerville Division of Police	Franklin	3/23/2015	3/22/2017
Anthony	LaBianca	Jackson Township Fire Dept.	Franklin	4/5/2016	4/4/2018
Amy	Lawson		Franklin	5/31/2015	5/30/2017
Carrie	Layne	AAA Ohio Auto Club	Franklin	4/24/2015	4/23/2017
Steven	Lee	AAA Ohio Auto Club	Franklin	2/26/2016	2/25/2018
Carol	Levine	Carol Levine	Franklin	3/11/2015	3/10/2017
Amanda	Lewis	Nationwide Children's Hospital	Franklin	4/5/2016	4/4/2018
Emma	Lindholm	AAA Ohio Auto Club	Franklin	9/21/2014	9/20/2016
Jaclyn	Lininger	St. Anns Hospital, Mount Carmel Health System	Franklin	2/28/2015	2/27/2017
Sheri	Macoskie	Ohio Auto Club	Franklin	4/24/2015	4/23/2017
Angela	Manning	N/A	Franklin	2/10/2015	2/9/2017
Brad	Mathias	Jackson Township Fire Department	Franklin	3/10/2016	3/9/2018
Alison	Mausser	AAA Ohio Auto Club	Franklin	3/22/2016	3/21/2018
Paul	McClaskey	Washington Township Fire Department	Franklin	2/10/2015	2/9/2017
Dustin	McCoy	Jackson Township Fire Department	Franklin	3/10/2016	3/9/2018
Joshua	McDowell	Washington Twp. Fire Department	Franklin	6/2/2014	6/1/2016
Rob	McGraner	AAA Ohio Auto Club	Franklin	9/21/2014	9/20/2016
Dan	Miller	Jackson Township Fire Department	Franklin	8/13/2015	8/12/2017
Shawn	Miller	Truro Township Fire Department	Franklin	5/18/2015	5/17/2017
Amy	Mills	Amy Mills	Franklin	3/11/2015	3/10/2017
Tiffany	Mindigo	Mount Carmel West Hospital	Franklin	2/28/2015	2/27/2017
Indol	Moore	Jackson Township Fire Department	Franklin	8/13/2015	8/12/2017
Megan	Morris	Megan Morris	Franklin	3/11/2015	3/10/2017
David	Myers	Myers Profitability Consulting	Franklin	4/24/2015	4/23/2017
Sandra	Nichols	Mount Carmel East	Franklin	10/27/2015	10/26/2017
Shawn	Paynter	City of Upper Arlington Police Division	Franklin	9/21/2014	9/20/2016
Lee Ann	Perin	Lee Ann Perin	Franklin	3/11/2015	3/10/2017
Brenda	Perry	Mount Carmel St. Ann's	Franklin	10/27/2015	10/26/2017
Michael	Pfaff	Truro Township Fire Department	Franklin	5/18/2015	5/17/2017
Lannie	Predmore	Lannie Predmore	Franklin	3/11/2015	3/10/2017
Carolyn	Preston	Westerville Communications	Franklin	9/15/2014	9/14/2016
Emily	Reid	Nationwide Children's Hospital	Franklin	6/24/2014	6/23/2016
Brian	Rex	AAA Ohio Auto Club	Franklin	3/22/2016	3/21/2018
Kristin	Roberts	Nationwide Children's Hospital, CIRP	Franklin	6/2/2016	6/1/2018
Nichole	Rode	Mt Carmel St Ann's Hospital	Franklin	10/27/2015	10/26/2017
Brittany	Roush	Mount Carmel Health System	Franklin	9/21/2014	9/20/2016
Greg	Rudduck	Jackson Township Fire Department	Franklin	8/13/2015	8/12/2017
Natalie	Ruemler		Franklin	5/20/2016	5/19/2018
Mike	Rush	City of Westerville	Franklin	2/10/2015	2/9/2017
Curtis	Russell	AAA Ohio Auto Club	Franklin	2/26/2016	2/25/2018
Kimberly	Schwind	AAA Ohio Auto Club	Franklin	9/21/2014	9/20/2016
Bill	Schwinn	AAA Ohio Auto Club	Franklin	4/24/2015	4/23/2017
Michael	Shimko	Grandview Heights Division of Fire	Franklin	6/2/2014	6/1/2016

First Name	Last Name	Company Name	County	Start Date	End Date
Kyle	Shipley	Truro Township Fire Department	Franklin	5/18/2015	5/17/2017
Stephanie	Simpkins	Mount Carmel East Hospital	Franklin	4/25/2015	4/24/2017
Amy	Slack	Mt. Carmel Health System	Franklin	9/21/2014	9/20/2016
Leanna	St. Armand	Leanna St. Armand	Franklin	3/11/2015	3/10/2017
Lynsie	Stout	AAA Ohio Auto Club	Franklin	4/24/2015	4/23/2017
Rebecca	Swingle	Jefferson Township Fire Dept.	Franklin	9/21/2014	9/20/2016
Preston	Tartt	Westerville Division of Police	Franklin	3/23/2015	3/22/2017
Janet	Taylor	Columbus public health	Franklin	10/6/2014	10/5/2016
Gregory	Tussing	Jackson Township Fire Department	Franklin	6/2/2014	6/1/2016
Michael	Ullom	Westerville Division of Fire	Franklin	11/22/2015	11/21/2017
Kaleigh	Waits	Mount Carmel West Hospital	Franklin	10/27/2015	10/26/2017
Carrie	Ward	Grandview Heights Fire Department	Franklin	4/5/2016	4/4/2018
Linda	Weir	Westerville Division of Fire	Franklin	7/26/2015	7/25/2017
Amy	Weiss	Mount carmel Health Systems	Franklin	9/9/2015	9/8/2017
Brian	Wess	Jackson Township Fire Department	Franklin	8/13/2015	8/12/2017
Charles	Wilhelm	Chuck Wilhelm/Mifflin Twp. Fire Dept.	Franklin	6/2/2014	6/1/2016
Brian	Williams	Truro Township Fire Department	Franklin	8/30/2015	8/29/2017
Christina	Wilson	Mt. Carmel St. Anns	Franklin	9/21/2014	9/20/2016
Denese	Zarich	Mount Carmel Health System	Franklin	4/25/2015	4/24/2017
Sydney	Beck	Individual	Fulton	10/2/2014	10/1/2016
Brad	Croninger	Wauseon Police Department	Fulton	6/26/2015	6/25/2017
Tammy	Hall	Fulton County Health Dept	Fulton	6/26/2015	6/25/2017
Heather	Johnson	Fulton County Health Dept	Fulton	6/23/2015	6/22/2017
Tammy	Riegsecker	Fulton County Health Center	Fulton	2/4/2015	2/3/2017
Andrea	Schwiebert	Fulton County Health Dept	Fulton	6/23/2015	6/22/2017
Peg	Short	Fulton County Health Center	Fulton	6/26/2015	6/25/2017
Tessa	Tewksbury	Tessa Tewksbury	Fulton	3/5/2015	3/4/2017
Tracy	Zuver	Fulton County Sheriff's Office	Fulton	10/2/2014	10/1/2016
Melinda	Kingery	Guiding Hand School	Gallia	10/27/2014	10/26/2016
Brittney	Lybbert	Educator	Gallia	3/1/2015	2/28/2017
Julie	Aveni	Middlefield Police Department	Geauga	5/4/2015	5/3/2017
Mindy	White	Geauga County Health District	Geauga	10/12/2014	10/11/2016
Kevin	Glueckert	Bellbrook Fire Department	Greene	6/27/2014	6/26/2016
Stephanie	Goff	Logan County Safe Kids	Greene	10/2/2015	10/1/2017
Tracy	Leach	Kettering Fire Department	Greene	12/2/2015	12/1/2017
Claudia	Stiglich	Children's Medical Center, Dayton, OH	Greene	5/9/2015	5/8/2017
Maryam	Yasin	N/A	Greene	6/24/2014	6/23/2016
Kimberly	Feldner	Guernsey County Children Services	Guernsey	7/21/2015	7/20/2017
Carol	Huhn	SEORMC	Guernsey	6/6/2015	6/5/2017
Dan	Albertz	Delhi Township Fire Department	Hamilton	4/15/2015	4/14/2017
Nichole	Aldridge	Cincinnati Children's Hospital Medical Center	Hamilton	9/19/2015	9/18/2017
Don	Angst	Colerain Township Fire Department	Hamilton	6/18/2016	6/17/2018
Susan	Arnold	Shriners Hospital for Children - Cincinnati	Hamilton	11/19/2015	11/18/2017

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Jeff	Ashpaw	Pierce Township Fire Department	Hamilton	9/28/2014	9/27/2016
William	Barnes	Union Township Fire Department	Hamilton	11/30/2015	11/29/2017
Amy	Bauknecht	Cincinnati Children's Hospital Medical Center	Hamilton	11/19/2014	11/18/2016
Dane	Baumgartner	Blue Ash Police Department	Hamilton	4/19/2015	4/18/2017
Jeffrey	Bayer	Green Township Fire and EMS	Hamilton	5/18/2016	5/17/2018
Matthew	Beahr	Cheviot Fire Department	Hamilton	9/12/2014	9/11/2016
Scott	Becker	Colerain Township Fire Department	Hamilton	6/18/2014	6/17/2016
Richard	Bell	Green Township Fire Department	Hamilton	6/8/2013	6/7/2015
William	Benderman	Colerain Township Fire Department	Hamilton	5/20/2016	5/19/2018
Mary	Bengel		Hamilton	10/25/2014	10/24/2016
MARY GENE	BENGEL	GOOD SAMARITAN HOSPITAL	Hamilton	6/2/2015	6/1/2017
James	Bigler	Springdale Fire Department	Hamilton	7/14/2016	7/13/2018
Doug	Bingaman	MIHJFD	Hamilton	5/15/2015	5/14/2017
James	Bowman	Colerain Twosnhip Fire Department	Hamilton	5/20/2016	5/19/2018
Allen	Boyle	Green Township Fire Department	Hamilton	7/31/2015	7/30/2017
Michael	Branigan	Green twp fire/ems	Hamilton	5/18/2016	5/17/2018
Jacob	Bryant	Union Township Fire Department	Hamilton	11/30/2015	11/29/2017
Jeffrey	Bryant	Springdale Fire Department	Hamilton	9/12/2014	9/11/2016
Elizabeth	Buchanan	AAA Allied Group	Hamilton	9/19/2015	9/18/2017
Benjamin	Buczak	Union Township Fire Department	Hamilton	11/30/2015	11/29/2017
Michael	Burden	Deerfield Township Fire Rescue	Hamilton	4/19/2015	4/18/2017
Brandon	Cable	Colerain Fire & Ems	Hamilton	9/28/2014	9/27/2016
Angela	Campos		Hamilton	5/20/2016	5/19/2018
Suzanne	Casteel	Sharonville Fire Dept.	Hamilton	4/24/2015	4/23/2017
Chad	Caudell	Loveland Police Department	Hamilton	11/2/2015	11/1/2017
Chandra	Corbin	Norwood Health Dept.	Hamilton	11/2/2015	11/1/2017
Eric	Dauer	Colerain Township Fire and EMS	Hamilton	6/24/2015	6/23/2017
Benjamin	Degenhardt	Blue Ash Fire Department	Hamilton	5/5/2016	5/4/2018
David	Derbyshire	Colerain Township Dept. of Fire & EMS	Hamilton	6/2/2015	6/1/2017
Josh	Dickhaus	Deerfield Township Fire Department	Hamilton	5/15/2015	5/14/2017
Jerry	Dimuzio	Colerain Township Fire Department	Hamilton	9/28/2014	9/27/2016
Patrick	Edmunds	Cincinnati Children's Hospital Medical Center	Hamilton	9/12/2014	9/11/2016
John	Eichelbacher	Sharonville Fire Dept.	Hamilton	5/9/2015	5/8/2017
Elizabeth	Erbeck	Norwood Health Department	Hamilton	5/2/2016	5/1/2018
Louis	Ernstes	City of Blue Ash Fire	Hamilton	9/2/2015	9/1/2017
Stephanie	Estes	Cincinnati Children's Hospital Medical Center	Hamilton	5/15/2015	5/14/2017
Andrew	Ferguson	TriHealth Bethesda Butler County Emergency	Hamilton	4/25/2015	4/24/2017
Bob	Frank	Springdale Fire Dept	Hamilton	4/2/2015	4/1/2017
Ryan	Frank	Colerain Township Fire Department	Hamilton	9/12/2014	9/11/2016
Lenny	French	Springdale Fire	Hamilton	4/2/2015	4/1/2017
Mary	Friend	Cincinnati Children's Hospital Medical Center	Hamilton	4/19/2015	4/18/2017
Christopher	Fritsch	Amberley Village Fire Dept.	Hamilton	5/23/2015	5/22/2017

First Name	Last Name	Company Name	County	Start Date	End Date
Kirsten	Gabbard	Colerain Township Fire Department	Hamilton	5/20/2016	5/19/2018
Courtenay	Gamber	Blue Ash Fire Dept	Hamilton	10/2/2015	10/1/2017
Dawne	Gardner	Cincinnati Children's Hospital Medical Center	Hamilton	5/29/2014	5/28/2016
Sharon	Garry	TriHealth	Hamilton	9/28/2014	9/27/2016
Mark	Gaynor	Colerain Township Department of Fire & EMS	Hamilton	4/20/2016	4/19/2018
Brandon	Gehring	Amberley Village Department of Public Safety	Hamilton	5/20/2016	5/19/2018
Dustin	Geiger	Colerian Fire and EMS	Hamilton	5/20/2016	5/19/2018
Scott	Goldschmidt	Blue Ash Fire Department	Hamilton	9/19/2015	9/18/2017
Genia	Goodin	Cincinnati Children's Hospital	Hamilton	11/2/2015	11/1/2017
Dan	Graham	MIHJFD	Hamilton	5/15/2015	5/14/2017
Marty	Gruenwald	Anderson Township Fire/Rescue Dept.	Hamilton	4/24/2015	4/23/2017
Steve	Hammons	Colerain Twp Fire Dept.	Hamilton	5/29/2014	5/28/2016
Steve	Hamon	Harrison Fire Department	Hamilton	5/26/2015	5/25/2017
Ray	Helton	Springdale Fire Dept	Hamilton	9/12/2016	9/11/2018
Robert	Hoover	Blue Ash Fire Department	Hamilton	7/1/2015	6/30/2017
Aaron	Hopkins	Harrison Fire Department	Hamilton	5/30/2015	5/29/2017
Michael	Hoying		Hamilton	5/20/2016	5/19/2018
Tim	Hudson	Springdale Fire Dept.	Hamilton	6/27/2016	6/26/2018
Omer	Hurlburt	Green Township Department of Fire & EMS	Hamilton	9/19/2015	9/18/2017
Mark	Johnston	The Christ Hospital Health Network	Hamilton	6/2/2015	6/1/2017
W.	Kercheval	City of Springdale Fire Dept.	Hamilton	10/18/2014	10/17/2016
Joseph	Klamo	Union Twp Fire Dept	Hamilton	11/30/2015	11/29/2017
Phillip	Klug	Colerain Twp. Fire Department	Hamilton	7/2/2015	7/1/2017
Kevin	Kraemer	N/A	Hamilton	5/14/2016	5/13/2018
Mike	Kramer	Sycamore Township	Hamilton	5/28/2015	5/27/2017
Craig	Kuhlmann	Springdale Fire Dept	Hamilton	5/16/2016	5/15/2018
Heather	Kuhn	AAA Allied Group	Hamilton	7/15/2014	7/14/2016
Christopher	Lakeberg	Cheviot Fire	Hamilton	9/12/2014	9/11/2016
Ronald	Lang	Springdale Fire Dept.	Hamilton	4/24/2015	4/23/2017
Joe	Leever	Anderson Township Fire/Rescue Department	Hamilton	11/20/2015	11/19/2017
Joe	Lehn	Springdale Fire Dept.	Hamilton	6/27/2014	6/26/2016
Devan	Lewis		Hamilton	5/20/2016	5/19/2018
Thomas	Lindsey	Springdale Fire Dept.	Hamilton	12/15/2015	12/14/2017
Brian	Losekamp	Springdale Fire Dept	Hamilton	5/16/2016	5/15/2018
Amanda	Luciano	CCHMC	Hamilton	6/3/2015	6/2/2017
Nick	Luehrman	Union Township Fire Department	Hamilton	11/30/2015	11/29/2017
Ken	Lynch	Deerfield Township Fire Department	Hamilton	5/15/2015	5/14/2017
Amy	Mallery	Cincinnati Children's Hospital Medical Center	Hamilton	10/25/2014	10/24/2016
Stephen	Maloney	Cincinnati Children's Hospital Medical Center	Hamilton	9/12/2014	9/11/2016
Matthew	Mc Hale	Union Township Fire Department	Hamilton	12/4/2015	12/3/2017
Patrick	McCall	Madeira & Indian Hill Joint Fire District	Hamilton	3/30/2016	3/29/2018

First Name	Last Name	Company Name	County	Start Date	End Date
Joseph	Meister	Greenhills Fire Department	Hamilton	9/13/2015	9/12/2017
Seth	Meucci	Delhi Township Fire Department	Hamilton	5/20/2016	5/19/2018
Ben	Meyer	Anderson Township Fire and Rescue Dept	Hamilton	5/9/2015	5/8/2017
David	Miller	Cheviot Fire Dept.	Hamilton	12/27/2014	12/26/2016
Mark	Monahan	Amberley Village Police-Fire Department	Hamilton	6/17/2015	6/16/2017
Becky	Montenegro	Cincinnati Children's Hospital Medical Center	Hamilton	9/28/2014	9/27/2016
Mike	Morrison	Sharonville Fire	Hamilton	4/24/2015	4/23/2017
Matt	Nichols	HarrisonFire Department	Hamilton	5/15/2015	5/14/2017
Bradley	Niehaus	Deerfield Township Fire Rescue	Hamilton	4/19/2015	4/18/2017
Steven	Nuckols	Blue Ash Fire Department	Hamilton	11/2/2015	11/1/2017
Amy	Nutley	Sharonville Fire Dept	Hamilton	12/2/2015	12/1/2017
Corazon	Ochanda	Cincinnati Childrens Hospital	Hamilton	5/20/2016	5/19/2018
Christina	Otten	Christina Otten	Hamilton	6/6/2015	6/5/2017
Joe	Parks	Springdale Department	Hamilton	7/14/2016	7/13/2018
Mark	Pelfrey	Springdale Fire Department	Hamilton	5/15/2015	5/14/2017
Chris	Pennington	Anderson Township Fire/Rescue Department	Hamilton	6/17/2014	6/16/2016
Roger	Pohlman	Blue Ash PD	Hamilton	3/30/2016	3/29/2018
Patrick	Pyles	City of Cheviot Fire Division	Hamilton	9/12/2014	9/11/2016
Amanda	Reardon	HarrisonFire Department	Hamilton	5/15/2015	5/14/2017
Kenneth	Reardon	Union Township Fire Department	Hamilton	11/30/2015	11/29/2017
Ralph	Richey	Springdale Fire Dept.	Hamilton	4/2/2015	4/1/2017
Fernando	Rico-Alarcon	Cincinnati Children's Hospital	Hamilton	6/24/2015	6/23/2017
Mike	Rimroth	Harrison Fire Department	Hamilton	6/12/2015	6/11/2017
MARK	ROESELER	AMBERLEY VILLAGE POLICE AND FIRE DEPARTMENT	Hamilton	4/19/2015	4/18/2017
Douglas	Rolf	Colerain Township Fire and EMS	Hamilton	5/20/2016	5/19/2018
toney	Sanders	MIHJFD	Hamilton	5/20/2016	5/19/2018
Steven	Sarver	Springdale Fire Dept.	Hamilton	6/27/2016	6/26/2018
William	Scales	Anderson Twp Fire/Rescue Dept	Hamilton	5/28/2015	5/27/2017
Tim	Schmidtgoessling	Amberley Village Police-Fire Department	Hamilton	5/21/2015	5/20/2017
Bryon	Semm	Delhi Fire Department	Hamilton	9/28/2015	9/27/2017
Laurence	Seymour	Green Township Fire and E.M.S.	Hamilton	11/2/2015	11/1/2017
Julie	Sheets	Greenhills Volunteer Fire Department	Hamilton	9/13/2015	9/12/2017
Gregg	Shewbridge	Sharonville Fire Department	Hamilton	5/28/2015	5/27/2017
Lindsey	Sippola	Colerain Township Fire and EMS	Hamilton	5/20/2016	5/19/2018
Emily	Sirk	Cincinnati Children's Hospital	Hamilton	9/12/2014	9/11/2016
James	Skirvin	Springdale Fire Department	Hamilton	5/2/2016	5/1/2018
Nick	South	Union Township Fire Department	Hamilton	11/30/2015	11/29/2017
David	Strittholt	Colerain Township Fire Department	Hamilton	5/29/2014	5/28/2016
Eric	Sullender	City of Cheviot Fire Department	Hamilton	9/12/2014	9/11/2016
Gary	Taylor	Springdale FD	Hamilton	5/26/2015	5/25/2017
Christopher	Theders	City of Blue Ash Fire Department	Hamilton	9/23/2015	9/22/2017

First Name	Last Name	Company Name	County	Start Date	End Date
Todd	Travis	Anderson Township Fire/Rescue Department	Hamilton	4/24/2015	4/23/2017
Jeff	Vaughn	Sharonville Fire Dept.	Hamilton	7/18/2015	7/17/2017
Alicia	Vincent	CCHMC	Hamilton	5/15/2015	5/14/2017
Katie	Walro	Bethsda North Hospital	Hamilton	9/19/2015	9/18/2017
Jeffrey	Walters	Union Township Fire Department	Hamilton	11/30/2015	11/29/2017
Nathaniel	Washatka	Cincinnati Children's Hospital	Hamilton	8/28/2014	8/27/2016
Heath	Waxman	Blue Ash Fire Department	Hamilton	4/2/2015	4/1/2017
Cle	Weitzel	Cle Weitzel	Hamilton	3/30/2016	3/29/2018
Anthony	Whitman	Sharonville Fire Dept.	Hamilton	5/9/2015	5/8/2017
Scott	Williams	Springdale Fire Dept.	Hamilton	4/2/2015	4/1/2017
Michael	Wimmel	Colerain Fire Department	Hamilton	9/12/2014	9/11/2016
Matt	Young	Deerfield Township Fire Rescue	Hamilton	5/15/2015	5/14/2017
Curtis	Yuskewich	Anderson Township FIre/Rescue Department	Hamilton	11/20/2015	11/19/2017
Donald	Zimmerman	MIHJFD	Hamilton	5/15/2015	5/14/2017
Becky	Bern	Findlay City Health Department	Hancock	6/29/2015	6/28/2017
Shannon	Chamberlin	Findlay City Health Department	Hancock	10/2/2014	10/1/2016
Sara	Heinze	Findlay City Health Department	Hancock	6/26/2015	6/25/2017
Brianna	Hiegel	Help Me Grow	Hancock	10/2/2014	10/1/2016
Melissa	Jack	Findlay City Health Department	Hancock	8/8/2015	8/7/2017
Jason	Jerisha		Hancock	12/6/2015	12/5/2017
LeAnna	McGuire	Hancock County Health Department	Hancock	10/2/2014	10/1/2016
Mandy	Myers	Help Me Grow	Hancock	10/2/2014	10/1/2016
Jennifer	Rathburn	Hancock County Help Me Grow	Hancock	7/1/2015	6/30/2017
Noah	Stuby	Findlay City Health Department	Hancock	10/2/2014	10/1/2016
Cassandra	Van Horn	Cassandra Van Horm	Hancock	10/9/2014	10/8/2016
Dawn	Wallen	Findlay City Health Department	Hancock	6/29/2015	6/28/2017
Mindy	Friemoth	Kenton-Hardin Health Department	Hardin	4/5/2016	4/4/2018
Michael	McKee	Hardin County Sheriff's Office	Hardin	4/5/2016	4/4/2018
Courtney	Erdos	Help Me Grow	Harrison	6/13/2015	6/12/2017
Nanette	Lewis	Help Me Grow	Harrison	11/2/2015	11/1/2017
Chelsea	Rusen	Harrison Co. Help Me Grow	Harrison	9/11/2014	9/10/2016
Candise	Ankney	Fulton County Health Center	Henry	9/3/2014	9/2/2016
Catherine	Bouillon	Henry County Health Department	Henry	10/2/2014	10/1/2016
Christine	Davidson	Henry County Health Department	Henry	8/22/2014	8/21/2016
Jennifer	Wagner	Henry County Health Department	Henry	10/25/2015	10/24/2017
Kaitlin	Ward	Henry County Health Department	Henry	10/2/2014	10/1/2016
Leigh Ann	Wright	Henry County Health Department	Henry	10/2/2014	10/1/2016
Ada	Amburgey	Highland County Community Action Org. Inc	Highland	12/4/2015	12/3/2017
Chad	Hamilton	Paint Creek Joint EMS/Fire District	Highland	6/23/2014	6/22/2016
Zach	Taylor	Paint Creek Joint EMS/Fire District	Highland	6/23/2014	6/22/2016
Tammy	Thoroman	Highland County Community Action Org., Inc.	Highland	11/7/2014	11/6/2016
Matt	Wendel	Paint Creek Joint EMS/Fire District	Highland	6/23/2014	6/22/2016

First Name	Last Name	Company Name	County	Start Date	End Date
Kathleen	Hutchison	Mount Carmel	Hocking	2/28/2015	2/27/2017
Emily	Norris	Hocking County Health Department	Hocking	7/28/2015	7/27/2017
Amy	Berry	Mercy Regional Medical Center	Huron	10/22/2015	10/21/2017
Christina	Cherry	Huron County General Health District	Huron	5/19/2016	5/18/2018
Beatrice	Dyer	Huron County Health Department	Huron	6/2/2014	6/1/2016
Katherine	Gerhardinger	Huron County Public Health	Huron	5/5/2016	5/4/2018
Kayla	Porter	Huron County Public Health	Huron	5/26/2015	5/25/2017
Brittany	Schneider	Huron County Public Health	Huron	2/20/2016	2/19/2018
Timothy	Jackson	Tim Jackson	Jackson	6/24/2015	6/23/2017
Gwen	Mercer	Jackson County EMS	Jackson	4/2/2015	4/1/2017
Toni	Wells	Hometown Pediatric Care	Jackson	11/19/2015	11/18/2017
Debbie	Willis	Jackson county EMS	Jackson	4/2/2015	4/1/2016
Jeremiah	Lucas	TEMS-JAD	Jefferson	9/10/2015	9/9/2017
Lindsay	Ludewig	Harrison County Help Me Grow	Jefferson	9/11/2014	9/10/2016
Gray	Nagy	Steubenville Fire Department	Jefferson	9/11/2014	9/10/2016
Robert	Ribar	Steubenville Fire Department	Jefferson	9/11/2014	9/10/2016
Julie	Shura	Jefferson County Educational Service Center	Jefferson	9/11/2014	9/10/2016
Annette	Stewart	Jefferson County Health Dept.	Jefferson	10/2/2015	10/1/2017
Chris	Takach	Steubenville Fire Department	Jefferson	9/11/2014	9/10/2016
Timothy	Zook	Ohio State Patrol	Jefferson	8/24/2014	8/23/2016
Mindy	Copenhaver	AAA Ohio Auto Club	Knox	9/11/2014	9/10/2016
Joann	Kerr	Knox County Health Department	Knox	5/2/2015	5/1/2017
Jared	McCann	Mount Vernon Fire Department	Knox	4/23/2015	4/22/2017
David	Miller	Mount Vernon fire Department	Knox	4/23/2015	4/22/2017
Jim	Morey	Mount Vernon fire Department	Knox	5/2/2015	5/1/2017
Eric	Rutter	Mount Vernon fire Department	Knox	5/2/2015	5/1/2017
Jason	Whisner	Mount Vernon Fire Department	Knox	5/2/2015	5/1/2017
Mike	Whitaker	Knox County Health Department	Knox	9/27/2015	9/26/2017
Teresa	Ackerman	Madison Township Police	Lake	9/23/2014	9/22/2016
Michael	Biddell	Concord Township Fire Dept	Lake	6/11/2015	6/10/2017
James	Collier	The Mentor Police Dept	Lake	9/23/2014	9/22/2016
Renee	Daugherty	Lake Health Medical Center	Lake	5/26/2015	5/25/2017
Michael	Fearing	Concord Twp Fire Department	Lake	6/11/2015	6/10/2017
Brandy	Hanusosky	Lake Metroparks Ranger Department	Lake	11/19/2015	11/18/2017
Lisa	Izzo	Fairview hospital	Lake	6/4/2015	6/3/2017
Michael	Lerman	Fire	Lake	6/11/2015	6/10/2017
STACY	LYLES		Lake	11/5/2014	11/4/2016
Christine	Margalis	Lake County General Health District	Lake	10/12/2014	10/11/2016
Tracy	McBride		Lake	9/21/2015	9/20/2017
Peters	Nathan	Mentor Fire Department	Lake	9/23/2014	9/22/2016
Colleen	Petro	Mentor Police Dept.	Lake	9/21/2015	9/20/2017
Shawn	Rodeheaver	Concord Twp Fire Department	Lake	5/28/2015	5/27/2017
Marilyn	Satterfield		Lake	4/2/2015	4/1/2017

First Name	Last Name	Company Name	County	Start Date	End Date
Timothy	Vlach	Concord Twp Fire Department	Lake	6/11/2015	6/10/2017
Taya	Workum	Painesville Police Department	Lake	9/23/2014	9/22/2016
Audrey	Adzic	Licking Memorial Hospital	Licking	3/11/2015	3/10/2017
Chad	Chenault		Licking	4/23/2015	4/22/2017
TABETHA	CRAMER	Licking Memorial Hospital	Licking	6/14/2014	6/13/2016
Marissa	Curtis	Licking Memorial Hospital	Licking	9/21/2014	9/20/2016
Katrin	Earley	West Licking Joint Fire District	Licking	10/11/2013	10/10/2015
Bridgette	Jackson	Licking County Health Department	Licking	12/31/2014	12/30/2016
Leanne	Lesko	West Licking Joint Fire District	Licking	3/11/2015	3/10/2017
Amanda	Long	Mt Carmel Health	Licking	3/16/2016	3/15/2018
Lynn	Messenger	Mt. Carmel East Hospital	Licking	2/28/2015	2/27/2017
NICOLE	MILLER	LICKING MEMORIAL HOSPITAL	Licking	4/16/2016	4/15/2018
Nancy	OBrien	MT carmel Health	Licking	3/16/2016	3/15/2018
Alyssa	Pratt	St. Anns Hospital	Licking	4/5/2016	4/4/2018
Kathy	Ryan	Ohio Auto Club	Licking	4/24/2015	4/23/2017
Ashley	See	Licking County Health Department	Licking	7/2/2015	7/1/2017
Melissa	Stack		Licking	4/5/2016	4/4/2018
Jeff	Szabo	The Szabo Insurance Agency	Licking	9/9/2015	9/8/2017
Abby	Tabler	Licking Memorial Hospital – Maternal Child	Licking	9/21/2014	9/20/2016
Katrina	Yates	Licking Memorial Hospital	Licking	2/26/2016	2/25/2018
Christina	Bramlage	Logan County WIC Office	Logan	11/6/2015	11/5/2017
Ashley	Ford	AAA Ohio Auto Club	Logan	9/21/2014	9/20/2016
Allison	Louden	NHTSA/VRTC	Logan	6/2/2015	6/1/2017
Lisa	Sullivan	Retired	Logan	6/2/2015	6/1/2017
Julie	Wilcox	N/a	Logan	5/2/2015	5/1/2017
Nicole	Beal	Elyria Memorial Hospital	Lorain	5/19/2016	5/18/2018
Katie	Bevan	Lorain County General Health District	Lorain	5/16/2016	5/15/2018
Kevin	Blair	Sheffield Village Fire Department	Lorain	5/26/2015	5/25/2017
Suzanne	Bliss	City of Avon Lake Fire Department	Lorain	9/1/2015	9/20/2017
Angie	Collier	Lorain County General Health District	Lorain	5/5/2016	5/4/2018
Jeffrey	Collins	City of Avon Fire Department	Lorain	5/26/2015	5/25/2017
Chris	Davis	Sheffield Village Fire Department	Lorain	5/26/2015	5/25/2017
Eric	Dudziak	Avon Fire Dept.	Lorain	12/2/2015	12/1/2017
Thomas	Elliott	Elyria Township Fire Department	Lorain	5/26/2015	5/25/2017
Nick	Frioud	City of Avon Fire Department	Lorain	5/26/2015	5/25/2017
Rich	Frygier	City of Avon Lake Fire Department	Lorain	5/26/2015	5/25/2017
Bruce	Gormley	City of Avon Fire Department	Lorain	5/26/2015	5/25/2017
Joseph	Harder		Lorain	5/26/2015	5/25/2017
Pamela	Henry	EMH Healthcare	Lorain	8/8/2015	8/7/2017
Sue	Hiesser	Oberlin Fire Department	Lorain	5/2/2015	5/1/2017
Marilyn	Hill	Lorain County General Health District	Lorain	4/2/2015	4/1/2017
David	Layne	City of Avon Police Dept	Lorain	5/26/2015	5/25/2017
Heather	Leonard	Community Outreach Center	Lorain	8/18/2014	8/17/2016
Zuleidy	Lopez	Mercy Regional Medical Center	Lorain	5/7/2016	5/6/2018

First Name	Last Name	Company Name	County	Start Date	End Date
Kate	McAfee		Lorain	5/26/2015	5/25/2017
Joseph	Neuhoff	Sheffield Township Fire Dept	Lorain	5/26/2015	5/25/2017
Derick	Oswald	Wellington Fire District	Lorain	5/19/2016	5/18/2018
Cristina	Ramirez	Mercy	Lorain	6/3/2015	6/2/2017
Robert	Resar	Elyria Fire Department	Lorain	10/23/2014	10/22/2016
Jill	Sands	Mercy Regional Medical Center	Lorain	6/3/2015	6/2/2017
Scott	Ulrich		Lorain	9/21/2015	9/20/2017
Carol	Bates		Lucas	7/4/2015	7/3/2017
Shelly	Condon	The Toledo Safe Kids Coalition	Lucas	5/2/2015	5/1/2017
Noelle	Dozier	Mercy St. Vincent Hospital	Lucas	6/26/2015	6/25/2017
Derek	Francis		Lucas	6/26/2015	6/25/2017
Jeni	Gerber	University of Toledo Police Department	Lucas	10/2/2014	10/1/2016
Angie	Gioiella	Lullaby Lane	Lucas	5/27/2014	5/26/2016
Melissa	Hallenbeck		Lucas	8/22/2014	8/21/2016
Gwen	Haynes-Burel	Toledo Fire & Rescue Department	Lucas	8/22/2014	8/21/2016
Danielle	Hayward	Sylvania Police	Lucas	5/27/2014	5/26/2016
Krissy	Helle	Lullaby Lane	Lucas	10/2/2014	10/1/2016
Rana	Kanafani	Monroe County Intermediate School District	Lucas	3/30/2015	3/29/2017
Randi	Kitts	Mercy Orthopedic Specialists	Lucas	6/26/2015	6/25/2017
Dennis	Kookoothe	Toledo Children's Hospital	Lucas	6/29/2015	6/28/2017
Stephanie	Mann	Lucas County Board of Developmental Disabilities	Lucas	6/26/2015	6/25/2017
Elizabeth	McCarty		Lucas	6/26/2015	6/25/2017
Danilynn	Miller	City of Sylvania Police Dept.	Lucas	6/2/2015	6/1/2017
Wendy	Newsome	Maumee Police Division	Lucas	5/17/2016	5/16/2018
Kelly	Norris	Whitehouse Fire Department / ProMedica Health Sys	Lucas	10/13/2014	10/12/2016
Stacey	Pack	Sylvania Police Division	Lucas	7/16/2014	7/15/2016
Robert	Parker	SealTeam Lyoness	Lucas	10/2/2014	10/1/2016
Jena	Rambo	Mercy St. Vincent Medical Center	Lucas	5/2/2015	5/1/2017
C.A.	Sargent	Village of Ottawa Hills	Lucas	6/29/2015	6/28/2017
Sara	Shaw	Oregon Police Division	Lucas	7/1/2014	6/30/2016
Mark	Smith	Lullaby Lane	Lucas	5/27/2014	5/26/2016
Ryan	Spangler	Oregon Police Division	Lucas	7/5/2013	7/4/2017
Brooke	Tibbits	Lullaby Lane	Lucas	5/27/2014	5/26/2016
Jillian	Urbanski	Maumee Police Division	Lucas	5/20/2016	5/19/2018
Erin	Whitton	Zepf Center	Lucas	7/8/2015	7/7/2017
Leslie	Wood		Lucas	6/29/2015	6/28/2017
Michael	Worden	Oregon Police Division	Lucas	5/27/2014	5/26/2016
Rita	Yunker	Whitehouse Fire Department	Lucas	10/13/2014	10/12/2016
Jeremiah	Bates	Pleasant Valley Fire District	Madison	6/2/2014	6/1/2016
Alexis	Evans	Madison County Health Department	Madison	10/5/2014	10/4/2016
James	Penix	London Fire Department	Madison	4/18/2015	4/17/2017
Tiffany	Roberts	London Fire Department	Madison	4/18/2015	4/17/2017

First Name	Last Name	Company Name	County	Start Date	End Date
Pamela	Bowers	Mercy Health St Elizabeth Health Center	Mahoning	11/23/2015	11/22/2017
Megan	Brown		Mahoning	5/18/2015	5/17/2017
Jason	Glista	East Liverpool Fire Department	Mahoning	11/23/2015	11/22/2017
Marybell	Gonzalez	Mercy Health	Mahoning	11/23/2015	11/22/2017
Amanda	Hamm	US Army	Mahoning	6/23/2014	6/22/2016
Stacy	Karis	Lowellville Police Department	Mahoning	4/29/2015	4/28/2017
Andrea	Landis	Andrea Landis	Mahoning	8/18/2014	8/17/2016
Megan	Palmer	Akron Children's Hospital Mahoning Valley	Mahoning	9/11/2014	9/10/2016
Helen	Spencer	Akron Children's Community Outreach, Education and	Mahoning	7/2/2015	7/1/2017
Tracy	Styka		Mahoning	9/2/2015	9/1/2017
Jeffrey	Toth	Austintown Township Police District	Mahoning	10/2/2015	10/1/2017
Stephanie	Weigel	Akron Children's Hospital	Mahoning	5/20/2016	5/19/2018
Jerry	Gandee	Marion Twp Fire Dept	Marion	6/11/2015	6/10/2017
Marci	Muciek	Marion County Board of Developmental Disabilities	Marion	6/13/2015	6/12/2017
Alicia	Turner	AAA Ohio Auto Club	Marion	3/22/2016	3/21/2018
Stephanie	Wheeler	Marion County Board of DD	Marion	8/30/2015	8/29/2017
Madison	Cortez	Medina County Health Department	Medina	9/21/2015	9/20/2017
John	Dukeman	AAA Ohio Auto Club	Medina	9/11/2014	9/10/2016
Amy	Funfgeld	Medina County Health Department	Medina	5/9/2015	5/8/2017
Regina	Kantorik	Wadsworth Fire/EMS Department	Medina	5/9/2015	5/8/2017
George	Keleman	City of Brunswick	Medina	10/15/2015	10/14/2017
Bethany	Kessler	Community Action Wayne/Media	Medina	11/23/2015	11/22/2017
Timothy	McCurry	Wadsworth Fire Dept.	Medina	7/8/2015	7/7/2017
Jamie	McNeeley	Medina County Health Department	Medina	8/29/2014	8/28/2016
Karla	Mehlow	AAA Ohio Auto Club	Medina	10/2/2014	10/1/2016
Jessica	Miles	Medina County Health Department	Medina	8/29/2014	8/28/2016
Brian	Mummert	Brunswick Division of Police	Medina	11/29/2014	11/28/2016
Pamela	Paalman	Lyndhurst Fire Dept	Medina	11/9/2014	11/8/2016
Peggy	Pavlak	Medina County Health Department (Peggy Pavlak)	Medina	9/3/2015	9/2/2017
Lynda	Reeves	Brunswick Division of Police	Medina	8/29/2014	8/28/2016
Kevin	Scullin	City of Brunswick	Medina	10/12/2015	10/11/2017
Pam	Shank	Medina County Health Department	Medina	7/16/2016	7/15/2018
Patrick	Shank	Volunteer	Medina	9/3/2015	9/2/2017
Nadine	Vancamp	Child Source	Medina	5/27/2015	5/26/2017
Dolores	Votruba	Mercury Distributing	Medina	5/27/2015	5/26/2017
Stacey	Williams		Medina	11/2/2015	11/1/2017
Janice	Yorko	AAA Ohio Auto Club	Medina	4/17/2015	4/16/2017
Sandy	Dorsten	Help Me Grow/Mercer County	Mercer	6/2/2015	6/1/2017
Kelly	Harbaum	Ohio Auto Club	Mercer	10/2/2014	10/1/2016
Julia	Shaffer	Mercer County Health Department	Mercer	5/16/2015	5/15/2017
Kristina	Timmerman	Mercer Co-Celina City Health Department	Mercer	5/10/2016	5/9/2018
Jeremy	Belzyt	Evenflo	Miami	6/24/2015	6/23/2017

First Name	Last Name	Company Name	County	Start Date	End Date
Shawn	McMaken		Miami	7/2/2015	7/1/2017
Joel	Misirian	Troy Police Department	Miami	5/2/2016	5/1/2018
Aaron	Simmons		Miami	7/2/2015	7/1/2017
Tricia	Studebaker	AAA	Miami	4/18/2015	4/17/2017
Staci	Isaly	Monroe County Board of Developmental Disabilities	Monroe	9/27/2015	9/26/2017
Barbara	Parr	G.M.N. Head Start	Monroe	4/26/2016	4/25/2018
John	Bacon	Evenflo Company	Montgomery	9/13/2015	9/12/2017
Tammy	Baker	AAA Miami Valley	Montgomery	4/2/2015	4/1/2017
Alan	Ball	Evenflo	Montgomery	5/16/2016	5/15/2018
Anthony	Beran	Centerville Police Department	Montgomery	4/2/2015	4/1/2017
Micah	Blanton	Beavercreek Twp Fire Dept	Montgomery	6/24/2014	6/23/2016
Emily	Brewer	Emily Brewer	Montgomery	3/5/2015	3/4/2017
Keith	Buck	Evenflo	Montgomery	9/28/2014	9/27/2016
Peter	Burcham	Kettering Fire Department	Montgomery	4/24/2015	4/23/2017
Brian	Burke	Montgomery County Sheriff's Office	Montgomery	4/19/2015	4/18/2017
Cynthia	Burke	Dayton childrens hospital	Montgomery	10/3/2014	10/2/2016
Sharmel	Calbert	Goodwill Easter Seals	Montgomery	9/21/2014	9/20/2016
Tiffany	Chaffin	AAA Allied Group	Montgomery	11/4/2014	11/3/2016
Josie	Colwell	AAA Miami Valley	Montgomery	4/5/2016	4/4/2018
Eric	Cook	City of Englewood	Montgomery	7/11/2015	7/10/2017
Mary	Craft	Dayton Children's Hospital	Montgomery	6/24/2016	6/23/2018
Eric	Dahle	Evenflo	Montgomery	9/28/2014	9/27/2016
Michael	Danber	Moraine Fire Department	Montgomery	1/2/2016	1/1/2018
Andrew	Davis	Evenflo	Montgomery	5/23/2015	5/22/2017
Steve	Dubois	Beavercreek Twp. Fire Dept.	Montgomery	4/20/2016	4/19/2018
Mark	Erby	City of Moraine Fire Department	Montgomery	9/9/2015	9/8/2017
Kristy	Gantt	Evenflo Company	Montgomery	6/24/2015	6/23/2017
Megan	Gaul	Wright Patterson AFB Medical Center	Montgomery	2/10/2015	2/9/2017
Teresa	Giehl	Children's Medical Center	Montgomery	10/22/2015	10/21/2017
Trevor	Good	Evenflo	Montgomery	11/4/2014	11/3/2016
Kimberly	Hannahan	City of Vandalia Division of Fire	Montgomery	4/5/2016	4/4/2018
Dustin	Harrison	Beavercreek Twp. Fire Dept.	Montgomery	4/20/2016	4/19/2018
Michelle	Hauck		Montgomery	5/20/2016	5/19/2018
Scott	Henry	Washington Township Fire Department	Montgomery	9/19/2015	9/18/2017
Nicholas	Hoagland	Beavercreek Twp Fire Dept.	Montgomery	6/24/2016	6/23/2018
Valerie	Hofmann	Evenflo	Montgomery	11/4/2014	11/3/2016
Kris	Holbrook	Kettering fire dept	Montgomery	12/2/2015	12/1/2017
Deborah	Holland	Evenflo Company, Inc	Montgomery	6/24/2015	6/23/2017
Nicholas	Hosford	Kettering Fire Dept.	Montgomery	12/2/2015	12/1/2017
Runella	Huffman	The Children's Medical Center	Montgomery	5/18/2015	5/17/2017
Carolyn	Iozzi	Retired	Montgomery	4/2/2015	4/1/2017
Lyle	James	Evenflo Comapny Inc.	Montgomery	8/6/2014	8/5/2016
Bonny	Johnson	Kettering Medical Center	Montgomery	5/2/2015	5/1/2017
Zachary	Jones	Beavercreek Twp. Fire Dept.	Montgomery	6/24/2014	6/23/2016

First Name	Last Name	Company Name	County	Start Date	End Date
Ethan	Klussman	Kettering Fire Dept	Montgomery	2/6/2015	2/5/2017
Corey	Koesters	Goodwill Easter Seals Miami Valley	Montgomery	11/4/2014	11/3/2016
Wendy	Kohlbacher	Evenflo	Montgomery	6/24/2015	6/23/2017
William	Korb	Kettering Fire	Montgomery	10/19/2014	10/18/2016
Angela	Kuck	Angela Kuck	Montgomery	6/24/2014	6/23/2016
Traci	Kuzminski	city of Moraine Fire Department	Montgomery	9/9/2015	9/8/2017
Christy	Lacy	AAA Allied Group	Montgomery	11/4/2014	11/3/2016
Timothy	Lammert	Beavercreek Police Department	Montgomery	5/9/2015	5/8/2017
Jeanne	Lowe	Evenflo	Montgomery	6/24/2015	6/23/2017
Jody	Malone	Pinnacle Technical Solutions	Montgomery	2/26/2016	2/25/2018
Stephanie	McEnery	Evenflo Company, Inc	Montgomery	6/24/2015	6/23/2017
Jason	McRoberts	Evenflo Company	Montgomery	9/13/2015	9/12/2017
Alicia	Mueller	Evenflo	Montgomery	6/24/2015	6/23/2017
Kent	Newbright	Evenflo	Montgomery	11/8/2014	11/7/2016
Abby	Nurre	Evenflo	Montgomery	6/24/2015	6/23/2017
Brian	Pleiman	Evenflo Company Inc	Montgomery	6/9/2015	6/8/2017
Alyssa	Roberts	Evenflo	Montgomery	5/16/2016	5/15/2018
Walter	Rothan	Evenflo	Montgomery	6/24/2015	6/23/2015
Keith	Schaeffer	Evenflo	Montgomery	11/4/2014	11/3/2016
Rachel	Schubeler	AAA Allied Group	Montgomery	11/4/2014	11/3/2016
Lisa	Schwing	Dayton Children's Hospital	Montgomery	10/22/2015	10/21/2017
Stephanie	Secrcu	Evenflo	Montgomery	6/24/2015	6/23/2017
John	Slaven	Washington Township Fire	Montgomery	4/18/2015	4/17/2017
Diane	Smith	AAA Miami Valley	Montgomery	4/2/2015	4/1/2017
Joshua	Smith	Beavercreek Twp Fire Department	Montgomery	6/24/2014	6/23/2016
Adam	Sollenberger	Englewood Fire Department	Montgomery	5/16/2016	5/15/2018
Bryan	Sowers	Englewood Fire Department	Montgomery	5/16/2016	5/15/2018
Cory	Stump	AAA Allied Group	Montgomery	7/11/2014	7/10/2016
Brandon	Sucher	Huber Heights Police Division	Montgomery	4/18/2015	4/17/2017
Anthony	Terrace	Englewood Fire Department	Montgomery	5/26/2014	5/28/2016
Cynthia	Vance	Dayton Children's Hospital	Montgomery	6/24/2014	6/23/2016
Michael	Ward	Evenflo	Montgomery	6/24/2015	6/23/2017
Tequillia	Washington	Dayton Children's Hospital	Montgomery	6/24/2014	6/23/2016
Brian	Whitt	Evenflo Company Inc	Montgomery	7/29/2015	7/28/2017
Dianna	Williamson		Montgomery	4/2/2015	4/1/2017
Tom	Woellert	Evenflo Company	Montgomery	9/2/2014	9/1/2016
ANGIE	KEFFER	MORGAN CO.BOARD OF DD	Morgan	3/22/2016	3/21/2018
Michelle	Thompson	Marion Township Fire Department	Morrow	8/18/2014	8/17/2014
Kelly	Worstell	Morrow Co. Health Dept	Morrow	5/17/2016	5/16/2018
Jeremy	Brown		Muskingum	8/28/2015	8/27/2017
Rhoda	Collins	AAA Ohio Auto Club	Muskingum	3/22/2016	3/21/2018
Ginger	Miller	West Licking Joint Fire District	Muskingum	11/22/2015	11/21/2017
Lisa	Wayt	Muskingum County Children Services	Muskingum	7/21/2015	7/20/2017
Tabatha	Willett	ZMCHD Annex	Muskingum	3/10/2016	3/9/2018

First Name	Last Name	Company Name	County	Start Date	End Date
Christina	Wise	Noble County Health Dept.	Noble	5/2/2015	5/1/2017
Amber	Gochenour	Paulding County Health Department	Paulding	6/26/2015	6/25/2017
Karie	Cook	Perry County Health Department	Perry	10/27/2014	10/26/2016
Deborah	Raney	Perry County Health Department	Perry	9/9/2015	9/8/2017
Sherry	Sims	Perry Co. Help Me Grow	Perry	10/27/2014	10/26/2016
Jennifer	Allen	Jennifer Allen	Pickaway	3/11/2015	3/10/2017
Jodi	Hamm		Pickaway	4/5/2016	4/4/2018
Cory	Kerns	Circleville Fire Department	Pickaway	6/2/2014	6/1/2016
Daniel	Puckett	Circleville Fire Department	Pickaway	2/1/2015	1/31/2017
Melissa	Woodgeard	Pickaway County Early Head Start	Pickaway	11/19/2015	11/18/2017
Ginny	Dickerson	Pick County WIC	Pike	6/8/2015	6/7/2017
Techia	Potter	Community Action Committee of Pike County	Pike	6/8/2015	6/7/2017
Nikki	Spencer	Pick County WIC	Pike	6/8/2015	6/7/2017
Becky	Antonucci	None	Portage	5/4/2015	5/3/2017
Patricia	Harjung	Brimfield Police Department	Portage	8/29/2014	8/28/2016
Stefen	Krieger	Aurora Fire Dept.	Portage	12/2/2015	12/1/2017
Becky	Lehman	Portage County Health Department	Portage	7/2/2015	7/1/2017
Allison	Mitchell	Portage County Health Department	Portage	9/23/2014	9/22/2016
John	Schmader	Aurora Fire Department	Portage	5/3/2016	5/2/2018
Leah	Watkins	Preble County General Health District	Preble	7/22/2015	7/21/2017
Scott	Wilford	Preble County General Health District	Preble	5/2/2016	5/1/2018
Dunel	Fry	Putnam Co. Health Dept.	Putnam	10/2/2014	10/1/2016
Joan	Kline	Putnam County Health Dept	Putnam	5/2/2015	5/1/2017
Dawn	Schmenk	Putnam County Health Department	Putnam	5/2/2015	5/1/2017
JOAN	EWING	N/A	Richland	5/5/2016	5/4/2018
Stacey	Nolen	Mansfield Ontario Richland County Health Dept	Richland	5/5/2016	5/4/2018
Reed	Richmond	Mansfield/Ontario/Richland County Health Dept.	Richland	6/24/2016	6/23/2018
Arlene	Walker	AAA Ohio Auto Club	Richland	4/24/2015	4/23/2017
Ashlee	Angel	Union Township Fire Department	Ross	6/23/2014	6/22/2016
Kasey	Frey	Ross County Health District	Ross	5/18/2015	5/17/2017
Kelley	Minney	Ross County Health District	Ross	5/18/2015	5/17/2017
Amie	Unger	Ross County Health District	Ross	10/22/2015	10/21/2017
Patricia	Lee	Easter Seals	Sandusky	10/22/2015	10/21/2017
Jennifer	Siler	AAA Ohio Auto Club	Sandusky	3/22/2016	3/21/2018
Sherry	Evans	CAO Scioto County Early Head Start	Scioto	6/23/2014	6/22/2016
Brandi	Hamilton	CAO Scioto County Early Head Start	Scioto	6/23/2014	6/22/2016
Michael	Harkless	Jackson county ems	Scioto	6/24/2015	6/23/2017
Susan	Smith	Portsmouth City Health Department	Scioto	6/8/2015	6/7/2017
Gary	Amlin	Tiffin Fire/Rescue Division	Seneca	8/18/2014	8/17/2016
Chad	Corfman	Tiffin Fire/Rescue Division	Seneca	8/18/2014	8/17/2016
Matthew	Gebauer	Tiffin Fire/Rescue Division	Seneca	8/18/2014	8/17/2016
Sherry	Jordan		Seneca	6/26/2015	6/25/2017
Drew	Lucius	Tiffin Fire/Rescue Division	Seneca	10/2/2014	10/1/2016

First Name	Last Name	Company Name	County	Start Date	End Date
Nicole	McAllister	Seneca County General Health District	Seneca	6/26/2015	6/25/2017
Shawn	Riley	Tiffin Fire and Rescue Division	Seneca	10/2/2014	10/1/2016
Sean	Tyler	Tiffin Fire and Rescue Division	Seneca	10/2/2014	10/1/2016
Joe	Wilhelm	Tiffin Fire and Rescue Division	Seneca	10/2/2014	10/1/2016
Krista	Bertke	Krista Bertke	Shelby	4/18/2015	4/17/2017
Laura	Booth	Sidney-Shelby County Health Department	Shelby	5/5/2016	5/4/2018
Michele	Detrick	Sidney Shelby County Health Department	Shelby	6/29/2014	6/28/2016
Julianne	Geise	Sidney shelby county health dept	Shelby	6/29/2014	6/28/2016
Amber	Jutte	Wilson Memorial Hospital	Shelby	4/18/2015	4/17/2017
John	Angelo	Jackson TWP Police	Stark	11/2/2015	11/1/2017
Steve	Ash	Plain Township Fire & Rescue	Stark	9/23/2015	9/22/2017
Gary	Coen	North Canton Fire Dept.	Stark	2/29/2016	2/28/2018
Timothy	Coppock	Jackson Township Fire Department	Stark	11/2/2015	11/1/2017
Andrew	Cramer	North Canton Fire & EMS	Stark	9/23/2015	9/22/2017
Sara	Cutway		Stark	11/2/2015	11/1/2017
Allen	DeGuzman	North Canton Fire Department	Stark	5/5/2016	5/4/2018
Justin	Deierling	Greentown Volunteer Fire Department	Stark	11/2/2015	11/1/2017
Brad	Dillon	North Canton Fire Department	Stark	11/2/2015	11/1/2017
Paola	Dorto	AAA Ohio Auto Club	Stark	3/22/2016	3/21/2018
Karen	Elliott	Uniontown Fire Dept	Stark	9/23/2015	9/22/2017
Jason	Hamblin	Uniontown Fire Department	Stark	6/27/2014	6/26/2016
Carrie	Hensel	Akron Children's Pediatric Unit at Aultman	Stark	11/23/2015	11/22/2017
Brandon	Mackall	Plain Township Fire & Rescue	Stark	9/23/2015	9/22/2017
Chris	Massouh	North Canton Fire/EMS	Stark	9/23/2015	9/22/2017
Jason	Myers	North Canton Fire Department	Stark	11/2/2015	11/1/2017
Sheree	Nuske	Aultman Hospital	Stark	10/27/2015	10/26/2017
Rob	Ramey	Plain Township Fire & Rescue	Stark	9/23/2015	9/22/2017
Anthony	Reiter	Greentown Volunteer Fire Department	Stark	11/2/2015	11/1/2017
Rich	Rhodes	North Canton Fire	Stark	11/2/2015	11/1/2017
Jennifer	Scott	Early Childhood Resource Center	Stark	11/2/2015	11/1/2017
Leslie	Shaffer		Stark	11/2/2015	11/1/2017
Andrew	Speight	Jackson Township Police Department	Stark	11/2/2015	11/1/2017
Aaron	Stoller	Jackson Township Fire Department	Stark	5/5/2016	5/4/2018
Jason	Walker	Uniontown Fire Dept	Stark	6/27/2014	6/26/2016
Diana	Wood	Massillon City Health Department	Stark	11/2/2015	11/1/2017
Heather	Davis	Fairlawn AAA	Summit	11/2/2015	11/1/2017
Brian	Douds	Hudson Emergency Medical Service	Summit	12/19/2015	12/18/2017
Tim	Ellis	Sagamore Hills Police Department	Summit	5/9/2015	5/8/2017
Barbara	Gruber	Akron Automobile Club	Summit	4/22/2015	4/21/2017
Eric	Hendershott	Twinsburg Police Dept	Summit	5/7/2016	5/6/2018
Michael	Hitchings	New Franklin Police Dept	Summit	9/22/2015	9/21/2017
Billie	Laurenti	Springfield Township Police Department	Summit	4/22/2015	4/21/2017

First Name	Last Name	Company Name	County	Start Date	End Date
Julie	Marcinkoski	United States Pretrial Services and Probation	Summit	5/4/2015	5/3/2017
Mike	Merritt	Hudson Fire Department	Summit	12/19/2015	12/18/2017
Andrew	Miller	Northfield Center Fire Department	Summit	5/28/2016	5/27/2018
Nicole	Miller		Summit	5/4/2015	5/3/2017
Kevin	Nelson	Hudson Fire Department	Summit	12/19/2015	12/18/2017
Stephanie	Ramsey		Summit	5/4/2015	5/3/2017
Ray	Saviciunas	Hudson Emergency Medical Service	Summit	12/19/2015	12/18/2017
Heather	Trnka	Akron Children's Hospital	Summit	4/15/2016	4/14/2018
Rachel	Zronek	University Hospitals	Summit	7/2/2015	7/1/2017
Gloria	Beck	Howland Fire Department	Trumbull	9/29/2014	9/28/2016
Jackie	Cowles	Akron Childrens Hospital	Trumbull	12/19/2015	12/18/2017
Thomas	Dempsey	Champion Township fire Department	Trumbull	11/23/2015	11/22/2017
Jennifer	Francis	Trumbull County Health Department	Trumbull	4/6/2015	4/5/2017
Ben	Glosser	Champion Township fire Department	Trumbull	11/23/2015	11/22/2017
Danielle	Hensley		Trumbull	11/23/2015	11/22/2017
Stephen	Kisak		Trumbull	11/23/2015	11/22/2017
Michelle	Lazor Seeley	Michelle Lazor Drake	Trumbull	5/28/2014	5/27/2016
DANIEL	LOWERY	WEATHERSFIELD TOWNSHIP POLICE DEPARTMENT	Trumbull	4/29/2015	4/28/2017
Justin	Martinitis	Champion Township fire Department	Trumbull	11/23/2015	11/22/2017
Susan	Shutrump	Trumbull County Educational Service Center	Trumbull	12/2/2015	12/1/2017
Rita	Spahlinger	Trumbull County Health Department	Trumbull	7/2/2015	7/1/2017
Leslie	Blake	Union Hospital	Tuscarawas	4/17/2015	4/16/2017
Megan	Campbell	Tuscarawas County Health Department	Tuscarawas	4/17/2015	4/16/2017
Emily	McKenzie		Tuscarawas	9/19/2015	9/18/2017
Sonia	Rodriguez del Pino	T.C.H.D.	Tuscarawas	4/17/2015	4/16/2017
Valerie	Wallace	Tuscarawas County Health Department	Tuscarawas	7/2/2015	7/1/2017
Brian	Bautsch	Honda R and D Americas Inc.	Union	12/9/2015	12/8/2017
Spyridon	Blatseas	Honda R and D Americas Inc.	Union	12/9/2015	12/8/2017
Eric	Daume	Honda R and D Americas Inc.	Union	12/9/2015	12/8/2017
Andrew	Ebert	Honda R and D Americas Inc.	Union	12/9/2015	12/8/2017
Allyson	Fronk	Honda R and D Americas Inc.	Union	12/9/2015	12/8/2017
Jeff	Gallant		Union	9/9/2015	9/8/2017
Michelle	Gerrity	Honda R and D Americas Inc.	Union	12/9/2015	12/8/2017
Jason	Hardesty	Honda R and D Americas Inc.	Union	12/9/2015	12/8/2017
Shawnna	Jordan	Union County Health Dept	Union	6/2/2014	6/1/2016
Kelli	Kroehling	Honda R and D Americas Inc.	Union	12/9/2015	12/8/2017
William	Lanz	Honda R and D Americas Inc.	Union	12/9/2015	12/8/2017
Rob	Mangold	Honda R and D Americas Inc.	Union	12/9/2015	12/8/2017
Brian	Pagano	Honda of America Manufacturing	Union	12/9/2015	12/8/2017
Dylan	Renkert	Honda of America Manufacturing	Union	9/21/2014	9/20/2016
Yousuf	Riad	Honda of America Manufacturing	Union	12/9/2015	12/8/2017
Shawn	Sech	Union County Health Department	Union	8/13/2015	8/12/2017

First Name	Last Name	Company Name	County	Start Date	End Date
Jennifer	Thrush	Union County Health Dept	Union	11/5/2014	11/4/2016
Elizabeth	Warren	Union County Health Department	Union	6/14/2015	6/13/2017
Kim	Zacharias	Union County Sheriff's Office	Union	7/23/2016	7/22/2018
TONYA	BOWERSOCK	VAN WERT COUNTY HOSPITAL	Van Wert	6/24/2014	6/23/2016
Rebecca	Miller		Van Wert	2/20/2016	2/19/2018
Sherry	Miller	Scott EMS / Paulding County Health Dept./ WIC	Van Wert	4/18/2015	4/17/2017
Colleen	Wiley	Van Wert Co. Sheriff's Office	Van Wert	8/23/2014	8/22/2016
Barbi	Hammond	Vinton County Help Me Grow	Vinton	6/23/2014	6/22/216
Tiffany	Hoyt	Vinton County Help Me Grow	Vinton	6/8/2015	6/7/2017
Connie	Mercer	Vinton County Health Department	Vinton	6/23/2014	6/22/2016
Jacob	Bennett	City of Mason Fire Department	Warren	9/12/2014	9/11/2016
Donna	Clark	City of Franklin Division of Fire	Warren	11/4/2014	11/3/2016
Nancy	Coppock	City of Franklin Division of Fire	Warren	12/2/2015	12/1/2017
Maria	Ernest	Warren County Combined Health District	Warren	5/2/2016	5/1/2018
William	Harrison	Salem / Morrow Fire Department	Warren	4/15/2015	4/14/2017
Jon	Oehler	Lebanon Police Department	Warren	6/23/2014	6/22/2016
Andrew	Schmidt	City of Mason Fire Department	Warren	9/12/2014	9/11/2016
Rose	Stephens	AAA Allied Group	Warren	4/19/2015	4/18/2017
Dylan	Weidlick	Dylan Weidlich	Warren	8/18/2014	8/17/2016
Heather	Hess	Washington County Board of Developmental Disabilit	Washington	6/13/2015	6/12/2017
Andrea	Nichols	Help Me Grow	Washington	7/1/2015	6/30/2017
Jonquil	Tucker	Marietta City Health Dept.	Washington	6/2/2015	6/1/2017
Mary	Anderson	Doctors Hospital	Wayne	6/11/2015	6/10/2017
Laurie	Aulger	Aultman-Orrville Hospital	Wayne	9/14/2014	9/13/2016
Tanya	Banfield	Holmes County Health Department	Wayne	6/29/2014	6/28/2016
Vanessa	Cassidy	AAA Ohio Auto Club	Wayne	3/22/2016	3/21/2018
Beth	Ewing		Wayne	6/29/2014	6/28/2016
Margot	Yoder	Community Action of Wayne and Medina	Wayne	4/17/2015	4/16/2017
Karen	Hauck	Williams County Health Dept.	Williams	12/2/2015	12/1/2017
Candy	Scribner	Williams County Health Department	Williams	3/10/2016	3/9/2018
Amy	Allan	Perrysburg Fire Division	Wood	10/2/2014	10/1/2016
Terry	Gundy	Wood County Hospital	Wood	5/2/2015	5/1/2017
Jill	Heine		Wood	10/12/2014	10/11/2016
Dawn	Miller	Wood County Hospital	Wood	7/1/2014	6/30/2016
Pete	Scarborough	Perrysburg Fire Division	Wood	5/27/2014	5/26/2016
Jeff	Stefanelli	Perrysburg Fire Division	Wood	5/27/2014	5/26/2016
Bill	Fitzpatric	Sycamore Township Fire Department		9/19/2015	9/18/2017

Ohio's Occupant Protection Program

Recruitment, Training and Retention of CPS Technicians in Ohio

With funding from the Ohio Traffic Safety Office at the Ohio Department of Public Safety who receives funding from the National Highway Traffic Safety Administration, the Ohio Department of Health (ODH) maintains a state coordinator and a statewide network of Occupant Protection Regional Coordinators (OPRCs). A regional map is attached.

The statewide coordinator, housed at the Ohio Department of Health (ODH), serves as a resource and provides technical support and assistance to Ohio's regional coordinators, the OPRCs. ODH collects child restraint fines deposited into the Child Highway Safety Fund and utilizes those funds to purchase child safety restraints for low income families. The goal of the Ohio Buckles Buckeyes (OBB) program is to increase the availability of child safety seats for families who could not otherwise afford them and to increase correct installation and proper use of child safety seats for all Ohio families.

The availability of child safety seats through the OBB program also adds to the positive recruitment and retention of CPS technicians in Ohio. Providing a steady stream of new seats to the community provides CPS technicians with opportunities to practice their installation and educational skills.

Occupant Protection Regional Coordinators (OPRCs) are a crucial part of Ohio's regional network. Each of the OPRCs is required to be a child passenger safety (CPS) instructor. The OPRCs have developed relationships on the local level to serve as a resource for their communities and ensure compliance with current national occupant protection standards.

The OPRCs work closely with an OBB site in every Ohio County to provide technical assistance, training and educational resources. They also assist the OBB sites in the implementation, coordination and evaluation of their distribution programs.

The OPRCs also coordinate CPS check-up events and establish fitting station sites at the local level. Car seat checks and fitting stations are specific locations sponsored by community organizations where parents and other caregivers can receive education and training from a certified CPS technician in how to properly install and use their child safety seat.

With technical support and assistance from the ODH coordinator, the OPRCs are responsible for maintaining and increasing the number of technicians in their region, thereby maintaining Ohio's pool of technicians. ODH conducts monthly calls with the OPRCs to coordinate the activities of the OPRCs across the state. Throughout the year, the ODH coordinator and OPRCs identify potential gaps in Ohio's CPS network and recruit new technicians and partners as needed to ensure Ohio's network continues to run smoothly.

Summary of Trainings

The OPRCs offer multiple training opportunities to increase and maintain the pool of CPS technicians throughout Ohio. These trainings are important to ensure there are trained technicians in all communities to staff the check-up events, fitting stations and OBB sites. Ohio follows the national child passenger safety certification training program with the certifying body, SafeKids Worldwide, and curriculum provided by the National Highway Traffic Safety Administration. Multiple training opportunities are offered throughout the year. The ODH coordinator tracks trainings across regions to ensure adequate variation in opportunities and availability of instructors to complete trainings.

Technician Certification Courses – At least one technician certification course is offered in each region each federal fiscal year. The technician certification course is required for those interested in becoming child passenger safety technicians. In federal fiscal year 2015, 14 courses were offered through the OPRC Program, resulting in 114 new technicians.

Renewal/Refresher Courses – OPRCs offer training opportunities to retain technicians in their region. Refresher and renewal courses are offered for technicians to obtain required CEUs, community education hours, and seat installation check offs to recertify their technician status. In federal fiscal year 2015, 36 courses were offered through the OPRC Program with 412 people being trained.

Statewide/Regional Conference – The OPRCs have partnered with Safe Kids Ohio to offer a statewide occupant protection conference for the past six years. The statewide conference provides both CPS technicians and advocates the opportunity to come together to improve youth occupant protection in Ohio. In an additional effort to retain CPS technicians in Ohio, a small stipend is offered for OBB coordinators to travel to the statewide conference where they can receive their CEUs to retain their certification.

Car Seat Checks

The OPRCs conduct a minimum of three community-based car seat check events each year within their regions. In federal fiscal year 2015, 127 community-based seat checkup events are offered throughout Ohio each year to give existing technicians an opportunity to get their seats checked off and maintain their CPS certification status. Offering multiple car seat check events has the added benefit of educating Ohio's families on how to properly install their child safety seat.

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Ohio Department of Health Coordinator

Tiffany Jamison
35 E. Chestnut, 5th Floor
Columbus, Ohio 43215
614-466-1663
Tiffany.jamison@odh.ohio.gov

Region #1	Region location	Agency name	Coordinator Name	Phone number
1	Toledo	ProMedica Toledo Children's	Gina Veres	419-291-5412 gina.veres@ProMedica.org
2	Dayton	Children's Medical Center	Kelli Sharp	937-641-5763 Fax: 937-641-5311 sharpk@childrensdayton.org
3	Cincinnati	Cincinnati Children's	Donna Laake	513-636-7528 Donna.laake@cchmc.org
4	Portsmouth	Portsmouth Co Health Department	Susan Smith	740-354-8945 Fax: 740-354-7854 susan.smith@portsmouthoh.org
5	Columbus	Columbus Health Department	Ann Roderer	614-645-2121 Fax: 614-645-0865 AMRoderer@columbus.gov
6	Cleveland	Rainbow Injury Prevention Center	Tom Vilt	216-983-1115 thomas.vilt@UHhospitals.org
7	Tuscarawas	Tuscarawas County Health Department	Patty Maag	330-342-5555 Ext 122 maagtchd@gmail.com

Attachment 405b-5

Project Number: NF-2017-00-00-00

Project Title: Click It or Ticket Mobilization

Description:

Ohio will continue to implement and expand the national seat belt mobilization efforts in FFY2017. Following the national model, campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation.

Ohio's Law Enforcement Liaisons (LELs) will continue to seek commitments from agencies to participate in the national mobilizations, increase participation in the mobilizations to more than 570 agencies and encourage agencies to report their results.

Ohio will continue to participate in two Tri-State Kick-Off Events for CIOT. One with Ohio, Kentucky and Indiana and one with Ohio, Kentucky and West Virginia. In addition, Safe Community programs are required to conduct a CIOT kick-off event in their county. This will be approximately 50 events for CIOT.

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of the Click It or Ticket Mobilization in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 2: Section 2.1, 5.1

Budget:

Funding Level	$0	Funding Source	N/A	Local Benefit	$0

Project Number: M2X-2017-00-00-00

Project Title: State Seat Belt Tac Squads

Description:

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

Evidence of Effectiveness: CTW, Chapter 2: Section 2, 5

Budget:

Funding Level	$705,000	Funding Source	405b	Local Benefit	$0

Project Number: PT-2017-00-00-00

Project Title: Selective Traffic Enforcement Program

Description:

High Visibility Enforcement is designed to convince the public that there are consequences to traffic violations. Grants are awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2013, 2014 and 2015. Each agency must conduct enforcement activity (i.e., speed, seat belt, aggressive, etc.) to impact their fatal crashes. Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar. In addition to the required Blitzes and National Campaign listed below, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding. All Selective Traffic Enforcement Program (STEP) sub-recipients are required to also submit for the Impaired Driving Enforcement (IDEP) grant to conduct impaired driving related overtime activities. Included in the STEP grant are funds to be used for education. The amount available for education is based on the jurisdiction's population ($1,500 for small; $2,500 for medium; $3,500 for large). These funds can be used for training officers or for educating the public on all areas of traffic safety including the importance of seat belts. All STEP sub-recipients are required to attend District meetings. Items discussed at the District meetings include: Re-caps of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meetings to ensure all activities are highly visible and are based on problem identification.

Dates	Blitz/National Campaign
November 18 – November 27, 2016	Thanksgiving
April – May 2017	Prom
May 22 – June 4, 2017	Click It or Ticket
October 2016 and/or September 2017	Homecoming

Awarded Agencies

Agency	County	Population	Agency	County	Population
Adams County Sheriff's Office	Adams	28,550	Logan Co. Sheriff's Office	Logan	48,858
Allen County Sheriff's Office	Allen	106,331	Lorain Co. Sheriff's Office	Lorain	301,356
Lima Police Department	Allen		North Ridgeville Police Dept.	Lorain	
Ashland Co. Sheriff's Office	Ashland	53,139	Lucas Co. Sheriff's Office	Lucas	441,815
Athens Co. Sheriff's Office	Athens	64,757	Oregon Police Division	Lucas	
Auglaize Co. Sheriff's Office	Auglaize	45,949	Sylvania Twp. Police Dept.	Lucas	
Brown Co. Sheriff's Office	Brown	44,846	Toledo Co. Sheriff's Office	Lucas	
Butler Co. Sheriff's Office	Butler	368,130	Mahoning Co. Sheriff's Office	Mahoning	238,823
Hamilton Police Dept.	Butler		Youngstown Police Dept.	Mahoning	
Middletown Police Dept.	Butler		Marion Co. Sheriff's Office	Marion	66,501
West Chester Police Dept.	Butler		Medina Co. Sheriff's Office	Medina	172,332
Clark Co. Sheriff's Office	Clark	138,333	Mercer Co. Sheriff's Office	Mercer	40,814
Springfield Police Dept.	Clark		Miami Co. Sheriff's Office	Miami	102,506
Clermont Co. Sheriff's Office	Clermont	197,363	Montgomery Co. Sheriff's Office	Montgomery	535,153

Pierce Twp. Police Dept.	Clermont		Dayton Police Dept.	Montgomery	
Union Twp. Police Dept.	Clermont		Moraine Police Division	Montgomery	
Columbiana Co. Sheriff's Office	Columbiana	107,841	Trotwood Police Dept.	Montgomery	
Crawford Co. Sheriff's Office	Crawford	43,784	Morrow Co. Sheriff's Office	Morrow	34,827
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,280,122	Muskingum Co. Sheriff's Office	Muskingum	86,074
Cleveland Police Dept.	Cuyahoga		Ottawa Co. Sheriff's Office	Ottawa	41,428
Delaware Co. Sheriff's Office	Delaware	174,214	Paulding Co. Sheriff's Office	Paulding	19,614
Erie Co. Sheriff's Office	Erie	77,079	Perry Co. Sheriff's Office	Perry	36,058
Perkins Twp. Police Dept.	Erie		Pickaway Co. Sheriff's Office	Pickaway	55,698
Franklin Co. Sheriff's Office	Franklin	1,163,414	Pike Co. Sheriff's Office	Pike	28,709
Blendon Twp. Police Dept.	Franklin		Portage Co. Sheriff's Office	Portage	161,419
Columbus Police Dept.	Franklin		Putnam Co. Sheriff's Office	Putnam	34,499
Fulton Co. Sheriff's Office	Fulton	42,698	Richland Co. Sheriff's Office	Richland	124,475
Geauga Co. Sheriff's Office	Geauga	93,389	Sandusky Co. Sheriff's Office	Sandusky	60,944
Greene Co. Sheriff's Office	Greene	161,573	Scioto Co. Sheriff's Office	Scioto	79,499
Guernsey Co. Sheriff's Office	Guernsey	40,087	Seneca Co. Sheriff's Office	Seneca	56,745
Hamilton Co. Sheriff's Office	Hamilton	802,374	Stark Co. Sheriff's Office	Stark	375,586
Cincinnati Police Dept.	Hamilton		Canton Police Dept.	Stark	
Colerain Twp. Police Dept.	Hamilton		Jackson Twp. Police Dept.	Stark	
Springfield Twp. Police Dept.	Hamilton		Summit Co. Sheriff's Office	Summit	541,781
Hancock Co. Sheriff's Office	Hancock	74,782	Akron Police Dept.	Summit	
Hardin Co. Sheriff's Office	Hardin	32,058	Cuyahoga Falls Police Dept.	Summit	
Harrison Co. Sheriff's Office	Harrison	15,864	Trumbull Co. Sheriff's Office	Trumbull	210,312
Henry Co. Sheriff's Office	Henry	28,215	Warren Police Dept.	Trumbull	
Highland Co. Sheriff's Office	Highland	43,589	Tuscarawas Co. Sheriff's Office	Tuscarawas	92,582
Holmes Co. Sheriff's Office	Holmes	42,366	Warren Co. Sheriff's Office	Warren	212,693
Jefferson Co. Sheriff's Office	Jefferson	69,709	Wayne Co. Sheriff's Office	Wayne	114,520
Knox Co. Sheriff's Office	Knox	60,921	Williams Co. Sheriff's Office	Williams	37,642
Lake Co. Sheriff's Office	Lake	230,041	Wood Co. Sheriff's Office	Wood	125,488
Madison Twp. Police Dept.	Lake		Lake Twp. Police Dept.	Wood	
Painesville Police Dept.	Lake		Wyandot Co. Sheriff's Office	Wyandot	22,615
Licking Co. Sheriff's Office	Licking	166,492			
Newark Police Dept.	Licking				

Local police departments are listed underneath the county they are located in. The population is left blank because the county population includes the local jurisdiction.

STEP Grants have been approved in 61 of Ohio's 88 counties and represent 83.07 percent of the fatal crashes in 2013, 2014 and 2015 (2,375 of 2,859) and 89.25 percent of Ohio's population.

All Sheriff's Office are eligible for funding each year. Out of 88 counties, 61 Sheriff's Offices were approved for funding. The remaining 27 did not apply. In addition, the following jurisdictions were eligible for a Selective Traffic Enforcement grant in FFY2017, but did not apply. Future funding eligibility is based on problem identification.

Dublin (Franklin Co.)
Franklin Twp. (Franklin Co.)
Englewood (Montgomery Co.)
Huber Heights (Montgomery Co.)

Miami Twp. (Montgomery Co.)
Perry Twp. (Stark Co.)
Wooster (Wayne Co.)

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of STEP agencies' participation in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: *CTW, Chapter 2: Sections 2, 5, Ch. 3: Sec. 2.2, Ch. 4: Sec. 1.3*

Budget:

Funding Level	$1,800,000	Funding Source	402 PT	Local Benefit	$1,800,000

Attachment 405b-6

Project Number: M2X-2017-00-00-00

Project Title: Sustained Belt Paid Media Plan

Description:

In FFY2017, Ohio will continue to model the NHTSA National Communications Plan to bridge the media gaps around the national seat belt mobilization with an appropriate mix of media, enforcement and social-norming initiatives to extend highway safety messages.

The goal will be to sustain the message throughout the year and to hit the highest peak during the national mobilization when we are deploying what we know works best in changing behavior. Throughout the year, using secondary messages like What's Holding You Back? and Buckle Up in your Truck provides an opportunity to extend the core safety messages. Embracing social-norming messages allows us to look for marketing alliances with businesses and organizations important to our target audiences. We have learned that many partners are not comfortable spending their resources to aggressively promote a strong enforcement message. A year-round mix of enforcement and social-norming messages helps to avoid these conflicts and provides us with more opportunities to keep our messages in front of the public and our target audiences.

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

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

- The networks and major cable systems will be selected in each of the major statewide markets. Presently the Ohio markets have a 70 – 75 percent cable penetration.
- Radio buys will be planned with morning drive, afternoon drive, evenings and weekends. Primary formats planned are sports, rock, alternative, urban contemporary and country, as appropriate for each demographic.
- Sports sponsorships with college and professional teams in Ohio will be used to promote seat belt use throughout the season.
- Social media includes space on multiple social media sites.
- Bonus inventory will be negotiated with each media outlet as available and will be a requirement to participate.
- Outdoor advertising will be limited and used only when it reaches the segment of the desired target audience.

High Risk Populations

Teens

Ohio is working to target rural teen seat belt usage. Huddle High Schools, Inc. distributes high school tickets for regular season events (sports, plays, etc.) for high schools throughout Ohio. Last year, OTSO cosponsored over 217 high schools (over 3 million ticket backs) in southeast Ohio, Columbus, Cleveland, Cincinnati, Zanesville, Lima, Toledo, Youngstown and Dayton markets with a What's Holding You Back? Buckle-Up in Your Truck seat belt message during the school year to direct target this audience.

Rural

Ohio is working to target rural seat belt usage. Through Huddle, high school sport tickets are printed with the Buckle-Up in Your Truck message in rural areas. Currently, 50 rural school bus shelter locations statewide are also printed with the same message. These bus shelters are located along rural routes. The message is placed on the outside of the shelter for passing traffic to see.

18 – 34 year old Male

This target audience has been identified throughout the state of Ohio as a low-usage population. Qualitative research information has generally identified the younger men (16 - 24 years) within this demographic as the most "high risk" drivers and passengers. These men are also less likely to use seat belts if they travel in pick-up trucks, consume alcohol, or ride at night and/or are African American. Ohio works closely with both the state and national media buyer to target 18 – 34 year old male seat belt usage. Ohio runs seat belt messages during home games throughout the season with the following sports teams in Ohio to target this high risk population: Cleveland Cavaliers, Cincinnati Reds, Cleveland Indians, Columbus Clippers, Toledo Mudhens, and The Ohio State University. These partners generally include television, radio, interior and exterior signage. The broadcast coverage for the Major League Baseball teams includes a broad network of stations in the region beyond just the metro market that in primarily serves.

The sustained belt paid media plan will complement the NHTSA National Communications Plan and the NHTSA Marketing Calendar which prioritizes NHTSA special events and messaging opportunities throughout the year. The final comprehensive media plan will be submitted to NHTSA for review prior to implementation.

Evidence-Based Traffic Safety Enforcement Plan: See Appendix M for description of the Paid Media component of Ohio's Evidence-Based Traffic Safety Enforcement Plan.

Evidence of Effectiveness: CTW, Chapter 2: Sections 3, 6

Budget:

Funding Level	$500,000	Funding Source	405b	Local Benefit	$0

Project Number: TSP-2017-00-00-00

Project Title: Peer to Peer Youth Programming

Description:

Students Against Destructive Decisions (SADD) will conduct programming statewide in FFY2017. Ohio SADD will use evidence-based programming to facilitate peer-to-peer education to educate young drivers on seat belts usages, the dangers of alcohol and drug impaired driving, and distracted driving.

Evidence of Effectiveness: CTW, Chapter 1; Section 5, Ch. 2: Sec. 3, 6, Ch. 3: Sec. 4, Ch. 4: Sec. 2, Ch.5: Sec. 4, Ch. 7: Sec 1, Ch. 8: Sec. 3.1.

Budget:

Funding Level	$100,000	Funding Source	402 TSP	Local Benefit	$0

STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS (23 U.S.C. 405(c))

Instructions: States may elect to apply for a State Traffic Safety Information System Improvements grant using the application requirements under Part 1200 or Part 1300.

- If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 2.1 and complete the form.

- If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 2.2 and complete the form.

☑ **PART 2.1: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT (23 CFR § 1200.22)**
[*Check the box above **only** if applying for this grant.*]

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

[*Fill in **at least one** blank for each bullet below.*]

- A copy of [*check **one box** only*] the ☑ TRCC charter or the ☐ statute legally mandating a State TRCC is provided as HSP attachment # Attachment 405c-1 .

- A copy of meeting schedule and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # Attachment 405c-2 .

- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # Attachment 405c-3 .

- The name and title of the State's Traffic Records Coordinator is Captain Robin Schmutz .

- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # Attachment 405c-4 .

- [*Check **one box** below and fill in **any** blanks under that checked box.*]
  ☐ The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages_____.
  OR
  ☑ If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # Attachment 405c-5 .

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on 2/17/2015 .

☐ **PART 2.2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT (23 CFR § 1300.22)**
[*Check the box above **only** if applying for this grant.*]

All States:

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

[*Fill in **all** blank for each bullet below.*]

- The TRCC meeting dates (at least 3) during the 12 months preceding the application due date were: _____.

- The name and title of the State's Traffic Records Coordinator is _____
_____.

- A list of the TRCC members by name, title, home organization and the core safety database represented is provided as HSP page or attachment # _____.

- The State Strategic Plan is provided as follows:

  - Description of specific, quantifiable and measurable improvements: HSP page or attachment # _____;
  - List of all recommendations from most recent assessment: HSP page or attachment # _____;
  - Recommendations to be addressed, including projects and performance measures: HSP page or attachment # _____;
  - Recommendations not to be addressed, including reasons for not implementing: HSP page or attachment # _____.

- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided as HSP page or attachment # _____.

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on _____.

State of Ohio
Traffic Records Coordinating Committee
Charter

MISSION:

The Traffic Records Coordinating Committee will provide strong coordinated leadership to maximize the efficiency and effectiveness for traffic safety information systems in Ohio, with the ultimate goal of working towards zero fatalities on Ohio's roadways. The TRCC will support data improvements at all levels of government and strive to minimize duplication, improve uniformity, advance electronic data collection, and facilitate data access and use.

MEMBERSHIP/ GOVERNANCE:

- This charter is created to establish the Traffic Records Coordinating Committee (hereinafter, "TRCC") for the state of Ohio, within the Ohio Department of Public Safety, as required by 23 C.F.R. §1200.22.

- The TRCC shall be organized as a two-tier entity comprised of both a Technical Council and an Executive Council.

- Administrative support shall be provided by the Ohio Department of Public Safety, through the Ohio Traffic Safety Office (hereinafter, "OTSO").

- The TRCC is a public body, and therefore, must comply with the requirements of Ohio's Open Meetings and Public Records laws.

Executive Council:

- The Director of Public Safety shall serve as the Chair of the Executive Council.

- The Executive Council shall meet at least one time a calendar year to be briefed on the work of the Technical Council and to provide guidance and direction to the Technical Council.

- The Chair of the Executive Council shall be responsible for appointing the Chair of the Technical Council.

- The Executive Council shall consist of the director of the following agencies, or a representative designated by the director of that agency.

  o The Ohio Department of Public Safety

  o The Ohio Department of Transportation

  o The Public Utilities Commission of the state of Ohio

  o The Supreme Court of the state of Ohio

Technical Council:

- The chair of the Technical Council shall select another member of the council to serve as a vice chair. In the event the chair is unable to attend a Technical Council meeting, the vice chair shall act as chair for that meeting.

- The Technical Council shall meet at least four times a calendar year, and each member shall have one vote.

- Generally, the Technical Council shall have a multidisciplinary membership that includes owners, operators, collectors and users of traffic records and public health and injury control data systems, highway safety, highway infrastructure, law-enforcement and adjudication officials, and public health, emergency medical services, injury control, driver licensing, and motor carrier agencies and organizations.

- Specifically the Technical Council shall include representatives from Ohio Department of Transportation, Federal Motor Carriers Safety Administration, Federal Highway Administration, National Traffic Safety Administration, Public Utilities Commission of Ohio, Mid-Ohio Regional Planning Commission, Buckeye State Sheriff's Association, Ohio Chiefs of Police Association, Ohio Insurance Institute, the Supreme Court of Ohio, and seven sections of the Department of Public Safety.

FUNCTIONS:

The Executive Council:

- The Executive Council's purpose is to provide the mission for the Technical Council and to provide guidance for how the Technical Council can achieve its goals.

The Technical Council:

- The Technical Council shall make decisions as necessary to carry out the Mission of the TRCC and comply with the requirements of 23 C.F.R §1200.22, and all applicable state and federal laws.

- The Technical Council shall have authority to review any of the State Highway safety data and traffic record systems and recommend any changes to such systems.

- The Technical Council shall consider and coordinate the views of organizations in the state that are involved in the collection administration and use of Highway safety data and traffic records systems, and representatives' views to outside organizations.

- The Technical Council shall have the power to create technical subcommittees to perform work, on a temporary or permanent basis, for the Technical Council. Membership on a subcommittee can include representatives from any Ohio entity that contributes to or makes use of the traffic safety information system. A subcommittee could be created to address issues that are specific to a subset of the membership or to bring together subject matter experts charged with making recommendations to the full Technical Council on an issue that would otherwise occupy too much time to be handled by the full body. Subcommittee chairs shall be appointed by the Chair of the Technical Council.

- The purpose of the Technical Council is to recommend the use of specific statewide resources for the purpose of reducing property, injury and fatal traffic crashes on Ohio roadways. In furtherance of this purpose, the Technical Council shall do the following:

  o Review and evaluate new technologies to keep the highway safety data and traffic records system current.

  o Approve any changes to the states traffic records strategic plan.

  o Approve performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility or integration of the core highway safety database.

  o Assist Technical Council members applying for federal funds to support and improve traffic records.

  o Approve expenditures of section 408 or405C funds received by the Ohio Department of Public Safety.

As the fully designated representatives of our respective agencies to the Executive Committee of the Ohio Traffic Records Coordinating Committee, we the undersigned hereby approve the 2015 charter for the traffic records coordinating committee.

_____   _November 30, 2015_____
Ohio Department of Public Safety   Date
John Born, Director
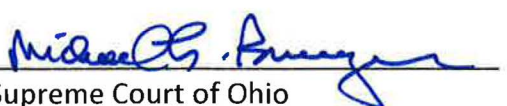
_____   _12-17-15_____
Ohio Department of Transportation   Date
Jerry Wray, Director

_____   _1-26-16_____
Ohio Public Utilities Commission of Ohio   Date
Andre Porter, Chairman

_____   _Jan 4 2016_____
Supreme Court of Ohio   Date
Michael L. Buenger, Administrative Director

Attachment 405C-2

TRCC Meeting Schedule

<u>Past Schedule</u>
November 17, 2015 (meeting minutes attached)
March 15, 2016 (meeting minutes not approved by TRCC yet – will be approved at June 28, 2016 meeting)

<u>Upcoming Schedule</u>
June 28, 2016
September 20, 2016
November 15, 2016
March 21, 2017 (tentative)
May 15, 2017 (tentative)

Final Meeting Minutes

Date: Tuesday, November 17, 2015
Time: 10:00 a.m.
Location: ODOT – Conference Room 1C
               1980 W. Broad St., Columbus, Ohio 43223

Attendees:
Ohio Department of Public Safety: Dave Baker (OSHP-SAU), Major Brigette Charles (OSHP), Chris Gregory (OSHP-OTSO), Sherry Harkness (OSHP), Eram Kennedy, Co-Chair (OSHP), Lt. Chris Kinn (OSHP), Sue Morris (EMS), Russ Rauch (BMV), Karen Rodgers (BMV), Capt. Robin Schmutz, Chair (OSHP)

Ohio Department of Transportation: Michael McNeill (Highway Safety Program) and Derek Troyer (Highway Safety Program)

Other: Tricia Fought, City of Columbus-Division of Traffic Management, Ron Garczewski (FHWA), Fred Pausch (CEAO), Lori Tyack (OAMCCC/FCMCC), and Jordan Whisler (MORPC)

Visitors: None

Agenda Topics

Welcome and Introduction:
The meeting was called to order at 10:09 a.m. Capt. Schmutz introduced Major Brigette Charles who was recently reassigned as the Commander of the OSP-Office of Planning & Analysis transferring from the OSP-Office of Personnel.

All present introduced themselves and which organization they were representing (attendance above).

Review and Approval of Meeting Minutes:
The meeting minutes from May 19, 2015 were reviewed and approved without change.
     ACTION: Motion to approve the May 19, 2015 TRCC meeting minutes. Eram
     Kennedy – First. Derek Troyer – Second. None – Abstained. None – Opposed.
     Motion approved.

TRCC Committee Charter/Resolution:
The TRCC charter and resolutions are being finalized. A meeting has been scheduled with ODPS Legal Services to discuss the final revisions. There have been very few changes. Once finalized, an executed copy will be provided to all. Will review final version and discuss at the next meeting.

New Business:
Grant Funding Update – Lori Genzen. None

Ohio Law Enforcement Information System (OLEIS) – Eram Kennedy.
Currently there are 145 pilot agencies using the OLEIS program. In addition, there are 97 other agencies submitting their crashes electronically using outside vendors. Included in the

OLEIS program is the e-citation program. Although agencies have expressed interest in using the program, currently there are no agencies other than OSP utilizing the e-citation module of the OLEIS program. There are 20 municipal courts accepting e-citations, however OSP is the only agency submitting crash reports electronically. The courts (clerk of courts & judges) want the reports submitted electronically because it not only saves them money, it also provides the data quickly and accurately (validation is included). OSP also would like to see more agencies utilizing e-citation as it will provide citation data as there is no central depository currently available. Although 145 agencies have the OLEIS program and are capable of using the e-citation module, they choose not to do so.

From January 2015 through October 2015, OSP issued over 500,000 citations, 94% were submitted electronically. However, not all courts received them electronically, because there are only 20 courts receiving them electronically. Currently, there are 50 courts with signed MOUs submitted with the state agreeing to accept e-citations. Of the 50, 30 are working with their vendors and will hopefully rotate into the system within the next few months. With additional MOUs in the works.

One issue that agencies are concerned with is the cost of the printers required for the e-citation module of the OLEIS program. The printers are necessary in order to give the violator a copy of their citation. Submitting the citation electronically to the courts is not the issue. It costs approximately $700.00 to equip each car with a printer.

The Committee was asked to consider moving forward with supplying printers and mounting brackets to additional agencies as there are funds currently available to cover the cost. During the last meeting the Committee requested that minimum qualifications be developed that the agencies would have to meet prior to receiving the printers at no cost. The Committee discussed these qualifications. (Attachment 1)

Some items discussed:
1. MOUs will be revised to require that all agencies that are granted the printers must utilized e-citation and submit crash data electronically.
2. Set a maximum amount of printers per agency. Although hard to determine a maximum amount, one factor could be to equip only patrol vehicles, eliminating some vehicles such as, detectives, sergeants, special units, etc. Establishing limitation will allow for even distribution. The larger agencies may have to purchase a percentage of their own printers with DPS/OSP providing additional units, perhaps a 50/50 cost share.
3. Once agencies begin using the e-citation program they will realize the benefit and may be willing to purchase their own printers in addition to the free printers.
4. DPS/OSP will need to determine how many printers to purchase prior to receiving the requests, in order to take advantage of "bulk" purchasing discounts (if available).
5. Should not purchase too far in advance as the printers may become outdated.
6. Printers to be purchased will be the same as what is currently being used in the OSP vehicles.
7. Develop a plan to communicate/advertise the availability of the printers/project.
   a. Notify current OLEIS users (via email)
   b. Notify those agencies that are currently submitting citations electronically.

8. First wave may be current OLEIS users only. There are no other agencies that are not utilizing the OLEIS program that have the capability to submit citations electronically. Some agencies may want to start utilizing the OLEIS program for the e-citation only. This can be done with no cost to them.
9. Need to determine how many agencies may be interested.
    a. Currently 900 police agencies in the state of Ohio.
    b. Crash module may be a way to determine the additional agencies may be interested in the e-citations.
    c. Funds are available to purchase additional printers. If these funds are not spent, we will be required to return it.
    d. There are 145 agencies using OLEIS with an additional 75 moving towards using OLEIS. Which are approximates 250 agencies with the capabilities to use e-citation and needing printers to do so. This does not include those agencies that are using outside vendors to develop their own e-citation program that may also want/need printers. Making it difficult to determine how many agencies will need them.
    e. By setting a cap initially, we can provide printers now and then revisit providing additional printers at a later time, if and when additional funds are available.

The Committee asked that an email be sent to survey agencies interested in the OLEIS program/e-citation module to determine the number of printers each agency may need.

> ACTION: Motion to email a survey to the agencies that are using or may use the OLEIS program and e-citation module in order to identify those that are interested in receiving printers based on the criteria that has been set. Lori Tyack – First. Eram Kennedy – Second. None – Abstained. None – Opposed. Motion approved.

Crash Reconstruction – OSP Lt. Chris Kinn
Lt. Kinn presented a funding request to purchase additional equipment/software for crash reconstruction as the technology is continuously changing.

Funding needed to purchase:
1. 10 Trimble S5 Robotic Total Stations and 2 Trimble R8 GPS Total Stations ($368,516.94)
    • Additional 16 Troopers were trained as Reconstructionist. Additional stations are needed equip these Troopers allowing them to take detailed measurements at crash scenes.
    • Used to gather data at crash site.
    • Provide detailed, scale drawings of crash scenes.
    • Data collected will be used to determine the causative factors of the crash and relayed to agency (OSP and/or outside agencies)
    • OSP also assists outside agencies upon request.
2. 2 Bosch CDR Software licenses including multiple cables for imaging event data records. ($46,745)
    • Event data recorder – since 2013 vehicles are manufactured with a "black box". In order to validate the data, software and cables must be purchased.

3. Crash Zone Drawing Program. Used to create a scale drawing of the crash scene. Will be used in coordination with the Total Stations ($37,835.00)
4. FARO Reality Crash Software. Used with the scanners to process crash scene and determine the causative factors of a crash. As well as provide 3D animations of crashes. ($47,385.75)
5. 3 FARO Freestyle Handheld Scanners. ($60,427.00)
6. 4 KIA and 4 Hyundai Event Data Recorder Kits – need separate software for KIA & Hyundai vehicles. Currently when these modules are seized, OSP does not have the software to retrieve the data and must be sent to a private agency. (KIA-$23,553.32/Hyundai-$18,000.00)

It was noted that this technology is only primarily used for fatal crashes, serious injury crashes, or high property damage crashes.

The Committee discussed the request as well as what the Committee had funded previously. The need for crash reconstruction is continuous. One example is the need for Bosch software as it is only a 1 year subscription. However, all other software will not require a yearly update. Data collected has become standardized. But the equipment has not. As the vehicles change, equipment and/or software needs will also change. Therefore, OSP will continually need updated equipment and/or software.

The Committee would like each requested item to be voted on individually depending on funding available. Therefore, Lt. Kinn will provide additional data with a breakdown for each item. The Committee will consider and vote on each item individually at the next meeting.

> ACTION: Motion for an individual list of the Crash Reconstruction items being requested to be provided to the Committee for funding consideration and voted on individually at the next meeting. Derek Troyer – First. Eram Kennedy – Second. None – Abstained. None – Opposed. Motion approved.

Introduction of DPS Legal Staff – Capt. Schmutz:
Capt. Schmutz introduced P.R. Casey, DPS Legal staff that was recently assigned to the TRCC. Mr. Casey is the Public Records Managers for DPS. In addition to records management, he will be assisting with several DPS Boards. Currently working to revise the TRCC charter.

Action Items	Person Responsible	Deadline
Survey be developed and emailed to agencies regarding OLEIS/e-citation printers.	Eram Kennedy	3/15/2016
Detail list of the Crash Reconstruction items requested to be provided to Committee for funding consideration.	Lt. Chris Kinn	3/15/2016

Committee Reports:
Administration (1-12) - Capt. Schmutz: Chief Robinette recently retired. Therefore TRCC is in need of a representative from OACP.

Traffic Safety (13) - Chris Gregory: Nothing new to report.

Quality Control (14-20) - Eram Kennedy: Have jumped from 47% from last year to 60% for electronic crash submission. This has improved the quality, timeliness, and accuracy of data. Anticipate more agencies submitting electronically which will only increase the accuracy of said data.

Automation of Criminal Complaint Form: Criminal Investigations gathered samples of criminal forms from around the state. Combined like elements, developed a draft form, and sent to the Supreme Court for review. Hopefully will develop a universal form to be used throughout the state.

Driver and Vehicle Services (23-26) - Russ Rauch: Mr. Rauch provided an update on the Driver Simulators. Plan to begin installing the simulators in December 2016/January 2017 with all hopefully in place by June 2017. In addition, the BMV announced the self-service terminals available at nine locations throughout the state (Attachment 2). The pilot program may also provide additional services at the kiosks in the future.

Reinstatement office in Columbus has closed. However, payments can be made at all Registrar offices. A telephone center has been added to assist with questions.

Citation Tracking (27-33) - Captain Combest: Covered above.

EMS (34-38) - Sue Morris: Update on projects that have been funded through TRCC: Trauma Acute Care Registry - in production. Receiving records that are in compliance with ICD10 coding which went in effect October 1, 2015.

1. EMS Incident Report System will be NEMSIS 3.40 compliant. Completing the logic for the business rules as they apply to the incident disposition.
2. Trauma Rehab Registry - updated scope of work received, listing the timelines, milestones, and deliverables. However, the initial request neglected to include the migration of the Legacy data. Therefore, asking the Committee for additional funds to complete this task. The request will complete the move of all records housed that are currently stored at DPS. The application currently being used went live in 1998. DPS and DAS are pushing to decommission these applications. Hoping to complete the transitions by April 2016. In order to complete the migration of all the data, requesting $7,500 for migration of the Legacy data. A copy of the quote was distributed to the Committee (Attachment 3).

   ACTION: Motion to grant EMS $7,500 to complete the Legacy Data Migration Programming, Services, and Processing. Sue Morris - First. Mike McNeil - Second. None - Abstained. None - opposed. Motion approved.

Roadway Data (21-22) - Michael McNeil: 78 counties have been completed. Lorain have been completed. Summit County data set has been completed, should be totally completed by the end of the year. With the total being 80 complete.
Currently working on two projects:

1. Intersection data file – part of a larger project (Road inventory) has been completed. Training began last month. Invoices were coming in as part of a whole. (Intersection data file & road inventory). Those invoices were being paid from the Road Inventory funding. Therefore, reimbursing DPS $72,000.
2. In Car Mapping Tool – Another transition in the IT department. The Business Analyst and Project Manager that were recently hired have been reassigned. However, have again been assigned new staff. Beginning to work on the project. Will carryover funds of $293,000.

Other: Capt. Schmutz reminded all that she is required to send grant system updates quarterly. She will periodically request information from the Committee to complete those reports.

Old Business:
Project Ideas: Committee members are encouraged to bring forward any project ideas. None were provided.

Fatal Crash Reports: Agencies are under the belief that they cannot submit fatal crash data reports until adjudications. This is not true. The Committee is asked to relay this information to agencies and ask that these reports are submitted in a timelier manner.

TRCC Member List: The Committee is asked to review and provide any updates.

2016 Schedule: Will be meeting quarterly, beginning March 15, 2016. Schedule will be emailed to all and posted on the website.

Action Items	Person Responsible	Deadline
Review Charter Member List and forward changes to Sherry Harkness.	All Committee members	Ongoing
2016 TRCC meeting schedule emailed and posted to OSP website	Sherry Harkness	1/1/2016

Adjourn:

ACTION: Motion to adjourn. Sue Morris – First. Abstained. None opposed. Motion approved.

The meeting adjourned at 11:13 a.m.

Action Items	Person Responsible
Survey be developed and emailed to agencies regarding OLEIS/e-citation printers.	Eram Kennedy
Detail list of the Crash Reconstruction items requested to be provided to Committee for funding consideration.	Lt. Chris Kinn
Review Charter Member List and forward changes to Sherry Harkness.	All Committee members
2016 TRCC meeting schedule emailed and posted to OSP website	Sherry Harkness

Attachments
OLEIS program/E-Citation Printer Qualifications - Updated (Attachment 1)
BMV Media Release - BMV4U Self-Service Terminals Available at Nine Locations Across the State (Attachment 2)
EMS Data Migration Programming Quote (Attachment 3)

Next Meeting:
Tuesday, March 15, 2016 @ 10:00 a.m.
Ohio Department of Transportation, Conference Room GB
1980 West Broad Street
Columbus, Ohio 43223

Attachment 405c-3

Ohio Traffic Records Coordinating Committee Members
2016

Member	Position	Agency	Representing Organization	Address	City	State	ZIP	Telephone	Fax	Email
			Executive Council							
John Born	Director	Ohio Department of Public Safety	TRCC Executive Council Chair	1970 West Broad Street	Columbus	Ohio	43223	(614) 466-3383		jborn@dps.ohio.gov
Jerry Way	Director	Ohio Department of Transportation		1980 West Broad Street	Columbus	Ohio	43223	(614) 466-7170		Terri.Barnhart@dot.ohio.gov
Andre Porter	Chairman	The Public Utilities Commission of the State of Ohio		180 East Broad Street, 14th floor	Columbus	Ohio	43215	(614) 466-3292	(614) 752-8351	
Michael L. Buenger, Esq.	Administrative Director	The Supreme Court of Ohio Office of the Administrative Director		65 South Front Street, 7th Floor	Columbus	Ohio	43215	(614) 387-9500	(614) 387-9509	
			Technical Council							
Daniel M. Horrigan	Clerk of Courts	Summit County Clerk of Courts	Ohio Clerk of Courts Association (Citation & Adjudication)	700 Children's Drive	Columbus	Ohio	43205	(330) 643-2210	(614) 722-2448	dhorrigan@summitoh.net
Andrew Smith	Sheriff	Logan County Sheriff's Office	Buckeye State Sheriff's Association (Crash/Roadway Driver, Vehicle, Citation/Adjudication)	284 CR 32 S.	Bellefontaine	Ohio	43311	(937) 592-4327	(937) 592-4327	asmith@co.logan.oh.us
Gary Smith	CODES Data Manager	The Research Institute at Nationwide Children's Hospital	Center of Injury Research & Policy (Injury Surveillance/EMS)	700 Children's Drive	Columbus	Ohio	43205	(614) 355-2786	(614) 772-2448	gary.smith@nationwidechildrens.org
Michelle Risko	Program Manager	County Engineers Association of Ohio	County Engineers Association of Ohio (Roadway)	6500 Busch Blvd., Suite 100	Columbus	Ohio	43229	(614) 221-0707	(614) 221-5761	mrisko@ceao.org
Fred Pausch	Executive Director	County Engineers Association of Ohio	County Engineers Association of Ohio (Roadway)	6500 Busch Blvd., Suite 100	Columbus	Ohio	43229	(614) 221-0707	(614) 221-5761	fpausch@ceao.org
Christy Beeghly	Program Administrator	Ohio Department of Health	Injury Prevention Program (Injury Surveillance/EMS)	246 North High Street, 8th Floor	Columbus	Ohio	43215	(614) 728-4116	(614) 564-2409	
Tom O. Wilson	Administrator	Ohio Department of Public Safety	Suspensions & Licensing Services, Bureau of Motor Vehicles (Driver, Vehicle)	1970 West Broad Street	Columbus	Ohio	43223	(614) 752-2085	(614) 752-7271	towilson@dps.ohio.gov
David Baker	Business Process Analyst	Ohio Department of Public Safety - OSP	Statistical Analysis Unit, Ohio State Highway Patrol (Crash)	1970 West Broad Street	Columbus	Ohio	43223	(614) 752-0244	(614) 752-6602	dbaker@dps.ohio.gov
Lori Genzen	Grants Administrator	Ohio Department of Public Safety	Ohio Traffic Safety Office (Crash, Roadway, Driver Citation/Adjudication, Injury Surveillance/EMS)	1970 West Broad Street	Columbus	Ohio	43223	(614) 466-3250	(614) 728-8330	lgenzen@dps.ohio.gov
Tim Erskine	Chief	Ohio Department of Public Safety - EMS	Trauma Systems & Research, Emergency Medical Services (Injury Surveillance/EMS)	1970 West Broad Street	Columbus	Ohio	43223	(614) 387-1951	(614) 233-0785	terskine@dps.ohio.gov
Mary Hodge	Administrative Assistant	Ohio Department of Public Safety	Homeland Security, Administration (Driver, Vehicle)	1970 West Broad Street	Columbus	Ohio	43223	(614) 644-3286	(614) 752-2419	mhodge@dps.ohio.gov
Eram Kennedy	Assistant Chief	Ohio Department of Public Safety - OSP	Traffic Statistics, Planning & Analysis, Ohio State Highway Patrol (Crash, Roadway)	1970 West Broad Street	Columbus	Ohio	43223	(614) 752-1585	(614) 728-9322	ekennedy@dps.ohio.gov
Robin Schmutz	Captain	Ohio Department of Public Safety - OSP	Planning & Analysis, Ohio State Highway Patrol	1970 West Broad Street	Columbus	Ohio	43223	(614) 620-9108	(614) 752-1363	rschmutz@dps.ohio.gov
Jim Luebbers	Criminal Justice Planning Supervisor	Ohio Department of Public Safety	Office of Criminal Justice Services (Crash, Citation/Adjudication)	1970 West Broad Street	Columbus	Ohio	43223	(614) 644-6797	(614) 466-0308	jfluebbers@dps.ohio.gov
Felice Moretti	Special Projects Manager	Ohio Department of Public Safety	Ohio Traffic Safety Office (Crash, Roadway, Driver Citation/Adjudication, Injury Surveillance/EMS)	1970 West Broad Street	Columbus	Ohio	43223	(614) 644-7641	(614) 728-8330	fmoretti@dps.ohio.gov
Sue Morris	EMS Trauma Data Program Manager	Ohio Department of Public Safety - EMS	Office of Research & Analysis, Emergency Medical Services (Injury Surveillance/EMS)	1970 West Broad Street	Columbus	Ohio	43223	(614) 466-8015	(614) 995-7012	samorris@dps.ohio.gov
Keith Church	Information Technology Supervisor 3	Ohio Department of Public Safety	Information Technology, Administration (Crash, Roadway, Driver, Vehicle, Citation, Adjudication, Injury Surveillance/EMS)	1970 West Broad Street	Columbus	Ohio	43223	(614) 466-9837	(614) 644-3178	kjchurch@dps.ohio.gov
Russ Rauch		Ohio Department of Public Safety - BMV	Driver and Vehicle Services	1970 West Broad Street	Columbus	Ohio	43223	(614) 752-5082		rauch@dps.ohio.gov
Francheska Welsh	Customer Service Manager	Ohio Department of Public Safety - BMV	Suspensions & Licensing Services, Bureau of Motor Vehicles (Driver, Vehicle)	1970 West Broad Street	Columbus	Ohio	43223	(614) 752-7273		fwelsh@dps.ohio.gov
Karen Rodges	BMV Special Operations	Ohio Department of Public Safety - BMV		1970 West Broad Street	Columbus	Ohio	43223	(614) 752-7523		krodgers@dps.ohio.gov
Michael McNeill	Transportation Engineer	Ohio Department of Transportation	Office of Systems Planning & Program Management (Crash, Roadway)	1980 West Broad Street	Columbus	Ohio	43223	(614) 387-1265	(614) 752-8646	michael.mcneill@dot.state.oh.us
Derek Troyer	Transportation Engineer	Ohio Department of Transportation	Office of Systems Planning & Program Management (Crash, Roadway)	1980 West Broad Street	Columbus	Ohio	43223	(614) 387-5164	(614) 752-8646	derek.troyer@dot.state.oh.us
Ron Garczewski	Safety Specialist	Federal Highway Administration	Federal Highway Administration (Crash, Roadway, Driver)	200 North High Street, Room 328	Columbus	Ohio	43215	(614) 280-6840	(614) 280-6876	ron.garczewski@dot.gov
Linda Gilliam	Division Administrator	Federal Motor Carriers Safety Administration	Federal Motor Carriers Safety Administration (Crash, Roadway, Driver)	200 North High Street, Room 609	Columbus	Ohio	43215	(614) 280-6870	(614) 280-6875	linda.gilliam@dot.gov
Keith Willoughby	State Program Manager	Federal Motor Carriers Safety Administration	Federal Motor Carriers Safety Administration (Crash, Roadway, Driver, Vehicle)	200 North High Street, Room 609	Columbus	Ohio	43215	(614) 280-6863	(614) 280-6875	keith.willoughby@dot.gov
Michael T. Pomesky, CLEE	Chief of Police	Perry Township Police Department	Ohio Association of Chiefs of Police (Crash, Roadway, Driver, Vehicle, Citation/Adjudication, Injury Surveillance/EMS)	622 Genoa Road, SW	Massillon	Ohio	44646	(330) 478-3510	(330) 478-3504	mpomesky@perrypolice.com
Jordan Whisler	Associate Planner	Mid-Ohio Regional Planning Commission	Mid-Ohio Regional Planning Commission (Roadway)	111 Liberty St., Suite 100	Columbus	Ohio	43215	(614) 233-4148	(614) 228-1904	jwhisler@morpc.org
Alex Cabral	Deputy Regional Administrator	National Highway Traffic Safety Administration	National Highway Traffic Safety Administration - Region 5 (Crash, Roadway, Driver, Vehicle, Citation/Adjudication, Injury Surveillance/EMS)	4749 Lincoln Mall Drive, Suite 300B	Matteson	Illinois	60443	(708) 503-8891	(708) 503-8991	alex.cabral@got.gov
Darryl Anderson	Program Director	Office of Information Technology	Multi-Agency Radio Communications System (MARCS) (Citation)	2323 West 5th Avenue, Suite 150	Columbus	Ohio	43204	(614) 466-2257	(614) 995-0067	darryl.anderson@oit.ohio.gov
Dick Miller	Administrative Assistant/Inter-Agency Liaison	Office of Information Technology	Multi-Agency Radio Communications System (MARCS) (Citation)	2323 West 5th Avenue, Suite 150	Columbus	Ohio	43204	(614) 995-3527	(614) 995-0067	dick.miller@oit.ohio.gov
Mary Bonelli	Sr. VP Public Information	Ohio Insurance Institute	Ohio Insurance Institute (Crash, Driver, Vehicle)	172 East State Street, Suite 201	Columbus	Ohio	43215	(614) 228-1593	(614) 228-1678	maryb@ohioinsurance.org
Mitch Wilson	VP-Public Information and Education	Ohio Insurance Institute	Ohio Insurance Institute (Crash, Driver, Vehicle)	172 East State Street, Suite 201	Columbus	Ohio	43215	(614) 228-1593	(61) 422-8178	mitchw@ohioinsurance.org
Kelly Selzer	Program Manager	Public Utilities Commission of Ohio	Public Utilities Commission of Ohio (Crash, Roadway)	180 East Broad Street, 14th floor Transportation Division	Columbus	Ohio	43215	(614) 995-7087	(614) 752-9274	kelly.selzer@puc.state.oh.us
Tony Kenzie	Program Manager	Supreme Court of Ohio	Technology Services (Citation/Adjudication)	65 South Front Street	Columbus	Ohio	43215	(614) 387-9437	(614) 387-9609	kenzieA@sconet.state.oh.us
Lori Tyack	Clerk of Courts	Franklin County Municipal Court	Ohio Clerk of Courts Association (Citation & Adjudication)	375 South High Street, 4th Floor	Columbus	Ohio	43215	(614) 724-1350	(614) 645-6036	tyackl@fcmcclerk.com
Tricia Fought	Traffic Studies Engineer	City of Columbus, Division of Traffic Management	Division of Traffic Management (Roadway)	50 West Gay Street, 2nd Floor	Columbus	Ohio	43215	(614) 645-3972		prfought@columbus.gov

Ohio Strategic Plan

February 15, 2012

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Ohio Strategic Plan Report

State Plan Information

Program / Plan Level Information:

Traffic Records Improvement Program Coordinator:
(Person who is to be the first point of contact for the questions related to the Strategic Plan or other traffic records-related issues.)

Name: **Eram Kennedy**
Title: Assistant Chief
Agency: Ohio Department of Public Safety
Office: Traffic Statistics Office of Criminal Justice
Address: 1970 West Broad St
City, Zip: Columbus 43223
Phone: (614) 752-1585
Email: ekennedy@dps.state.oh.us

Last Updated:

Crash Data Systems – MMUCC Review:
The Federal Register calls for states to document the MMUCC data elements that they collect and use within their crash data system. TSASS can assist in this review process if provided with the most current crash database documentation.

The last crash database review was performed by TSASS on 28-DEC-09 based upon a data dictionary dated 11-JUL-06 which was reported to have an implementation data of Unknown.

EMS Data Systems – NEMSIS Review:
The Federal Register calls for states to document the NEMSIS data elements that they collect and use within their EMS data system. TSASS can assist in this review process if provided with the most current EMS database documentation.

The last EMS database review was performed by TSASS on Unknown based upon a data dictionary dated Unknown which was reported to have an implementation data of Unknown.

Traffic Records Assessment:
The legislation requires that States have performed a Traffic Records Assessment within the past 5 years for all grant applications after the first year.

The date of the last Traffic Records Assessment is 12-11-2009.

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TRCC Representation:

This section contains information about the TRCC membership.

Executive Level TRCC

Name	System	Email	Title	Member Status
Mr. Arthur Combest	Crash Data System	acombest@dps.state.oh.us		
Dr. Alan Jackson	Injury Surveillance Data System	Please add email address	Director	
Mr. Steve Holton	Law Enforcement / Adjudication Data System	Please add email address	Administrative Director	
Ms. Jolene Molitoris	Roadway Data System	Please add email address	Director	

Technical Level TRCC

Name	System	Email	Title	Member Status
Mr. Tony Kenzie	Citation Data System	anthony.kenzie@sc.ohio.gov	Program Manager	
Mr. Jerome Cook	Citation Data System	Jeromealbertcook@gmail.com	Administrator and Chief Deputy Clerk	
Mr. Timothy Rogers	Citation Data System	Sheriffrogers@coshoctoncounty.net	Sheriff - President BSSA	
Ms. Lori Genzen	Citation Data System	lgenzen@dps.state.oh.us	Business Manager	
Ms. Felice Moretti	Citation Data System	fmoretti@dps.state.oh.us	Federal Programs Manager	
Ms. Abby Warchal	Citation Data System	awarchal@dps.state.oh.us	Project Manager	
Mr. Vernon Stanforth	Citation Data System	sheriffstanforth@faycoso.com	Safety Programs Engineer	
Ms. Lori Tyack	Citation Data System	tyackl@fmcclerk.com	Clerk	
Steve Robinette	Citation Data System	srobinette@grovecityohio.gov	Chief	

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Name	System	Email	Title	Member Status
Mr. Darryl Anderson	Citation Data System	darryl.anderson@ohio.gov	Program Director	
Mr. Dick Miller	Citation Data System	dick.miller@oit.ohio.gov	Admisitrative Assistant/Inter-Agency Liason	
Ms. Mary Bonelli	Crash Data System	maryb@ohioinsurance.org	Sr. VP Public Information	
Mr. Mitch Wilson	Crash Data System	mitchw@ohioinsurance.org	VP-Public Information and Education	
Mr. Bob Leader	Crash Data System	bob.leader@puc.state.oh.us	Assistant Division Chief	
Kelly Selzer	Crash Data System	kelly.selzer@puc.state.oh.us	Management Analyst Supervisor	
Mr. Timothy Rogers	Crash Data System	Sheriffrogers@coshoctoncounty.net	Sheriff - President BSSA	
Mr. David Baker	Crash Data System	Dbaker@DPS.State.Oh.US	Programming Specialist	
Eram Kennedy	Crash Data System	ekennedy@dps.state.oh.us	Assistant Chief	
Ms. Lori Genzen	Crash Data System	lgenzen@dps.state.oh.us	Business Manager	
Ms. Felice Moretti	Crash Data System	fmoretti@dps.state.oh.us	Federal Programs Manager	
Ms. Abby Warchal	Crash Data System	awarchal@dps.state.oh.us	Project Manager	
Mr. Jonathan Hughes	Crash Data System	jonathan.hughes@dot.state.oh.us	Systems Planning Section Manager	
Ms. Jennifer Townley	Crash Data System	jennifer.townley@dot.state.oh.us	Administrator	
Mr. Vernon Stanforth	Crash Data System	sheriffstanforth@faycoso.com	Safety Programs Engineer	
Mr. Mike Armstrong	Crash Data System	michael.armstrong@dot.gov	Safety Programs Engineer	
Ms. Linda Gilliam	Crash Data System	linda.gilliam@dot.gov	Division Administrator	
Mr. Keith Willoughby	Crash Data System	keith.willoughby@dot.gov	State Program Manager	
Steve Robinette	Crash Data System	srobinette@grovecityohio.gov	Chief	
Ms. Mary Bonelli	Driver License / History Data System	maryb@ohioinsurance.org	Sr. VP Public Information	
Mr. Mitch Wilson	Driver License / History Data System	mitchw@ohioinsurance.org	VP-Public Information and Education	
Mr. Bob Leader	Driver License / History Data System	bob.leader@puc.state.oh.us	Assistant Division Chief	
Kelly Selzer	Driver License / History Data	kelly.selzer@puc.state.oh.us	Management Analyst Supervisor	

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Name	System	Email	Title	Member Status
	System			
Mr. Timothy Rogers	Driver License / History Data System	Sheriffrogers@coshoctoncounty.net	Sheriff - President BSSA	
Ms. Mary Hodge	Driver License / History Data System	mhodge@dps.state.oh,us	Administrative Assistant	
Ms. Lori Genzen	Driver License / History Data System	lgenzen@dps.state.oh.us	Business Manager	
Ms. Felice Moretti	Driver License / History Data System	fmoretti@dps.state.oh.us	Federal Programs Manager	
Ms. Abby Warchal	Driver License / History Data System	awarchal@dps.state.oh.us	Project Manager	
Mr. Vernon Stanforth	Driver License / History Data System	sheriffstanforth@faycoso.com	Safety Programs Engineer	
Mr. Mike Armstrong	Driver License / History Data System	michael.armstrong@dot.gov	Safety Programs Engineer	
Ms. Linda Gilliam	Driver License / History Data System	linda.gilliam@dot.gov	Division Administrator	
Mr. Keith Willoughby	Driver License / History Data System	keith.willoughby@dot.gov	State Program Manager	
Steve Robinette	Driver License / History Data System	srobinette@grovecityohio.gov	Chief	
Steve Robinette	Injury Surveillance Data System	srobinette@grovecityohio.gov	Chief	
Ms. Lynne Rochette	Injury Surveillance Data System	lynne.rochette@nationwidechildrens.org	CODES Data Manager	
Jiajing Wang	Injury Surveillance Data System	jiajing.wang@nationwidechildrens.org	CODES Research Associate	
Mr. Timothy Rogers	Injury Surveillance	Sheriffrogers@coshoctoncounty.net	Sheriff - President BSSA	

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Name	System	Email	Title	Member Status
	Data System			
Ms. Christy Beeghly	Injury Surveillance Data System	christy.beeghly@odh.ohio.gov	State Program Administrator	
Mr. Tim Erskine	Injury Surveillance Data System	terskine@dps.state.oh.us	Data Program Manager	
Ms. Lori Genzen	Injury Surveillance Data System	lgenzen@dps.state.oh.us	Business Manager	
Ms. Felice Moretti	Injury Surveillance Data System	fmoretti@dps.state.oh.us	Federal Programs Manager	
Ms. Sue Morris	Injury Surveillance Data System	samorris@dps.state.oh.us	EMS & Trauma Data Program Manager	
Ms. Abby Warchal	Injury Surveillance Data System	awarchal@dps.state.oh.us	Project Manager	
Mr. Vernon Stanforth	Injury Surveillance Data System	sheriffstanforth@faycoso.com	Safety Programs Engineer	
Mr. Tony Kenzie	Law Enforcement / Adjudication Data System	anthony.kenzie@sc.ohio.gov	Program Manager	
Mr. Jerome Cook	Law Enforcement / Adjudication Data System	Jeromealbertcook@gmail.com	Administrator and Chief Deputy Clerk	
Mr. Timothy Rogers	Law Enforcement / Adjudication Data System	Sheriffrogers@coshoctoncounty.net	Sheriff - President BSSA	
Ms. Lori Genzen	Law Enforcement / Adjudication Data System	lgenzen@dps.state.oh.us	Business Manager	
Ms. Felice Moretti	Law	fmoretti@dps.state.oh.	Federal Programs	

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Name	System	Email	Title	Member Status
	Enforcement / Adjudication Data System	us	Manager	
Ms. Abby Warchal	Law Enforcement / Adjudication Data System	awarchal@dps.state.oh.us	Project Manager	
Mr. Vernon Stanforth	Law Enforcement / Adjudication Data System	sheriffstanforth@faycoso.com	Safety Programs Engineer	
Ms. Lori Tyack	Law Enforcement / Adjudication Data System	tyackl@fmcclerk.com	Clerk	
Steve Robinette	Law Enforcement / Adjudication Data System	srobinette@grovecityohio.gov	Chief	
Steve Robinette	Pre-Hospital EMS System	srobinette@grovecityohio.gov	Chief	
Ms. Lynne Rochette	Pre-Hospital EMS System	lynne.rochette@nationwidechildrens.org	CODES Data Manager	
Jiajing Wang	Pre-Hospital EMS System	jiajing.wang@nationwidechildrens.org	CODES Research Associate	
Mr. Timothy Rogers	Pre-Hospital EMS System	Sheriffrogers@coshoctoncounty.net	Sheriff - President BSSA	
Mr. Tim Erskine	Pre-Hospital EMS System	terskine@dps.state.oh.us	Data Program Manager	
Ms. Lori Genzen	Pre-Hospital EMS System	lgenzen@dps.state.oh.us	Business Manager	
Ms. Felice Moretti	Pre-Hospital EMS System	fmoretti@dps.state.oh.us	Federal Programs Manager	
Ms. Sue Morris	Pre-Hospital EMS System	samorris@dps.state.oh.us	EMS & Trauma Data Program Manager	
Ms. Abby Warchal	Pre-Hospital EMS	awarchal@dps.state.oh.us	Project Manager	

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Name	System	Email	Title	Member Status
	System			
Mr. Vernon Stanforth	Pre-Hospital EMS System	sheriffstanforth@fayco so.com	Safety Programs Engineer	
Mr. Timothy Rogers	Roadway Data System	Sheriffrogers@coshoc toncounty.net	Sheriff - President BSSA	
Ms. Michele Risko	Roadway Data System	mrisko@ceao.org	Program Manager	
Eram Kennedy	Roadway Data System	ekennedy@dps.state. oh.us	Assistant Chief	
Ms Lori Genzen	Roadway Data System	lgenzen@dps.state.oh .us	Business Manager	
Ms. Felice Moretti	Roadway Data System	fmoretti@dps.state.oh. us	Federal Programs Manager	
Ms. Abby Warchal	Roadway Data System	awarchal@dps.state.o h.us	Project Manager	
Mr. Jonathan Hughes	Roadway Data System	jonathan.hughes@dot. state.oh.us	Systems Planning Section Manager	
Ms. Jennifer Townley	Roadway Data System	jennifer.townley@dot.s tate.oh.us	Administrator	
Mr. Vernon Stanforth	Roadway Data System	sheriffstanforth@fayco so.com	Safety Programs Engineer	
Mr. Mike Armstrong	Roadway Data System	michael.armstrong@d ot.gov	Safety Programs Engineer	
Steve Robinette	Roadway Data System	srobinette@grovecityo hio.gov	Chief	
Ms. Kerstin Carr	Roadway Data System	kcarr@morpc.org	Active Transportation & Safety Programs Manager	
Mr. Joe Fish	Roadway Data System	jfish@morpc.org	Associate Planner	
Mr. Robert Lawler	Roadway Data System	rlawler@morpc.org	Director of Transportation	
Ms. Mary Bonelli	Vehicle Registration Data System	maryb@ohioinsurance .org	Sr. VP Public Information	
Mr. Mitch Wilson	Vehicle Registration Data System	mitchw@ohioinsuranc e.org	VP-Public Information and Education	
Mr. Bob Leader	Vehicle	bob.leader@puc.state.	Assistant Division Chief	

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Name	System	Email	Title	Member Status
	Registration Data System	oh.us		
Kelly Selzer	Vehicle Registration Data System	kelly.selzer@puc.state.oh.us	Management Analyst Supervisor	
Mr. Timothy Rogers	Vehicle Registration Data System	Sheriffrogers@coshoctoncounty.net	Sheriff - President BSSA	
Ms. Mary Hodge	Vehicle Registration Data System	mhodge@dps.state.oh,us	Administrative Assistant	
Ms. Abby Warchal	Vehicle Registration Data System	awarchal@dps.state.oh.us	Project Manager	
Mr. Vernon Stanforth	Vehicle Registration Data System	sheriffstanforth@faycoso.com	Safety Programs Engineer	
Ms. Linda Gilliam	Vehicle Registration Data System	linda.gilliam@dot.gov	Division Administrator	
Mr. Keith Willoughby	Vehicle Registration Data System	keith.willoughby@dot.gov	State Program Manager	
Steve Robinette	Vehicle Registration Data System	srobinette@grovecityohio.gov	Chief	

Attachment 405c-4

TRCC Operation:

The legislation & Federal Register call for certification that the TRCC continues to operate. Please provide the following information about your TRCC's structure and operation

Do you have an executive (policy level) TRCC? Yes

> *If so, how often does it meet?* As Needed/Other

Do you have a technical (working level) TRCC? Yes

> *If so, how often does it meet?* Monthly

Does your TRCC have in place documents that demonstrate that the TRCC meets the following requirements of the legislation & Federal register?

Yes	*The TRCC has the authority to approve the Strategic Plan.*
Yes	*The TRCC has the authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented.*
Yes	*The TRCC includes representative from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations.*
Yes	*The TRCC provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records.*
Yes	*The TRCC considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records systems.*
Yes	*The TRCC represents the interests of the agencies and organizations within the traffic records system to outside organizations.*
Yes	*The TRCC reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.*

Attachment 405c-4

Project Prioritization:

The legislation requires that States document how they prioritized projects. This section contains a brief statement of how projects were prioritized.

Before a project is placed in the strategic plan it is evaluated in order to see how it will impact the timeliness, accuracy, completeness, uniformity, integration or accessibility of traffic data. If it will not improve one or more of those areas the project does not get acted upon by the TRCC, although it may be tracked for informational purposes if it relates to the state's traffic records data system. Once it has been established that the project will improve at least one of those areas the committee uses the "four box" analysis process to determine where it should be placed on the project list. The systems that are considered prior to anything else are Traffic Crashes, Roadway Inventory, Enforcement, Emergency Medical / Injury Prevention, Driver Licensing and Vehicle Registration.

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Deficiencies and Objectives

1A-1   - TRCC - Lack of TRCC mission statement

Area: *Accuracy*
System: *Not Defined*
Type: *Deficiency*
Status: *Addressed - Pending Action*
Source: *2009 Traffic Records Assessment*
Last Updated: *15-FEB-2012*

Deficiency-Objective Description: *Have Mission statement that the Traffic Records Coordinating Committee (TRCC) will review and implement at next meeting*

Linked Items		
Type	**Label**	**Name**

1A-2   - TRCC - Lack of Authority from Executive Committee for TRCC

Area: *Unknown*
System: *Not Defined*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2009 Traffic Records Assessment*
Last Updated:

Deficiency-Objective Description: *There is no designation of authority from the Executive Committee to the working committee of TRCC*

Linked Items		
Type	**Label**	**Name**

2A-1   - Crash - Data Quality Performance Measures for Crash System

Area: *Completeness*
System: *Crash*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2009 Traffic Records Assessment*
Last Updated:

Deficiency-Objective Description: *Quality control measures have not been established and are not regularly reviewd by the TRCC.*

Linked Items		
Type	**Label**	**Name**

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2A-2   - Crash - Add VIN to Redesigned OH-1

Area: *Completeness*
System: *Crash*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2009 Traffic Records Assessment*
Last Updated:

Deficiency-Objective Description: *No VIN is currently being recorded on the Police Accident Report (OH-1) as required by FMCSA.*

Linked Items		
Type	**Label**	**Name**

2A-3   - Crash - Tracking Errors & Providing Feedback

Area: *Accuracy*
System: *Crash*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2009 Traffic Records Assessment*
Last Updated:

Deficiency-Objective Description: *A formal method of tracking errors and providing feedback to law enforcement agencies currently does not exist.*

Linked Items		
Type	**Label**	**Name**

2A-4   - Crash - (Link Between) Error Tracking & Training Content

Area: *Accuracy*
System: *Crash*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2009 Traffic Records Assessment*
Last Updated:

Deficiency-Objective Description: *There is currently no link between error tracking and training content so that common errors can be documented and addressed in training.*

Linked Items		
Type	**Label**	**Name**

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2A-5 - Crash - Linkage of all Traffic Records System Components with the Crash File

Area: *Integration*
System: *Crash*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2009 Traffic Records Assessment*
Last Updated:

Deficiency-Objective Description: *There is currently no complete linkage of all traffic records system components with the crash file.*

Linked Items		
Type	*Label*	*Name*

2A-6 - Crash - Lack of timely crash report submission.

Area: *Timeliness*
System: *Crash*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2009 Traffic Records Assessment*
Last Updated:

Deficiency-Objective Description: *The percentage of crash reports being submitted electronically is insufficient.*

Linked Items		
Type	*Label*	*Name*

2B-1 - Roadway - Capture Cross Section Characteristics

Area: *Completeness*
System: *Roadway*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2009 Traffic Records Assessment*
Last Updated:

Deficiency-Objective Description: *Currently ODOT has no mapping system for locating crashes that occur on the local road system.*

Linked Items		
Type	*Label*	*Name*

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2C-1   - Driver License - BMV's Support with Citation Tracking System

Area: *Integration*
System: *Driver License / History*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2009 Traffic Records Assessment*
Last Updated:

Deficiency-Objective Description: *Currently there is no statewide citation tracking system in place to record the difference between the citation and conviction records.*

Linked Items		
Type	*Label*	*Name*

2D-1   - Vehicle Registration - Bar Coding

Area: *Accuracy*
System: *Vehicle Registration*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2009 Traffic Records Assessment*
Last Updated:

Deficiency-Objective Description: *There is no bar coding technology for the vehicle registration document.*

Linked Items		
Type	*Label*	*Name*

2E-1   - Citation/Adjudication - Citation Tracking System

Area: *Integration*
System: *Citation / Adjudication*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2009 Traffic Records Assessment*
Last Updated:

Deficiency-Objective Description: *There is no statewide citation tracking system that will allow case information to be disseminated to the courts, law enforcement and the BMV without duplication of effort.*

Linked Items		
Type	*Label*	*Name*

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2F-1   - EMS - Ohio Trauma Registry

Area: *Completeness*
System: *Injury Surveillance / EMS*
Type: *Deficiency*
Status: *Unknown / Not Defined*
Source: *2009 Traffic Records Assessment*
Last Updated:

Deficiency-Objective Description: *Ohio Trauma Registry still doesn't meet the National Trauma Data Standard.*

Linked Items		
Type	**Label**	**Name**

Performance Measures and Goals

1A-1   - TRCC - Lack of TRCC mission statement

Status of Improvement: *Unknown - No Final Data*
Active Status: *Unknown*

This performance measure is based on the STATE model.

Ohio will improve the Unknown of the Not Defined system as measured in terms of a Increase of:
Compare the mission statement to be developed with the current mission statement.

The state will show measureable progress using the following method:
Determine if a mission statement has been completed.
"Goal" is equal to 100%.

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2010	100	0	0	14-JUN-10	2009 - 2010	0
2011	0	0			2010 - 2011	

Intermediate Measurements

Measurement Date	Measurement
14-JUN-2010	0

Linked Items

Type	Label	Name

1A-2   - TRCC - Lack of Authority from the Executive Committee for TRCC

Status of Improvement: *Unknown - No Final Data*
Active Status: *Unknown*

This performance measure is based on the STATE model.

Ohio will improve the Unknown of the Not Defined system as measured in terms of a Increase of:
Compare the authority currently given to the working committee by the Executive Committee members to the authority that is necessary for all working committee members.

The state will show measureable progress using the following method:
Count the increase in the number of working committee members that have been provided decision making authority by the Executive Committee.
"Goal" is equal to 100%

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Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2010	100	0	0	14-JUN-10	2009 - 2010	0
2011	0	0			2010 - 2011	

Intermediate Measurements

Measurement Date	Measurement
14-JUN-2010	0

Linked Items

Type	Label	Name

2A-1 - Crash - Data Quality Performance Measures for Crash System

Status of Improvement: *Unknown - No Final Data*
Active Status: *Unknown*

This performance measure is based on the STATE model.

Ohio will improve the Completeness of the Crash system as measured in terms of a Increase of:
The establishing, defining and reviewing of 6 quality control measures.

The state will show measureable progress using the following method:
Count the number of data quality measures that are given to TRCC members for defining, reviewing, and testing through ODPS.

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2010	0	0	0	08-JUN-10	2009 - 2010	0
2011	6	0			2010 - 2011	

Intermediate Measurements

Measurement Date	Measurement
08-JUN-2010	0

Linked Items

Type	Label	Name

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2A-2 - Crash - Add VIN to Re-designed OH-1

Status of Improvement: *Unknown - No Final Data*
Active Status: *Unknown*

This performance measure is based on the STATE model.

Ohio will improve the Completeness of the Crash system as measured in terms of a Increase of:
The percentage of OH-1's that include the VIN as required by FMCSA.

The OH-1 has been redesigned and will be implemented on January 1, 2012. It includes the VIN for each unit involved in the crash.

The state will show measureable progress using the following method:
Compare the number of OH-1's that currently include the VIN with the number that include the VIN over a designated period of time.
"Goal" is equal to 100%.

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2010	0	0	0	08-JUN-10	2009 - 2010	0
2011	100	0			2010 - 2011	

Intermediate Measurements

Measurement Date	Measurement
08-JUN-2010	0

Linked Items

Type	Label	Name

2A-3 - Crash - Tracking Errors & Providing Feedback

Status of Improvement: *Unknown - No Final Data*
Active Status: *Unknown*

This performance measure is based on the STATE model.

Ohio will improve the Accuracy of the Crash system as measured in terms of a Increase of:
The number of errors that are tracked and the number of agencies contacted.

The state will show measureable progress using the following method:
ODPS will run reports to identify top 5 errors and notify agencies.

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Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2010	0	0	0	08-JUN-10	2009 - 2010	0
2011	5	0			2010 - 2011	

Intermediate Measurements

Measurement Date	Measurement
08-JUN-2010	0

Linked Items

Type	Label	Name

2A-4   - Crash - (Link Between) Error Tracking & Training Content

Status of Improvement: Unknown - No Final Data
Active Status: Unknown

This performance measure is based on the STATE model.

Ohio will improve the Accuracy of the Crash system as measured in terms of a Increase of: The identification of common errors and the number of presentations of those errors to law enforcement.

The state will show measureable progress using the following method:
Compare the number of errors before and after the presentations to law enforcement.

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2010	0	0	0	09-JUN-10	2009 - 2010	0
2011	5	0			2010 - 2011	

Intermediate Measurements

Measurement Date	Measurement
09-JUN-2010	0

Linked Items

Type	Label	Name

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2A-5 - Crash - Linkage of all traffic record system components with the crash file.

Status of Improvement: *Unknown - No Final Data*
Active Status: *Unknown*

This performance measure is based on the C-I-01 model.

Ohio will improve the Integration of the Crash system as measured in terms of a Increase of:
Compare the number of crash files that link to the Driver and Vehicle records through the BMV.

The state will show measureable progress using the following method:
Count the number of crash files that have been linked to the BMV files after the establishment of the link.
"Goal" is equal to 100%.

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2010	0	0	0	09-JUN-10	2009 - 2010	0
2011	100	0			2010 - 2011	

Intermediate Measurements

Measurement Date	Measurement
09-JUN-2010	0

Linked Items

Type	Label	Name

2A-6 - Crash - Lack of timely crash report submission

Status of Improvement: *Unknown - No Final Data*
Active Status: *Unknown*

This performance measure is based on the STATE model.

Ohio will improve the Timeliness of the Crash system as measured in terms of a Increase of:
Compare the number of crashes being submitted electronically with the number of reports being submitted via hard-copy.

The state will show measureable progress using the following method:
Calculate the increase in the percentage of crashes being submitted electronically.
"Goal" is equal to 100%.

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Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2010	0	0	0	14-JUN-10	2009 - 2010	0
2011	100	0			2010 - 2011	

Intermediate Measurements

Measurement Date	Measurement
14-JUN-2010	0

Linked Items

Type	Label	Name

2B-1 - Roadway - Capture Cross Section Characteristics

Status of Improvement: *Unknown - No Final Data*
Active Status: *Unknown*

This performance measure is based on the STATE model.

Ohio will improve the Completeness of the Roadway system as measured in terms of a Increase of:
Compare the number of local roads that are being mapped by ODOT to the existing roads.

The state will show measureable progress using the following method:
Count the number of local roads that are recorded. (This won't be addressed until after LBRS is fully implemented for the US and Interstate Routes.)
"Goal" is equal to 100%.

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2010	100	0	0	09-JUN-10	2009 - 2010	0
2011	0	0			2010 - 2011	

Intermediate Measurements

Measurement Date	Measurement
09-JUN-2010	0

Linked Items

Type	Label	Name

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2C-1 - Driver License - BMV's Support with Citation Tracking System

Status of Improvement: *Unknown - No Final Data*
Active Status: *Unknown*

This performance measure is based on the STATE model.

Ohio will improve the Integration of the Vehicle Registration system as measured in terms of a Increase of:
Compare how many citations are being reported as convictions to the driver files of the BMV.

The state will show measureable progress using the following method:
Count the increase in the number of citations that are being reported as convictions.
"Goal" is equal to 100%.

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2010	0	0	0	08-JUN-10	2009 - 2010	0
2011	100	0			2010 - 2011	

Intermediate Measurements

Measurement Date	Measurement
08-JUN-2010	0

Linked Items

Type	Label	Name

2D-1 - Vehicle Registration - Bar Coding

Status of Improvement: *Unknown - No Final Data*
Active Status: *Unknown*

This performance measure is based on the STATE model.

Ohio will improve the Accuracy of the Vehicle Registration system as measured in terms of a Increase of:
Compare the number of vehicle registrations that have bar codes with those that do not.

The state will show measureable progress using the following method:
Count the increase in the number of vehicle registrations that are bar coded.
"Goal" is equal to the developement of the coding technology at 100%.

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Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2010	0	0	0	08-JUN-10	2009 - 2010	0
2011	100	0			2010 - 2011	

Intermediate Measurements

Measurement Date	Measurement
08-JUN-2010	0

Linked Items

Type	Label	Name

2E-1 - Citation/Adjudication - Citation Tracking System

Status of Improvement: *Unknown - No Final Data*
Active Status: *Unknown*

This performance measure is based on the STATE model.

Ohio will improve the Integration of the Citation / Adjudication system as measured in terms of a Increase of:
Compare the number of citations that are being submitted electronically through a statewide system that includes law enforcement, the courts and the BMV.

The state will show measureable progress using the following method:
Count the increase in the number of citations that are being submitted electronically through a statewide system that includes law enforcement, the courts and the BMV. "Goal" is equal to 100%.

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2010	0	0	0	09-JUN-10	2009 - 2010	0
2011	100	0			2010 - 2011	

Intermediate Measurements

Measurement Date	Measurement
09-JUN-2010	0

Linked Items

Type	Label	Name

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2F-1 - EMS - Ohio Trauma Registry

Status of Improvement: *Unknown - No Final Data*
Active Status: *Unknown*

This performance measure is based on the STATE model.

Ohio will improve the Completeness of the Injury Surveillance / EMS system as measured in terms of a Increase of:
Compare the number of standards that are currently being met as part of the Ohio Trauma Registry with those being met at the end of the project.

The state will show measureable progress using the following method:
Count the increase in the number of standards being met as part of the Ohio Trauma Registry.
"Goal" is equal to 100%.

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2010	0	0	0	09-JUN-10	2009 - 2010	0
2011	100	0			2010 - 2011	

Intermediate Measurements

Measurement Date	Measurement
09-JUN-2010	0

Linked Items

Type	Label	Name

OH_1 - OH_1 - Roadway/Completeness

Status of Improvement: *Unknown - No Final Data*
Active Status: *Unknown*

This performance measure is based on the STATE model.

Ohio will improve the Completeness of the Roadway system as measured in terms of a Increase of:
Number of counties in Ohio that are inputting critical roadway information into the State's Location Based Response System

The state will show measureable progress using the following method:
Count the number of counties added to the system.

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Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2009	0	50	50	15-JUN-09	2008 - 2009	0
2010	0	50	53	08-SEP-09	2009 - 2010	3
2011	0	53	63	08-FEB-11	2010 - 2011	10
2012	0	63			2011 - 2012	

Intermediate Measurements

Measurement Date	Measurement
15-JUN-2009	50
08-SEP-2009	53
08-FEB-2011	63

Linked Items

Type	Label	Name

Projects

OH-P01   - Accurate Crash Location Project

Priority:
Revision Date: *06-29-2010*
Status: Active
Lead Agency: Ohio Department of Public Safety, Ohio Traffic Safety Office
Partners: -
Website:

> *Project Director*
> Name: **Eram Kennedy**
> Title: Assistant Chief
> Agency: Ohio Department of Public Safety
> Office: Traffic Statistics Office of Criminal Justice
> Address: 1970 West Broad St
> City, Zip: Columbus 43223
> Phone: (614) 752-1585
> Email: ekennedy@dps.state.oh.us

Project Description: Description
In order to get the maximum benefit from the efforts already exerted by the State to improve the timeliness and accuracy of data, as well as its completeness, we feel it necessary to provide each officer with a Global Positioning System (GPS) unit. If we were

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to provide that equipment to the officer there would be no reasonable excuse for not supplying the latitude/longitude on every crash report.

Currently, there are just a few agencies that are using the latitude/longitude for locating the crash when submitting crash data. Provided the GPS unit is used properly, the location data could be accurate to within feet on all crashes, regardless of what information is provided under the hand-written location portion of the crash report. This would greatly aid safety organizations in accurately identifying problem crash locations.

Ohio has approximately 1,000 law enforcement agencies with the number of officers well into the thousands. Agency and budget size varies across the state; budgets are not dependent on size.

A telephone survey was conducted with the largest agencies in Ohio to determine possible demand for hardware necessary for submitting latitude/longitude on crash reports. Based on the results of the survey, it would take approximately 1,600 GPS units to equip the five largest law enforcement agencies.

The purpose of the request is to supply the larger law enforcement agencies with GPS units which will represent approximately 30 – 40 percent of Ohio's crashes.

Purpose
One of the most difficult pieces of information to gather correctly on a crash report is the location of the crash. Officers are instructed in the proper way to complete the report and how to locate where the crash occurred. In spite of all the training and experience, this field is only accurate about 30 percent of the time. Officers have a tendency to estimate distances from reference points instead of actually measuring them. As a result, the reported location of the crash may be substantially different than the actual location. It is generally recognized by the engineering field that the latitude and longitude of a location would be the most advantageous for
determining the location of a crash.

Because the location is one of the most important fields, yet is the one most often done incorrectly, a method to increase the accuracy must be provided to law enforcement. Also, although the state is providing a free electronic crash program, if the officer on the street does not have a computer to use it with, the program is ineffective.

Ideally, in order to maximize the improvement of the crash data's timeliness and accuracy, each officer responsible for investigating crashes should have an in-car computer and GPS unit available at the crash scene. That would permit the officer to gather the location data with satellite precision as well as complete the report electronically at the scene. By completing the report at the scene with an electronic program errors may be found that can

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be immediately corrected. Without the program the errors may not be discovered until after the information has been removed from the crash scene. However, even if the officer didn't have an in-car computer available, having the ability to determine the latitude and longitude of the crash location would greatly enhance the accuracy of the location data for the hard copy of the crash report.

Project Justification/Mandate
This project is not a state mandate, however, the TRCC has determined that the latitude and longitude are required for all crashes submitted electronically to ensure the accuracy of crash location data.

Many agencies have in-car laptops, but no way of immediately obtaining the latitude and longitude. Some agencies are willing to provide more accurate, complete and timely crash location data but do no have the GPS units to report latitude and longitude.

Additional consideration in justifying this project was given to the resources expended by the State to locate crashes after the crash reports are received. Approximately 15 percent of crashes (50,000 – 60,000) can not be located through computer and require a manual search. It is estimated that it costs approximately $100,000 - $150,000 to locate these crashes using 2.5 FTE (Full-Time Equivalent staff positions).

A telephone survey was conducted with the five largest agencies in Ohio to determine demand for the hardware necessary for submitting latitude and longitude on crash reports. Based on the results of the survey, it would take approximately 1,600 GPS units to equip the largest law enforcement agencies.

Expected Impact of Project
1. Ability for law enforcement agencies to submit timely crash reports with accurate location information.
2. Reduces state resources expended to locate crashes.

Performance Measures
The key performance measure for this project is the submission of accurate location data in a timelier manner.
Timeliness
• Crashes are currently submitted by the larger agencies twice per month. Electronic submission could cut this time delay in half.

Completeness
• Currently, using the hard copy of the crash report allows for a large amount of errors. The possibility of the errors being increased by double entry of the data is a very high risk. Entering the crash data into a laptop computer at the scene and having the software

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validate the data will ensure that all the necessary data is provided.

Accuracy
• Using the current locations provided on the hard copy of the crash reports only about 30 percent of the locations can be verified.
The use of GPS units should increase the ability to plot locations from reports to at least 75 percent. The accuracy would be more dependent on the officer's execution of the GPS instead of an estimate of actual location and distance.

Milestones

Milestone Description	Target Date	Actual Date	Status
Determine device specifications	10-01-2008	09-18-2008	
Prepare a Request for Proposal (RFP)	07-13-2009	10-13-2009	
Publish the RFP	08-13-2009	01-21-2010	
Review the RFPs to determine the lowest bid that meets the requirements and award the contract to the winning bidder.	10-09-2009	02-09-2010	
Obtain the equipment from the vendor	01-15-2010	03-23-2010	
Process and distribute the equipment to the appropriate agencies.	04-12-2010		

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X		X		
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2011	*Total Budget*
NHTSA Section 408 Funds	*$0.00*

Budget Source - 2012	*Total Budget*
NHTSA Section 408 Funds	*$0.00*

Budget Source - 2013	*Total Budget*
NHTSA Section 408 Funds	*$0.00*

Budget Source - 2014	*Total Budget*
NHTSA Section 408 Funds	*$0.00*

Budget Source - 2015	*Total Budget*
NHTSA Section 408 Funds	*$0.00*

Budget Source - 2016	*Total Budget*
NHTSA Section 408 Funds	*$0.00*

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Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2007	06-15-2008	06-15-2009	
Activity	Currently there are 10 agencies testing two types of GPS units. Agencies with in-car computers are testing an antenna style and other agencies are using a hand-held device.		
Problems	We are having problems getting the antenna style to work with different types of computers.		
Plans	We are going to compare the accuracy of the two different styles of GPS to determine whether both should be purchased or just by one.		
Comments			

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	06-30-2010	Beth Taras
Activity	Currently we have received 76% of the GPS units.		
Problems	None at the present time that we are aware of. When the agencies recieve the units they may find one.		
Plans	We have received two types of GPS units and we will be distributing them according to the individual agency's needs. One is a hand-held unit and the other is an antenna unit to be used with an in-car computer.		
Comments			

Report Start	Report End	Report Date	Provided By
		05-11-2011	Tom Hollingsworth
Activity	We have currently distributed 351 Handheld and 107 Antenna style GPS units to law enforcement. We are waiting to receive feedback from the agencies as to how they like/dislike using them.		
Problems			
Plans			
Comments			

Linked Items

Type	Label	Name

OH-P02 - EMS Incident Reporting System, version 2

Priority:
Revision Date: 06-13-2008
Status: Completed
Lead Agency: Ohio Department of Public Safety
Partners: Division of Emergency Medical Services
Website:

Project Director
Name: **Mr. Tim Erskine**
Title: Data Program Manager
Agency: Ohio Dept. of Public Safety
Office: Trauma Systems and EMS
Address: 1970 West Broad St., PO Box 182073
City, Zip: Columbus 43218-2073
Phone: (614) 387-1951
Email: terskine@dps.state.oh.us

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Project Description*:* The project will be based on data definitions and programming specifications provided by the National EMS Information System Technical Assistance Center (NEMSIS TAC). The goal will be to create a system that meets the data collection needs of the state of Ohio and is capable of providing improved analysis of EMS procedures, as well as allowing for comparison of data across jurisdictional and state boundaries.

Much of the groundwork for this project has already been done. For example, the Data Dictionary and Technical Manual are nearly completed. The collection and submission of EMS incident data by EMS agencies has been ongoing since 2002 using the current system which is based on the NHTSA Uniform Prehospital Data Set created in 1993. What remains is primarily reprogramming of the database to meet the NEMSIS standards.

Task 1: Update current draft of data dictionary and technical manual:
   The staff of the EMS Data Center will work with the EMS Board's Incident Reporting System Advisory Committee to finalize the EMS Incident Reporting System, version 2 (CMSIRS-2) Data Dictionary and Technical Manual so they meet the NHTSA 2.2 standards.

Task 2: Create web-enabled database:
   The Ohio Department of Public Safety's IT division will create a database based on the EMSIRS-2 Data Dictionary and Technical Manual. This database will allow for two methods of data entry: 1) direct data entry into the system through a secure website, and 2) the transfer of large data files created in a NEMSIS-compliant third-party software package. The method of data entry used by an EMS agency will be decided by each agency based on their needs.

Task 3: Beta test database with EMS agencies and third-party software vendors:
The Ohio EMS Data Center staff will coordinate between EMS agencies, third-party software vendors, and ODPS IT staff to debug the system for final implementation.

Project resource requirements
Consulting Services and Programming support from ODPS IT

BASIS
Purpose: The purpose of this project is to update the EMS Incident Reporting System to meet the standards set forth by National EMS Information System (NEMSIS).

Project justification / mandate
Ohio Revised Code §4765.06 requires the Ohio State Board of Emergency Medical Services to create and maintain an EMS incident reporting system. Ohio is also a signatory

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of the National EMS Information System Memorandum of Understanding (MOU) created by the National Association of State EMS Officials. This MOU recognizes the need for standardized EMS data collection at the national level.

Since the implementation of the EMSIRS program in 2002, several areas of weakness have been identified in the data being collected. Adoption of the NEMSIS standards will not only correct those weaknesses but will also bring enhanced ability to compare EMS data from Ohio with data from other states.

EXPECTED IMPACT

5. EMSIRS-2 will provide data for improved analysis of EMS care of motor vehicle crash victims.

6. EMSIRS-2 will allow for evidence-based decision making on the part of EMS / Trauma system policymakers at local, state and national levels.

7. EMSIRS-2 will allow for comparison of data across jurisdictional and state boundaries.

8. EMSIRS-2 will provide the necessary data to create benchmarks for standards of care of motor vehicle crash victims.

9. EMSIRS-2 will help to identify the unmet needs and priorities of victims of motor vehicle crashes.

10. EMSIRS-2 will allow for more effective analysis of CODES data.

Performance Measures

The key performance measure for this project is the implementation of the NEMSIS-compliant version of the EMS Incident Reporting System

Milestones

Milestone Description	Target Date	Actual Date	Status
Final documents accepted by EMS Board		06-20-2007	
Beta testing completed, ready for implementation			
Create web-enabled database			
Updates from beta testing			
Task 3: Beta test database with EMS agencies and third party software vendors			
Task 2: Create web-enabled database		09-01-2007	
Task 1:Update current draft of data dictionary and technical manual		08-20-2007	
Database ready for beta testing		12-31-2007	
Statewide Implementation			

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS	X	X	X	X	X	X
Roadway						
Citation / Adjudication						
Vehicle Registration						

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Budgets

Budget Source - 2011	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2012	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2007	06-15-2008	06-13-2008	
Activity	• The key performance measure for this project is the implementation of the NEMSIS-compliant version for the EMS Incident Reporting System. Progress: A consultant remains under contract to develop the web application. Database design is completed and development is on schedule. The NEMSIS-compliant version for the EMS Incident Reporting System was implemented January 1, 2008. All direct entry to database through website using NEMSIS-compliant data. Development of batch uploads by 3rd party software developers continuing. This project has been completed.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
06-17-2006	06-16-2007	02-19-2009	Tim Erskine
Activity	Performance Measures • The key performance measure for this project is the implementation of the NEMSIS-compliant version for the EMS Incident Reporting System. ? Progress: A consultant is under contract to develop the web application. Database design is completed and development is on schedule. Implementation of the NEMSIS-compliant version for the EMS Incident Reporting System is targeted for December 31, 2007.		
Problems			
Plans			
Comments			

Linked Items

Type	Label	Name

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OH-P03 - Crash Data Accessibility

Priority:
Revision Date: *05-11-2011*
Status: Active
Lead Agency: Ohio Department of Public Safety
Partners: Administration
Traffic Statistics
Website: https://ext.dps.state.oh.us/crashreports/Default.aspx

Project Director
Name: **Eram Kennedy**
Title: Assistant Chief
Agency: Ohio Department of Public Safety
Office: Traffic Statistics Office of Criminal Justice
Address: 1970 West Broad St
City, Zip: Columbus 43223
Phone: (614) 752-1585
Email: ekennedy@dps.state.oh.us

Project Description*: Description*

Existing web applications will be modified to include three choices (Pre-defined Queries, Adhoc Queries and Download of Data) when requesting crash information. The pre-defined queries are contained in the Ohio Crash Facts Book with added parameters for time frame, county, Federal Information Processing Standards (FIPS) codes for states, counties, and named populated places and National Crime Information Center (NCIC) codes. The Adhoc Queries will provide the requestor the flexibility to submit requests using specific fields and parameters. The download of data will provide the requestor with the Crash Summary File (TracTape) or complete crash export for a time frame, county, FIPS or NCIC.

For the Pre-defined Queries component, the requestor will select the report desired from an established list. The parameters are selected from the options of county, FIPS or NCIC. The reports will be run by complete year or specified time frame.

The Download of Data component will provide the requestor with the option to receive a data file. The data download will be used by law enforcement, engineers and researchers for specific studies.

The use of the web site to receive needed crash information will relieve the ODPS information technology staff of the sole responsibility of creating requested reports. The current turnaround time for delivery of crash requests is 14 to 21 days. The new proposed system will create requested reports in less than 24 hours.

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Project Resource Requirements
Current ODPS Crash Staffing
• Consulting Services
• Web-server to accommodate the web traffic
• Miscellaneous training supplies
• Training Manuals

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

This project will add statistical informational reports to existing web applications to provide a broader base of information and free form reports which will enable information seekers to obtain their desired data in a significantly shorter time frame.

The person requesting reports will have a list of developed reports. By selecting the desired report, a selection screen will appear that the person can use specified parameters to "drill down" to select the condensed report. The reports can be time, county, or area specific along with any other appropriate parameter.

The requestor will also be able to run data specific reports. By selecting specific data fields and supplying ranges, the requestor can obtain customized results. Crash, unit and people files can be downloaded for further use.

Project justification/mandate
This project is not in response to a mandate. Customers have requested the timely availability of crash information for many years. Recent work on the state's Comprehensive Highway Safety Plan have highlighted the importance of and accelerated the need for more current and easily accessible crash data. The entities outside of ODPS have requested on-line access, which include law enforcement, traffic engineers and planners, traffic safety practitioners, Safe Communities programs, media and the public. By providing three options for retrieving information, most customer needs will be met. The burden of producing data request will reduce to a manageable volume at current staffing levels.

Expected Impact of Project
1. The proposed system provides entities outside of ODPS with informative statistical

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information on crash statistics in an expedited manner. Instead of waiting 14 – 21 days, the customer will have access to requested data within 24 hours. These entities include law enforcement, traffic engineers and planners, traffic safety practitioners, Safe Communities programs, media and the public.

2. The proposed system will provide capability for outside entities to create adhoc reports.

3. Public Accessibility will decrease the requests for information that requires application development staff.

Performance Measures

Timeliness

• Requests for crash data are filled within 24 hours.

Accessibility

• Report templates are available for online use.

• Automated download of crash data are initiated that include tractape and crashes, units and people files.

• Adhoc queries are available for online use.

Milestones

Milestone Description	Target Date	Actual Date	Status
In house testing	12-11-2006	02-13-2007	
In house testing	12-11-2006	02-13-2007	
Outside ODPS testing	01-02-2007	03-08-2007	
Evaluation Process	01-08-2007	01-13-2007	
In house testing	01-17-2007	08-23-2007	
Determine best process	01-24-2007	01-20-2007	
Create download of crash data	02-15-2007	02-04-2007	
Statewide deployment	03-01-2007	09-21-2007	
Parameterize the facts book queries	03-02-2007	08-20-2007	
Outside ODPS testing	06-11-2007	09-04-2008	
Outside ODPS testing	06-11-2007	09-04-2008	
Outside ODPS testing	06-11-2007	09-04-2008	
Establish Adhoc requests	08-14-2007	10-10-2007	
Statewide deployment	09-13-2007	03-23-2007	
Outside ODPS testing	02-17-2008	01-04-2008	
Statewide deployment	03-17-2008	01-25-2008	
Statewide deployment	03-17-2008	01-25-2008	
Statewide deployment	03-17-2008	01-25-2008	

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash				X		X
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

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Budgets

Budget Source - 2011	*Total Budget*
NHTSA Section 408 Funds	$200,000.00

Budget Source - 2012	*Total Budget*
NHTSA Section 408 Funds	$0.00

Budget Source - 2013	*Total Budget*
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	*Total Budget*
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	*Total Budget*
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	*Total Budget*
NHTSA Section 408 Funds	$0.00

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Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2007	06-15-2008	06-16-2009	

Activity	*Timeliness* *• Requests for crash data are filled within 24 hours.* *Progress:* *The Crash Statistics website offers the ability to download crash data and execute pre-defined reports. The complete application can be found at the following URL:* *http://ext.dps.state.oh.us/crashreports/Default.aspx* *Crash Extracts* *The web application for crash data download is completed and can be found on the Ohio* *Department of Public Safety website or the above URL.* *The application provides the capability to download crash data in text or XML format.* *Crash Statistics* *This website can be used to generate Facts Books reports and Parameterized queries in the state of Ohio for the past five years. Facts Book contains pre-formatted reports which are categorized on different aspects of crashes. These reports can be generated for different time-periods and geographic locations. Parameterized reports can be generated for any of the conditions as specified in the Ohio Traffic Crash Report (OH-1). A Crash Quarterly Report (CQ3) lists the crash information in a formatted report.* *Accessibility* *• Automated download of crash data is initiated that include TracTape and crashes, units and people files.* *Progress:* *The web application for crash data download is completed and can be found on the Ohio Department of Public Safety website or the above URL.* *The application provides the capability to download crash data in text or XML format.* *• Report templates are available for online use.* *Progress:* *This website can be used to generate Facts Books reports for crashes in the state of Ohio for the past five years. Facts Book contains pre-formatted reports which are categorized on different aspects of crashes. These reports can be generated for different time-periods and geographic locations. A CQ3 report lists the crash information in a formatted report.* *• Ad hoc queries are available for online use.* *Progress:* *This website can be used to generate Parameterized queries in the state of Ohio for the past five years. These reports can be generated for different time-periods and geographic locations. Parameterized reports can be generated for any of the conditions as specified in the Ohio Traffic Crash Report (OH-1).* *This project has been completed.*
Problems	
Plans	
Comments	*This project has been completed and no further action is necessary. It only requires the routine maintenance of a normal web-site.*

Report Start	Report End	Report Date	Provided By
06-17-2006	06-16-2007		

Activity	*Performance Measures* *Timeliness* *• Requests for crash data are filled within 24 hours.* *? Progress:* *The web application for crash data download is completed and can be found on the Ohio* *Department of Public Safety website or at the following URL:* *http://www.dps.state.oh.us/CrashRequests/extract.aspx* *The application provides the capability to download crash data in text or XML format.* *Accessibility* *• Automated download of crash data are initiated that include TracTape and crashes, units and people files.* *? Progress:* *The web application for crash data download is completed and can be found on the Ohio* *Department of Public Safety website or at the following URL:* *http://www.dps.state.oh.us/CrashRequests/extract.aspx* *The application provides the capability to download crash data in text or XML format.* *• Report templates are available for online use.* *? Progress:* *Pre-defined queries are being developed and are targeted to be implemented by September 30, 2007.* *• Ad hoc queries are available for online use.* *? Progress:* *Ad hoc queries are targeted to be implemented by March 30, 2008.*
Problems	
Plans	
Comments	

Linked Items

Type	Label	Name

OH-P04 - Citation Tracking System Study

Priority:
Revision Date: *06-12-2007*
Status: Completed
Lead Agency: Ohio Department of Public Safety
Partners: Governor's Highway Safety Office
Website:

Project Director
Name: **Mr. Arthur Combest**
Title:
Agency: Department of Public Safety
Office: Ohio State Highway Patrol
Address: 1970 West Broad Street
City, Zip: Columbus 43223
Phone: (614) 466-2955
Email: acombest@dps.state.oh.us

Project Description*: Description*
The project will be based on documents from federal and state sources and interviews with

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key personnel from representative agencies and stakeholders within the State. The goal will be to describe a system that meets the needs of the state of Ohio and satisfies any federal requirements for electronic citation tracking systems. That description is, in turn, intended to serve as the blueprint for creation of the new electronic citation tracking system. Capabilities and limitations of the intended system will be addressed.

Task 1: Project Management Plan

Within two weeks of the contract award date, DNI will prepare a detailed project work plan to provide a road map of the project to ensure that project objectives are attained in a timely, efficient manner. The plan includes task activities, time line, and deliverables. Deliverable: Work Plan, including task activities, time line, and deliverables.

Tasks 2 through Task 4 consist of steps required to conduct a scan for the needs assessment and develop a plan for an Ohio electronic citation tracking system. Collection of surveys from a series of interviews among key users, collectors, and managers of relevant traffic records data in Ohio will be used to gather information on the current status of the existing law enforcement, court, and driver/vehicle systems. The result of this scan will be used to develop the needs assessment that will then be used to define the desired functions of the electronic citation tracking system.

Task 2: Update OVI Study Documentation

Information will be gathered from key agencies and stakeholders to update changes and progress made since the completion of the OVI tracking system study. Additional documentation will be gathered on the status of existing law enforcement, court, or other systems that may support a citation tracking system. Examples of documents include new or updated system descriptions, data dictionaries, data flow diagrams, or responses to study surveys. Data systems and processes used to collect, manage, or share information about citations, arrests, warnings, adjudication, final dispositions, and administrative actions are of interest.

The following offices and agencies have responsibilities that relate to the creation of a citation tracking system for Ohio:

Governor's Highway Safety Office — responsible for managing traffic safety programs, conducting problem identification, and funding program countermeasures.

Ohio Department of Public Safety — responsible for conducting major traffic safety programs and initiatives at the state level.

Ohio State Highway Patrol — responsible for enforcing laws and regulations on state highways.

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Bureau of Motor Vehicles — responsible for registering vehicles and drivers, maintaining registration and conviction data, and administering driver control functions.

Ohio Office of Criminal Justice — responsible for evaluating programs, developing technology, and training for the criminal justice community.

Courts and Office of Court Administration — responsible for adjudicating traffic offenses at the state and local levels.

Ohio Department of Rehabilitation & Correction — responsible for managing the treatment of convicted offenders, including confinement, rehabilitation, probation, and parole.

Local Law Enforcement Agencies — responsible for enforcing traffic laws and regulations at the local level.

Treatment Programs — responsible for developing and evaluating treatment programs and monitoring the compliance of court-ordered program participants.

Activities:
2.1) Work with GHSO to identify all relevant sources and systems and contact key sources to obtain new or updated documents describing the status and planned improvements to key data systems.
2.2) Review materials to identify changes since the OVI study or additional information to be documented for the citation tracking system.
2.3) Identify personnel to be interviewed in the key topic areas.
2.4) If needed, prepare and circulate a study survey to key personnel and agencies.

Deliverables: The deliverables consist of updates on pertinent systems and data sources, and an initial list of citation tracking functions and processes to be defined.

Task 3: Document Citation Tracking Processes
The purpose of this task is to conduct data gathering on-site with key agencies to document their related processes and current systems. These visits will take place at the offices/locations of the key personnel so that the interview team can also observe first hand the current data management processes and systems. Information derived from these on-site visits will be used to develop the needs assessment and description of the functional requirements for a citation tracking system.
Follow-ups for clarification or additional information will be conducted as needed by telephone and email.

Activities:
3.1) Schedule on-site visits, including purposes, dates, and times.

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3.2) Conduct the on-site visits to gather processes and data flow.
3.3) Summarize the functional processes for a citation tracking system.

Deliverable: Documentation of system functions and requirements. The deliverable will document the team's assessment of data sources and functional requirements that are not yet met for a statewide citation tracking system.

Task 4: Develop System Plan
This task will provide a conceptual design of an overall citation tracking system for Ohio. This design will include existing data sources and processes that would support the new system, define missing functions, and recommend methods for filling any gaps in the overall process. The plan will include data flows that show the source of specific information classes and how these can be shared for a citation tracking system using existing resources. Recommendations will be provided for satisfying unmet data or processes for the tracking system and a plan for developing the system will be proposed.

Activities:
4.1) Develop a description of the current system and its major components.
4.2) Develop a needs assessment of the citation tracking system for Ohio.
4.3) Develop a plan detailing the citation tracking system functions, data flows, and resources.

Deliverable: Plan for a citation tracking system in Ohio. The deliverable will document key users' needs (including supported analyses and functions), describe the desired system, and provide a conceptual model of a new citation tracking system for Ohio that could be created using a mix of existing and new resources.

The citation tracking system plan will provide:
• An overview of current data sources and resources that could form a portion of a citation tracking system.
• An assessment of the needs that should be addressed in the design of a new citation tracking system.
• A model of a proposed citation tracking system to meet those identified needs.

Project resource requirements
Consulting Services

Purpose
The purpose of this project is to provide the State with the status of citation tracking in the State, recommendations for implementation and a plan that can be used to direct development of a statewide electronic citation tracking system. This system will need to meet the needs of various users and stakeholders in the highway safety community, law

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enforcement, courts, and the Bureau of Motor Vehicles.

Project justification/mandate

This project is not in response to a mandate. There is currently no unified citation tracking system and no central repository for such information in Ohio. The proposed project would establish a statewide citation numbering system, the means to collect and/or transmit citation data to a central repository, and the ability of key stakeholders to use and share current driver citation data. The driver history data (of which the citation file is a component) are recognized as vital to the ability to identify problem drivers and assess the impact of legislative, policy or procedural changes.

This project would provide the State with the status of citation tracking in the State, recommendations for system implementation and a plan that can be used to direct development of a statewide electronic citation tracking system.

EXPECTED IMPACT

4. Law enforcement officers and dispatchers will have immediate access to current driver citation history for use during traffic stops.
5. Court personnel and prosecutors will have access to up-to-date driver history files.
6. Electronic system will eliminate manually entering citation data by Court personnel and Bureau of Motor Vehicle staff.
7. The proposed system will provide capability for key stakeholders to create statistical reports to aid in operational decision making.
8. The proposed system will provide the capability to link citation and motor vehicle crash data which would allow the citation information to be linked to the CODES database to further augment research.

Performance Measure

The key performance measure for this project is the submission of the Citation Tracking System Study report.

Once the plan is implemented, however, the following measures could be applied to the system implementation:

Timeliness
• % citations sent to courts within 10 days
• % cases scheduled within 90 days of receipt of citation by court
• # days from citation to case appearance on "pending case" system

Completeness
• % of cases older than 90 days with a disposition record in the citation tracking system

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Milestones

Milestone Description	Target Date	Actual Date	Status
Task 1: Project management plan Project work plan submitted including task activities, time line & deliverables.	11-01-2006	11-01-2006	
Task 2: Update OVI Documentation 2.1) Identify & obtain revelant sources 2.2) Review materials 2.3) Identify key personnel & agencies 2.4) Circulate study survey/questionnaire	11-15-2006	12-15-2006	
Task 3: Document Citation Tracking Process 3.1) Schedule on-site agency visits 3.2) Conduct the on-site agency visits All agency visits conducted. 3.3) Summarize the functional processes	01-01-2007	01-01-2007	
Task 4: Develop Plan 4.1) Describe the current system 4.2) Develop a needs assessment 4.3) Develop the system plan detailing functions, data flows & resources. Plan received by GHSO.	03-15-2007	05-16-2007	
Plan reviewed by GHSO Plan distributed to TRCC & key stakeholders for review	06-15-2007	08-20-2007	

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication				X		
Vehicle Registration						

Budgets

Budget Source - 2011	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2012	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	$0.00

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Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2007	06-15-2008	06-17-2009	
Activity	*This study has been completed. No further action is scheduled at this time.*		
Problems	*Finances and personnel are not available to pursue this project.*		
Plans	*ODPS will wait for at least a year before they reactivate this project.*		
Comments			

Report Start	Report End	Report Date	Provided By
06-17-2006	06-16-2007		
Activity	*Performance Measures* *Overall* *• The key performance measure for this project is the submission of the Citation Tracking System Study report:* *? Progress:* *The plan will be submitted to the ODPS by June 15, 2007.* *At the June 27, 2007 TRCC a sub-committee will be created to review the recommendations and proposed plan from the study and will draft an implementation plan to submit to the TRCC by December 31, 2007. The TRCC will seek approval to implement the plan by March 2008.*		
Problems			
Plans			
Comments			

Linked Items

Type	Label	Name

OH-P05 - Crash Report Re-Design Continuation

Priority:
Revision Date: *06-13-2008*
Status: Active
Lead Agency: Ohio Department of Public Safety
Partners: -
Website:

Project Director
Name: **Eram Kennedy**
Title: Assistant Chief
Agency: Ohio Department of Public Safety
Office: Traffic Statistics Office of Criminal Justice
Address: 1970 West Broad St
City, Zip: Columbus 43223
Phone: (614) 752-1585
Email: ekennedy@dps.state.oh.us

Project Description: Many law enforcement agencies have existing computer systems and enter crash report information. This project will enable law enforcement agencies to transfer data to ODPS instead of sending paper. The Law Enforcement Agency will FTP a file to ODPS for processing. The file will then automatically be loaded in the ODPS Crash

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Import tables for editing. Any errors that occur are returned to the Law Enforcement Agency for Correction.

Milestones

Milestone Description	Target Date	Actual Date	Status

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X		X	X	X
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2011	Total Budget
FMCSA CVARS Funds	$0.00

Budget Source - 2012	Total Budget
FMCSA CVARS Funds	$0.00

Budget Source - 2013	Total Budget
FMCSA CVARS Funds	$0.00

Budget Source - 2014	Total Budget
FMCSA CVARS Funds	$0.00

Budget Source - 2015	Total Budget
FMCSA CVARS Funds	$0.00

Budget Source - 2016	Total Budget
FMCSA CVARS Funds	$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2007	06-15-2008	06-25-2009	
Activity	This project has been completed		
Problems			
Plans	No further action is necessary		
Comments			

Linked Items

Type	Label	Name

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OH-P06 - LEOT Crash Module Upgrade

Priority:
Revision Date: 06-30-2010
Status: Active
Lead Agency: Ohio Department of Public Safety
Partners: -
Website:

> *Project Director*
> Name: **Eram Kennedy**
> Title: Assistant Chief
> Agency: Ohio Department of Public Safety
> Office: Traffic Statistics Office of Criminal Justice
> Address: 1970 West Broad St
> City, Zip: Columbus 43223
> Phone: (614) 752-1585
> Email: ekennedy@dps.state.oh.us

Project Description: In order to expedite the processing of crash information ODPS is attempting to provide law enforcement with an electronic version of the OH1. This program will allow the officer to enter the crash data electronically on the road or at the station into a crash program. This program will in-turn, allow for business rule and edit checks to be done prior to having the data sent to ODPS, thus providing much more accurate data. In addition, it will eliminate the need for having the data entered into a database by at third party. That will save a tremendous amount of time and expense. Having edit checks and business rules that will be checked automatically by the software will help to ensure the completeness and consistency of the data. Choices in certain fields will be limited to what is acceptable by the main database. By getting the data in electronically, it will be more readily accessible to other agencies. Also, since the format of the data will be dictated by the software it will be easier to integrate the data with other database.

Currently, the software needs to be upgraded to make it more "user-friendly" which would allow more agencies. There is also a need for additional edit checks and business rules to be added along with a more effective drawing tool of the diagram portion of the crash report.

Milestones

Milestone Description	Target Date	Actual Date	Status

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Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X		X	X	X
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2011	Total Budget
FMCSA CVARS Funds	$0.00

Budget Source - 2012	Total Budget
FMCSA CVARS Funds	$0.00

Budget Source - 2013	Total Budget
FMCSA CVARS Funds	$0.00

Budget Source - 2014	Total Budget
FMCSA CVARS Funds	$0.00

Budget Source - 2015	Total Budget
FMCSA CVARS Funds	$0.00

Budget Source - 2016	Total Budget
FMCSA CVARS Funds	$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2007	06-15-2008	06-16-2009	

Activity	This project is a continuing project. We currently have more than 100 agencies submitting their crash reports electronically using the LEOT Crash Module.
Problems	Getting additional agencies to use the program is time consuming and ODPS does not have sufficient personnel to devote the time necessary to promote the program.
Plans	ODPS is seeking funds to hire an individual to market the software.
Comments	

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	05-11-2011	Tom Hollingsworth

Activity	This project is a continuing project. We currently have approximately 150 agencies submitting their crash reports electronically using the LEOT Crash Module. As of May 11, 2011 there have been no additional agencies added as users of the LEOT.
Problems	Getting additional agencies to use the program is time consuming and ODPS does not have sufficient personnel to devote the time necessary to promote the program.
Plans	ODPS is in the process of hiring a Crash Data Marketer to help promote the LEOT Crash Module and electronic submission of crash data from private vendors.
Comments	The CVARS Grant has been completed and any future improvements to the program will be funded by the state. A seperate project has been established for the Crash Marketer using a 408 Grant.

Linked Items

Type	Label	Name

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OH-P07 - CODES (Crash Outcome Data Evaluation System)

Priority:
Revision Date: *06-29-2010*
Status: Active
Lead Agency: Columbus Children's Hospital
Partners: The Ohio Department of Public Safety
Website:

> *Project Director*
> Name: **Ms. Lynne Rochette**
> Title: CODES Data Manager
> Agency: Columbus Children's Research Institute
> Office: Center for Injury Research & Policy
> Address: 700 Children's Drive
> City, Zip: Columbus 43205
> Phone: 614-355-2786
> Email: lynne.rochette@nationwidechildrens.org

Project Description*:* CODES will link statewide population-based crash to injury data to develop a statewide database that includes outcome information for all persons, injured and uninjured, involved in police reported motor vehicle crashes. The CODES will consist of person-specific crash data linked to hospital and EMS run incident data. Linking these records is the key to identifying the relationships among specific vehicle, crash, or occupant behavior characteristics and their injury and financial outcomes.

Nationally, CODES projects have demonstrated that linked data have many uses for decision-making related to highway safety and injury control. In addition to demonstrating the effectiveness of safety belts and motorcycle helmets in preventing death, injury, and costs, linked data were used to identify populations at risk for increased injury severity or high health care costs, the impact of different occupant behaviors on outcome, the safety needs at the community level, the allocation of resources for emergency medical services, the injury patterns by type of roadway and geographic location, and the benefits of collaboration on data quality. Crash outcome information enables decision-makers to target those prevention programs that have the most impact on preventing or reducing the injury and financial costs associated with motor vehicle crashes.

Milestones

Milestone Description	Target Date	Actual Date	Status

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Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash		X		X		X
Driver License / History						
Injury Surveillance / EMS		X		X		X
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2011	*Total Budget*
NHTSA Section 402 Funds	$0.00

Budget Source - 2012	*Total Budget*
NHTSA Section 402 Funds	$0.00

Budget Source - 2013	*Total Budget*
NHTSA Section 402 Funds	$0.00

Budget Source - 2014	*Total Budget*
NHTSA Section 402 Funds	$0.00

Budget Source - 2015	*Total Budget*
NHTSA Section 402 Funds	$0.00

Budget Source - 2016	*Total Budget*
NHTSA Section 402 Funds	$0.00

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Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2007	06-15-2008	06-16-2009	Beth Taras

Activity	*This project is still being pursued. However, it has been given to the Nationwide Children's Hospital, in Columbus. They are processing their own grant requests. ODPS is tracking the project for progress.*
Problems	*No progress report has been submitted. A presentation of the progress will be made at the July 2009 TRCC meeting.*
Plans	
Comments	

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	05-11-2011	Tom Hollingsworth

Activity	*Crash, Hospital, and EMS data for 2008 was prepared for linkages. Data linkage for 2008 is underway.* *Data for an initial request was submitted using their Crash-Hospital linkage for the NHTSA KABCO-MAIS data model. A special request involving their Crash-EMS linkage was also submitted to NHTSA to help explain results for the NHTSA KABCO-MAIS data model.* *The CODES program participated in the Traffic Records Assessment conducted by NHTSA. Ohio databases and CODES information were reviewed to answer a pre-assessment questionnaire. A representative from their CODES team attended an interview and answered questions on behalf of the CODES analytic team.* *Current CODES Projects:* *The CODES program is currently completing a report detailing Injuries in Ohio using information from their Crash, EMS, Hospital, and Trauma databases.* *Analytical activities are underway for a project assessing motorcycle injuries using the Crash-Hospital linkage for the data years 2005-2007.* *Analytical activities continue for the project assessing trauma treatment times in Ohio.*
Problems	*They have experienced several problems with the 2008 Crash data download across a secure ftp site between the IT department at Nationwide Children's Hospital and the Ohio Department of Public Safety. In December, the problems were finally resolved and they were able to successfully receive the data.* *The Division of EMS at the Ohio Department of Public Safety is transitioning to a new version for their EMS database. Almost all variable fields use a different variable format in the new version of the database compared with the previous version. New user-defined visual basic functions were created to allow the variable formats to be changed as necessary to link the data using the CODES2000 software.*
Plans	
Comments	*CODES is still trying to link additional fields to the Hospital data.*

Linked Items

Type	Label	Name

Attachment 405c-4

OH-P08 - Electronic HP-7 Traffic Citation

Priority:
Revision Date: *06-29-2010*
Status: On Hold
Lead Agency: Ohio Department of Public Safety
Partners: Ohio Department of Natural Resources
Website:

> *Project Director*
> Name: **Mr. Arthur Combest**
> Title:
> Agency: Department of Public Safety
> Office: Ohio State Highway Patrol
> Address: 1970 West Broad Street
> City, Zip: Columbus 43223
> Phone: (614) 466-2955
> Email: acombest@dps.state.oh.us

Project Description: The Ohio State Highway Patrol, working with the Ohio Department of Natural Resources has contracted with VisionTek to develop and implement a computerized HP-7 Traffic Citation. When completed, all OSHP officers will have the ability to complete a traffic citation on a mobile computer in the patrol car, print out the citation for the violator in the car and wirelessly transmit the citation to the local court and other various databases.

Milestones

Milestone Description	Target Date	Actual Date	Status

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History	X	X		X	X	
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X	X		X	X	
Vehicle Registration						

Budgets

Budget Source - 2011	Total Budget
ODNR/OSHP Operating Funds	*$0.00*

Budget Source - 2012	Total Budget
ODNR/OSHP Operating Funds	*$0.00*

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Budget Source - 2013	Total Budget
ODNR/OSHP Operating Funds	$0.00

Budget Source - 2014	Total Budget
ODNR/OSHP Operating Funds	$0.00

Budget Source - 2015	Total Budget
ODNR/OSHP Operating Funds	$0.00

Budget Source - 2016	Total Budget
ODNR/OSHP Operating Funds	$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2007	06-15-2008	06-16-2009	Beth Taras
Activity	No current activity.		
Problems	Due to financial constraints, this project has been placed on hold by the Ohio State Highway Patrol.		
Plans	No date has been set by OSP to resume this project.		
Comments			

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	06-30-2010	Bet Taras
Activity	On-hold		
Problems	Due to financial constraints, this project has been placed on hold by the Ohio State Highway Patrol.		
Plans	No date has been set by the Ohio State Highway Patrol to resume this project		
Comments			

Report Start	Report End	Report Date	Provided By
06-15-2010	05-11-2011	05-11-2011	Tom Hollingsworth
Activity	There has been no activity with this project since the last report.		
Problems	The vendor that was supposed to do the work has not made any progress. There was great difficulty between the OSP and the vendor in reaching an agreement to a scope of work.		
Plans	They are still planning on producing a citation program; there has been no date given for completion.		
Comments			

Linked Items

Type	Label	Name

OH-P09   - Electronic OH-1 Crash Report

Priority:
Revision Date: 06-13-2008
Status: Completed
Lead Agency: Ohio Department Of Public Safety
Partners: -
Website:

Project Director
Name: **Eram Kennedy**

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Title: Assistant Chief
Agency: Ohio Department of Public Safety
Office: Traffic Statistics Office of Criminal Justice
Address: 1970 West Broad St
City, Zip: Columbus 43223
Phone: (614) 752-1585
Email: ekennedy@dps.state.oh.us

Project Description*:* The Ohio State Highway Patrol has contracted with VisionTek to develop and implement a computerized OH-1 Traffic Crash Report. When completed, all OSHP officers will have the ability to complete a traffic crash report on a mobile computer in the patrol car and wirelessly transmit the report to Central Records and various databases.

Milestones

Milestone Description	Target Date	Actual Date	Status

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X		X	X	X
Driver License / History				X		
Injury Surveillance / EMS				X		
Roadway						
Citation / Adjudication						
Vehicle Registration				X		

Budgets

Budget Source - 2011	Total Budget
OSHP Operating Funds	$0.00

Budget Source - 2012	Total Budget
OSHP Operating Funds	$0.00

Budget Source - 2013	Total Budget
OSHP Operating Funds	$0.00

Budget Source - 2014	Total Budget
OSHP Operating Funds	$0.00

Budget Source - 2015	Total Budget
OSHP Operating Funds	$0.00

Budget Source - 2016	Total Budget
OSHP Operating Funds	$0.00

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Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2007	06-15-2008	06-16-2009	
Activity	OSP has completed this project. They are currently submitting crash data to ODPS electronically.		
Problems	This program doesn't have all the business rules built into it and as a result a lot of the data is refused by ODPS. This causes a delay in getting the data submitted.		
Plans	OSP is refining the program to identify and more quickly resolve the issues.		
Comments			

Report Start	Report End	Report Date	Provided By
06-15-2010	05-11-2011	05-11-2011	Tom Hollingsworth
Activity	This project has made no progress since the last report.		
Problems	The vendor and OSP have not been able to agree on a scope of work. They are still trying.		
Plans	If an agreement can't be reached in a couple of months, OSP may pursue another option for submitting crash data electronically.		
Comments			

Linked Items

Type	Label	Name

OH-P10   - Law Enforcement Officer's Toolkit (LEOT) Software

Priority:
Revision Date: *06-29-2010*
Status: Active
Lead Agency: Ohio Department of Public Safety
Partners: -
Website:

> *Project Director*
> Name: **Jim Luebbers**
> Title: Criminal Justice Planning Supervisor
> Agency: Ohio Department of Public Safety
> Office: Office of Criminal Justice Services
> Address: 1970 West Broad Street
> City, Zip: Columbus 43223
> Phone: 614-644-6797
> Email: jfluebbers@dps.state.oh.us

Project Description*: Law Enforcement records management system for Ohio law enforcement agencies to record, store, and manage information they collect on a daily basis. The LEOT contains several different modules used by law enforcement such as the Call Record, Incident, Crash, Citation, Property Room, Field Interview, and Investigation modules. The LEOT enables agencies to participate in the NIBRS crime reporting program and the Ohio Local Law Enforcement Information Sharing Network. The LEOT also has various search and report capabilities for local agencies. The LEOT is currently in use by

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over 370Ohio law enforcement agencies.

Milestones

Milestone Description	Target Date	Actual Date	Status

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X		X	X	X
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X	X		X	X	X
Vehicle Registration						

Budgets

Budget Source - 2011	*Total Budget*

Budget Source - 2012	*Total Budget*

Budget Source - 2013	*Total Budget*

Budget Source - 2014	*Total Budget*

Budget Source - 2015	*Total Budget*

Budget Source - 2016	*Total Budget*

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Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2007	06-15-2008	06-16-2009	Beth Taras
Activity	This project is a continuing project. It is constantly being upgraded. OCJS has been working on changing the operating system of the program to a more current version.		
Problems	With each new version there is additional testing necessary. Problems arise that require time to correct.		
Plans	Continue to upgrade the program as funds and personnel permit.		
Comments			

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	06-30-2010	Beth Taras
Activity	This project is a continuing project. They currently have approximately 340 Ohio law enforcement agencies using the LEOT. It is constantly being upgraded. OCJS has been working on changing the operating system of the program to a more current version.		
Problems	With each new version there is additional testing necessary. Problems arise that require time to correct.		
Plans	Continue to upgrade as funds and personnel permit.		
Comments			

Report Start	Report End	Report Date	Provided By
06-15-2010	05-11-2011	05-11-2011	Tom Hollingsworth
Activity	The OCJS is in the process of upgrading this program to a more versatile and modern operating system.		
Problems	Funding and personnel make this a slow, cumbersome task.		
Plans	They will upgrade it as both of those assets become available.		
Comments			

Linked Items

Type	Label	Name

OH-P11   - Geographic Information System (GIS)

Priority:
Revision Date: 06-13-2008
Status: Active
Lead Agency: Ohio Department of Public Safety
Partners: -
Website:

> *Project Director*
> Name: **Mr. David Baker**
> Title: Programming Specialist
> Agency: Ohio State Highway Patrol
> Office:
> Address: 1970 West Broad Street
> City, Zip: Columbus 43223
> Phone: (614) 752-0244
> Email: Dbaker@DPS.State.Oh.US

Project Description: The Ohio State Highway Patrol GIS professionals use GIS

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technology and spatial statistics programs to analyze OSHP activity and Ohio crash data to offer data driven operational considrations for field commanders. As databases are enhanced with geographic attributes the technolohy improves traditional analysis tools by allowing stakeholders to visualize data spatially and make better business decisions. The Crash databases have been redesigned to accept latitude/longitude attributes, which improves spatial analysis.   The Ohio State Highway Patrol began initial capture of the spatial crash criteria in October 2005 and since then has also incorporated spatially located routine trooper activities. The use of GIS technology to analyze crash data and trooper activity is dependent upon inter-agency cooperation and mobile field technology to record geographic attributes for operational efficiency and enforcement resources allocations to save lives.

Milestones

Milestone Description	Target Date	Actual Date	Status

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X		X		
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2011	Total Budget
OSHP Operating Funds	$0.00

Budget Source - 2012	Total Budget
OSHP Operating Funds	$0.00

Budget Source - 2013	Total Budget
OSHP Operating Funds	$0.00

Budget Source - 2014	Total Budget
OSHP Operating Funds	$0.00

Budget Source - 2015	Total Budget
OSHP Operating Funds	$0.00

Budget Source - 2016	Total Budget
OSHP Operating Funds	$0.00

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Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	06-30-2010	Beth Taras
Activity			
Problems			
Plans			
Comments	No current update has been provided by OSP.		

Linked Items

Type	Label	Name

OH-P12   - Ohio DL/ID Project (formerly known as Real ID Project)

Priority:
Revision Date: 06-13-2008
Status: Active
Lead Agency:
Partners: -
Website:

Project Director
Name: **Ms. April Baker**
Title: Administrator
Agency: Ohio Department of Public Safety
Office: Bureau of Motor Vehicles - Suspensions & Licensing
Address: 1970 West Broad Street
City, Zip: Columbus 43223
Phone: (614) 752-7795
Email: albaker@dps.state.oh.us

Project Description: Implementation of the L-1 contract to include installation of printers at 217 Deputy Registrars and development of the process required for the supply of all card stock, laminate, and ribbons to process drivers license and identification cards. Currently the full roll out of the new DL Printers will begin on May 18, 2009. The DL/ID has also been rolled out since early May 2009.

Milestones

Milestone Description	Target Date	Actual Date	Status

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Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History	X	X		X	X	X
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2011	Total Budget

Budget Source - 2012	Total Budget

Budget Source - 2013	Total Budget

Budget Source - 2014	Total Budget

Budget Source - 2015	Total Budget

Budget Source - 2016	Total Budget

Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	05-11-2011	thomas hollingsworth
Activity			
Problems			
Plans			
Comments	No current activity has been reported by the Bureau of Motor Vehicles.		

Linked Items

Type	Label	Name

OH-P13 - Electronic Crash Data Export

Priority:
Revision Date: 06-29-2010
Status: Active
Lead Agency: Ohio Department of Public Safety
Partners: -
Website:

Project Director
Name: **Eram Kennedy**
Title: Assistant Chief
Agency: Ohio Department of Public Safety
Office: Traffic Statistics Office of Criminal Justice

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Address: 1970 West Broad St
City, Zip: Columbus 43223
Phone: (614) 752-1585
Email: ekennedy@dps.state.oh.us

Project Description*:* Description
This project will provide accurate, complete and consistent crash information in a timely manner. ODPS would make funds available and work with RMS vendors and large law enforcement agencies to provide the capability to electronically send crash data. The funding would apply to RMS vendors and law enforcement that are willing to comply with ODPS business rules and submit crashes electronically to the state.

Several vendors provide RMS's for more than one agency. The funding would also only be available where vendors supply the software to agencies that submit a sufficient number of crash reports to make the funding a practical investment. ODPS provides the business rules and file layout on the internet (http://www.publicsafety.ohio.gov/crashes/ecs/ECS_Layout_and_Documentation.DOC) so every vendor would have equal access to the requirements.

Project Purpose:
In today's technological environment almost all law enforcement agencies are using an electronic system to maintain traffic records. An agency that uses a private vendor for a records' management system (RMS) uses a program that is protected by that vendor to prevent other vendors from disturbing the program and to protect that vendor's investment. Most vendors include a crash module in their software package. Software provided by a private vendor written in a program language designed to protect the vendor does not have the ability to transmit that data to any other program without the vendor making some adjustments to it.

Some vendors provide the RMS to agencies that submit several thousand crash reports via hard copy to ODPS even though they have the ability to complete the crash report electronically. In order for them to submit the data electronically to ODPS, they will need to have their software modified to meet a specific file layout and comply with business rules established by ODPS. This modification will require programming on the part of the vendor which will result in an additional cost to the law enforcement agency.

Most law enforcement agencies are operating on a limited budget and cannot afford to pay the vendor to make those modifications. Agencies would like to submit the crashes electronically to eliminate mailing paper copies, but do not have resources to fund the necessary modifications. Submitting the reports electronically would reduce the time it takes to make that crash data available from weeks to possibly hours. It would also increase the accuracy of the data. That would greatly enhance the timeliness, accuracy, completeness and consistency of the crash data supplied by ODPS.

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Expected Impact:
1. Crash reports will be submitted more timely. In some instances it could be within hours of the time of the crash.
2. The agencies that submit a large majority of the crash reports would be able to submit them electronically. Giving agencies, such as Columbus, Cincinnati, Cleveland, Akron, Toledo and Dayton, the ability to submit crashes electronically will account for 25% of the total crashes submitted to the state.
3. The accuracy of the crashes will be increased.
4. Local agencies would be able to query their own data, thus relieving the burden from the state to provide statistics to them.
5. The data provided to safety organizations would be more complete, more accurate and more current which would allow them to make decisions using the best data.

Project Resource Requirements
• Current ODPS crash staffing
• Vendor participation
• Law enforcement agency participation

Project justification / mandate
This project is not an implemented mandate. Obtaining accurate, complete crash information in a timely manner is essential to effective planning and resource allocation. By providing law enforcement with the means to use their current records systems and still submit crashes electronically, crash information will be available in the most expeditious manner with increased accuracy.

Performance Measures:
Timeliness
• Crash reports submitted on paper are received by ODPS on an average of 2 weeks after the crash occurring.
Crash information will be sent to ODPS within 24 hours after completion. Many within 24 hours of the crash occurring.

• Crash reports currently take approximately 2 weeks after ODPS receives them to process and load into the Ohio Crash System
By submitting crash data electronically, crashes that meet ODPS error checks will be immediately added to the Ohio Crash System.

Accuracy
• Crash reports submitted on paper undergo basic edits.
The edits contained in the Electronic Crash System (ECS) ensure crash information electronically submitted is accurate.

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Completeness
• Many crash reports submitted by paper contain blank fields.
Crash reports submitted electronically must meet the ECS edits prior to acceptance.

Milestones

Milestone Description	Target Date	Actual Date	Status

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X		X	X	X
Driver License / History				X		
Injury Surveillance / EMS				X		
Roadway						
Citation / Adjudication						
Vehicle Registration				X		

Budgets

Budget Source - 2011	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2012	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	$0.00

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Activity Report

Report Start	Report End	Report Date	Provided By
12-16-2008	06-15-2009	06-15-2009	Beth Taras
Activity	ODPS has just agreed upon a Statement of Work with Motorola for writing an export program for crash data for Columbus PD (CPD). Motorola is the company that provides CPD with the crash module the agency uses. CPD provides approximately 30,000 crashes per year to ODPS. That equates to 10% of the total crashes submitted.		
Problems	CPD, Motorola and ODPS could not agree upon details of the Statement of Work. Many meetings were held between January and May to work out the details.		
Plans	Motorola will begin writing the software immediately upon the receipt of the Purchase Order. After Columbus is completed ODPS will look at getting Cincinnati PD the same thing. Cincinnati PD accounts for another 10% of the crash data.		
Comments			

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	06-30-2010	Beth Taras
Activity	ODPS is in the process of working with Motorola to get Columbus and Cincinnati Police Departments up and running with the electronic crash submission. We recently found out Akron PD is almost ready for their final submission tests with ODPS' IT department. Akron PD could be sending their electronic crashes very soon.		
Problems	We are encountering many submission errors with Columbus PD, and Motorola anticipates another 40-60 hours over the next 2 weeks to develope and test their "fix" for the problem.		
Plans	Make sure our IT department is "on-hand" and available for any problems that will occur with Motorola and/or Columbus PD.		
Comments			

Report Start	Report End	Report Date	Provided By
06-15-2010	05-11-2011	05-11-2011	Tom Hollingsworth
Activity	The project with Columbus PD has been completed and they are submitting some of their crash data electronically. We have received more than 1,000 reports electronically from CPD since the program was completed. We have also worked with EMERGITECH. Several of their agencies have submitted crash data electronically. (No accurate count is available at this time.)		
Problems	Getting the vendors to work directly witih the agencies and provide them with a viable service agreement tends to slow the process.		
Plans	We have plans to work with several other vendors in the near future.		
Comments	By providing this service for Columbus PD, they were able to submit crash data to ODPS within two hours after a crash occurred.		

Linked Items

Type	Label	Name

OH-P14 - Statewide Road Inventory and Location Based Response System (LBRS)

Priority:
Revision Date: 06-29-2010
Status: Active
Lead Agency: Ohio Department of Transportation
Partners: Ohio Department of Public Safety
Ohio Office of Information Technology
Count Engineers
Ohio Metropolitan Planning Organizations

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Website:

Project Director
Name: **Mr. Jonathan Hughes**
Title: Systems Planning Section Manager
Agency: Ohio Department of Transportation
Office: Office of Systems Planning & Program Management
Address: 1980 West Broad St., Room 426
City, Zip: Columbus 43223
Phone: (614) 466-4019
Email: jonathan.hughes@dot.state.oh.us

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Project Description*:* Purpose:
The purpose of this project is to expand the Ohio's multi-jurisdictional statewide asset containing accurate street centerline information, valid address ranges for every road throughout the state, along with other critical roadway inventory items that will enable quick response of emergency responders, improved traffic crash location information, and highway safety analysis. The LBRS project will enhance the ability of Ohio to provide a coordinated response to requests for data to Local, State, and Federal agencies.

Currently, three-fourths of Ohio's 88 counties are actively involved in LBRS. Ten agencies completed their LBRS projects during this past grant year; resulting in a total of 64 counties that have completed the LBRS roadway inventory and posted the inventory data online. 1 county has collected and is validating their data, and 9 counties are currently collecting the roadway inventory data.

A fundamental concept of the LBRS project is the partnering of local, state, and federal agencies to assist in the validation of the data, maintenance, and update of the data in the future. We are requesting Section 408 funds to assist as many of the remaining 14 counties to complete the LBRS inventory as possible with the remaining awarded funds.

Once all counties complete the LBRS project, Ohio will have a current and complete (federal, state, county, township and municipal) transportation network accessible to governments to build their spatial applications.

Chart 1 shows that the 14 counties remaining to have LBRS completed actually account for 24% of the statewide total number of crashing signifying the importance of continuing the LBRS project effort in order to properly locate almost one-quarter of the crashes occurring in Ohio.

Project Description:

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

Through competitive processes, the state of Ohio has contracted with qualified firms using the most advanced GPS (Global Positioning System), voice recording technology and data conflation to develop the Road Inventory LBRS. The contractor drives every road in the county collecting centerline and address information which is then converted into a GIS layer. GPS centerline data collection technology provides the most accurate, useful centerline networks in the shortest amount of time and at the lowest cost. The LBRS project has developed minimum standards and specifications to ensure consistent data collection. Additional information that can be collected through this project include:
•   Primary street names and any aliases including local name and route number

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- Posted speed limits in each segment and corresponding values
- Address ranges for each segment
- Address points – residential and commercial
- Crash reference points – businesses, churches, schools
- Bridges and culverts
- Hydrants
- Milepost signs and corresponding values
- Railroad crossings and their control types
- School zone points
- Stop signs
- Traffic signals

The LBRS information is accessible through the GIServOhio (the state's spatial data clearinghouse) for viewing at: http://gis1.oit.ohio.gov/website/lbrs/viewer.htm, or download at: http://gis1.oit.ohio.gov/geodatadownload/lbrs.aspx.

Expected Impact of Project:

Complete implementation of the LBRS will achieve the following objectives for Ohio and its citizens:

1. Development of an Ohio roadway inventory asset – a current, high resolution, maintained street centerline and address range with cultural boundaries for the entire state providing a consistent foundation for future applications, thereby improving interoperability.
2. Improved highway safety crash analysis through the ability to accurately locate traffic crashes.
3. Coordinated emergency response at all levels of government for natural and man made disasters.
4. Increased logistical reaction and enhanced response time to emergency situations.
5. Dissemination and access to the LBRS to emergency responders through a wide area network.
6. Integration of government emergency response initiatives – disaster response, public safety and E-911 efforts.

On a statewide basis, local governments along with electric and gas utilities have spent an estimated $80 to $100 million on digital mapping, GIS hardware and software, application development, and the conversion of the hard copy maps into digital files. Synergies can be realized by making data available to other local and government groups. Because the various levels of government tend to develop data that addresses their own business needs, data resolution and content are often different among agencies depending on whether macroscopic or microscopic detail is needed. Lack of information integration results in duplicative mapping and system development costs. The goal of the Road Inventory LBRS project is to provide an integrated GIS inventory of critical highway safety elements that can be utilized across agencies and provide the necessary system flexibility needed by the various users. The LBRS network serves as a strong foundation to allow safety partners to share and integrate data seamlessly.

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Address ranges, which are critical to any location based response system, are improving, but still incomplete across Ohio. Besides incomplete address inventories, there many addresses where interpolation of a suspected address range can misrepresent the actual location if the information is not verified and validated. When an emergency responder is dispatched to an address that is incorrectly interpolated, the delay in finding the right location and the minutes added to responding results in increased property loss or even loss of life.

The LBRS system is helping locate traffic crashes more accurately. The data provides a more consistent and accurate data set with which to map crash locations. In turn, this improves the state's ability to effectively analyze the potential physical causes of crashes, perform statistical analyses, and develop highway safety countermeasures and improvement projects. As an example, for 2004 there was a total of 381,640 traffic crashes statewide. Of those, only 35 percent (134,077) could be spatially located on a map with the remaining 65 percent (247,563) not able to be located. The top two reasons that traffic crashes are not able to be located are due to the use of street address information and unknown intersection references. Of the 65 percent unlocatable crashes statewide, over 63 percent are unlocatable due to address and intersection references. The LBRS road inventory project has a direct positive impact on locating house number and intersection crashes since this information is a fundamental component of the project.

To further illustrate, Ohio's Clark County has completed the LBRS project and their data is available for comparison and analysis purposes. Before the availability of the LBRS-type data, Clark County had a total of 4,382 crashes in 2004, with 24 percent (1,064) locatable and 76 percent (3,318) unlocatable. With the use of the house address and improved intersection inventory information, the number of locatable crashes went up to 88 percent (3,838) and only 12 percent (544) unlocatable. Clark County experienced a 260 percent increase in the number of crashes able to be spatially located and available for highway safety analysis. The following map shows this difference in ability to locate crashes.

Project Resouce Requirements:

Required Staff
•   Internal ODOT and OIT staff will be utilized to integrate the data
•   State and local agencies will maintain the required inventory updates
Software
•   None required as part of this project – GIS software to view, access, and analyze the data will be provided by each agency
Hardware
•   OIT will provide the server to store the data and provide access to agencies
Consulting Services
•   Consulting Services will be used to perform the LBRS roadway inventory data collection for each county

Project Justification/Mandate:

Implementation of this project was not in response to a mandate.   This project expands

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Ohio's statewide roadway inventory by collecting accurate street centerline information, valid address ranges for every road throughout the state, along with other critical roadway inventory items.

The LBRS project establishes a statewide network, the means to collect and/or transmit the roadway information and associated data from a central repository and the ability for key stakeholders to use and share crash data, road inventory information, and keep the data up to date through routine maintenance. Accurate road inventory information is critical for the location of traffic crashes, proper highway safety analysis, and efficient routing for emergency services.

This project is also critical to the implementation of Ohio's Strategic Highway Safety Plan which seeks to reduce fatalities, injuries, and traffic crashes statewide. Accurate, timely, and reliable road inventory data, as well as seamless integration among all highway safety stakeholders, makes traffic crash analysis and emergency response more effective and efficient.

Performance Measures:

The key performance measure for this project is the delivery of the GIS based LBRS roadway inventory data for each county. Once a counties' LBRS project is completed, the following measures can be applied to the system implementation:
Timeliness
•   percent of crashes that can be automatically located due to available address range information and roadway landmarks
Completeness
•   percent of all the crashes in Ohio that can be spatially located due to the accurate roadway network
Accessibility
•   percent of the counties in Ohio that are completed and available on OIT's public domain server
Integration
     Potential data components for integration include:
•   Integration of Traffic count information onto roadway network
•   Asset tracking of traffic signals, culverts, signs, and other inventory items
•   Inspection and maintenance tracking of highway safety appurtenances
•   Integration of crash data onto roadway GIS network for highway safety analysis
•   Spatial integration of other GIS layers onto an accurate roadway network

Milestones

Milestone Description	Target Date	Actual Date	Status

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Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway		X	X	X		X
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2011	Total Budget
County Engineers Assoc.	*$0.00*
Local Agencies	*$0.00*
NHTSA Section 408 Funds	*$2,376,061.00*
Ohio OIT	*$0.00*

Budget Source - 2012	Total Budget
County Engineers Assoc.	*$0.00*
Local Agencies	*$0.00*
NHTSA Section 408 Funds	*$0.00*
Ohio OIT	*$0.00*

Budget Source - 2013	Total Budget
County Engineers Assoc.	*$0.00*
Local Agencies	*$0.00*
NHTSA Section 408 Funds	*$0.00*
Ohio OIT	*$0.00*

Budget Source - 2014	Total Budget
County Engineers Assoc.	*$0.00*
Local Agencies	*$0.00*
NHTSA Section 408 Funds	*$0.00*
Ohio OIT	*$0.00*

Budget Source - 2015	Total Budget
County Engineers Assoc.	*$0.00*
Local Agencies	*$0.00*
NHTSA Section 408 Funds	*$0.00*
Ohio OIT	*$0.00*

Budget Source - 2016	Total Budget
County Engineers Assoc.	*$0.00*
Local Agencies	*$0.00*
NHTSA Section 408 Funds	*$0.00*
Ohio OIT	*$0.00*

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Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2007	06-15-2008	06-13-2008	Beth Taras
Activity	*Performance Measures* *Overall* **The key performance measure for this project is the delivery of the GIS based LBRS roadway inventory data for each county:* *Progress:* *-Half of Ohio's 88 county's are actively involved in LBRS.* *-21 counties are completed with the LBRS roadway inventory available online.* *-5 counties have collected and are validating the data.* *-18 counties are currently collecting the roadway inventory data.* *Timeliness* **Percent of crashes that can be automatically located due to available address range informatopm and roadway landmarks:* *Progress:* *-Crashes refrenced with house numbers and other unknown references in Ohio could not be located with the existing road inventory information. Analyzing these unlocated crashes in the 20 counties with the LBRS project completed, 80.0% (134,498 of 168,140 crashes) of the previously unlocated crashes were spatially matched (2001-2006 crash data).* *Completeness* **Percent of all crashes in Ohio that can be spatially located due to the accurate roadway, network and inventory data:* *Progress:* *-Historically, only 31% (694,304 of 2,239,690) of the crashes in Ohio could be located with the road inventory information (2001-2006 crash data).* *-For the 20 counties with the LBRS Project completed, the percentage of located crashes is 86.2% (210,039 of 243,681 located vs. 75,541 located historically) or an improvement of 178% (2001-2006 crash data).* *Accesibility* **Percent of the counties in Ohio that are completed and available on online:* *Progress* *-21 out of 88 counties have been completed are available on the OITs public domain website: http://gis1.oit.ohio.gov/website/lbrs/viewer.htm* *Please note: Calculation above based upon data from 20 counties.*		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	06-30-2010	Beth Taras
Activity	*The Ohio 408 Progress Report was submitted to NHTSA on March 23, 2010. The Progress Report demonstrated progress on the LBRS Project. We received confirmation from Michael Witter on April 20, 2010, that our 408 Progress Report was approved.*		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
06-17-2006	06-16-2007		

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Activity	*Performance Measures* *Overall* *• The key performance measure for this project is the delivery of the GIS based LBRS roadway inventory data for each county:* *? Progress:* *¨ Half of Ohio's 88 counties are actively involved in LBRS* *? 21 counties are completed with the LBRS roadway inventory available online.* *? 5 counties have collected and are validating the data.* *? 18 counties are currently collecting the roadway inventory data.* *Timeliness* *• Percent of crashes that can be automatically located due to available address range information and roadway landmarks:* *? Progress:* *• Crashes referenced with house numbers and other unknown references in Ohio could not be located with the existing road inventory information. Analyzing these unlocated crashes in the 20 counties with the LBRS project completed, 80.0 percent (134,498 of 168,140 Crashes) of the previously unlocated crashes were spatially matched. (2001-2006 Crash Data)* *• Refer to LBRS Project Status table on next page for county statuses.* *Completeness* *• Percent of all the crashes in Ohio that can be spatially located due to the accurate roadway network and inventory data:* *? Progress:* *• Historically, only 31 percent (694,304 of 2,239,690) of the crashes in Ohio could be located with the road inventory information. (2001-2006 Crash Data)* *• For the 20 counties with the LBRS project completed, the percentage of located crashes is 86.2 percent (210,039 of 243,681 located vs. 75,541 located historically) - or an improvement of 178 percent. (2001-2006 Crash Data)* *Accessibility* *• Percent of the counties in Ohio that are completed and available on online:* *? Progress:* *• 21 out of 88 counties have been completed are available on the OITs public domain website.* *http://gis1.oit.ohio.gov/website/lbrs/viewer.htm* *Please note: Calculations above based upon data from 20 counties.*
Problems	
Plans	
Comments	

Linked Items

Type	Label	Name

OH-P15 - Statewide Traffic Volume Data Project

Priority:
Revision Date: *06-29-2010*
Status: On Hold
Lead Agency: Ohio Department of Transportation,
Partners: -
Website:

> *Project Director*
> Name: **Mr. Jonathan Hughes**
> Title: Systems Planning Section Manager
> Agency: Ohio Department of Transportation

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Office: Office of Systems Planning & Program Management
Address: 1980 West Broad St., Room 426
City, Zip: Columbus 43223
Phone: (614) 466-4019
Email: jonathan.hughes@dot.state.oh.us

Project Description*:* Traffic counts will be collected at predetermined locations across the State of Ohio. A portable machine count will collect data for 24 or 48 hours. On highways with greater than two lanes in each direction, the ability to collect vehicle volume and axle classification is required. A traffic count consists of the total number of vehicles that pass over a given section of roadway during a specified time interval, normally by hour, by lane, by direction or 24-hour total flow. Along with the traffic volume data, a GPS receiver will be used to collect the traffic count site information so that the locations can be accurately displayed on a map and count data can be updated in the future at the same point on the roadway.

In order to prioritize and allocate funding for the project, the state was analyzed based on the roadways Functional Classification (see Functional Classification Section below). Classes 1-8 and 11-17 will be collected first and then any remaining funding will be utilized on the 9 and 19 functional classes. Additional funding sources will also be utilized to address the 9's and 19's due to extensive number of miles. The cost estimate included in this application is for approximately 18,000 counts on functional classes 1-8 and 11-17. An additional 60,000 counts will need to be collected to capture the local system (9's and 19's).

Project Purpose:
The purpose of this project is to provide multi-jurisdictional accurate traffic count data at predetermined highway locations across the State of Ohio. Federal, state and local governments use traffic volume data for various highway planning and safety purposes including:
Traffic planning studies
Congestion analysis
Rail grade crossing safety
Highway performance monitoring – funding allocations
Highway safety crash rate analysis (statewide fatality rate analysis)
Pavement and bridge conditions and performance projections
Law enforcement planning

Expected Impact:
This project will provide accurate traffic volume data expanding coverage beyond what is currently available from ODOT, MPOs and local governments. This data will allow the State of Ohio to prioritize safety locations based on crash rate and analyze congestion impacts in order to effectively prioritize projects and allocate funding. Current Average Daily Traffic

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available on ODOT website is limited to the state highway network (Interstate, state, and U.S. routes). This project would expand the coverage to include county and township routes.

Project resource requirements
Required Staff
• Internal ODOT staff will be utilized to integrate the data
• State and local agencies will maintain the required inventory updates Software
• None required as part of this project – a website with the information will be made available by ODOT

Hardware
• ODOT will provide the server to store the data and provide access to agencies Consulting Services
• Consulting Services will be used to perform the data collection for each county

Project justification / mandate
This project is not in response to a mandate; however, the accurate traffic volume data will be used for FHWA's HPMS database that facilitates national level analyses of the condition, performance, and use of the Nation's highway system. The volume data will also be used to calculate crash rates which combine crash frequency with vehicle exposure (traffic volume) to determine high hazard locations and prioritize highway safety improvement projects.

This project is also critical to the implementation of Ohio's Comprehensive Highway Safety Plan. With the ultimate goal of the highway safety plan being to reduce fatalities, injuries, and traffic crashes statewide, accurate traffic volume is critical to highway analysis and planning and the data will be able to be utilized by all highway safety stakeholders.

Performance Measures
The key performance measure for this project is to provide traffic volume data for developing statewide and regional crash rates and vehicle exposure data for highway safety analysis. Once counties are completed, the following measures could be applied to the system implementation:
Timeline
• The traffic volume counts will take approximately 24 months to collect based on the number of sections needed (500-1,000 counts per month with processing and integration time).
Completeness
• The traffic volume coverage will be expanded to include Functional Classes 1-9 and 11-19
Accessibility

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• The information will be made available on ODOT's internet website.
Potential Data Integration Components
• The volume data can be integrated with the roadway inventory and crash data files to expand highway safety and planning analysis.

Milestones

Milestone Description	Target Date	Actual Date	Status

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway	X	X				X
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2011	Total Budget
NHTSA Section 408 Funds	$0.00
ODOT SPR - FHWA Federal Fundin	$0.00

Budget Source - 2012	Total Budget
NHTSA Section 408 Funds	$0.00
ODOT SPR - FHWA Federal Fundin	$0.00

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	$0.00
ODOT SPR - FHWA Federal Fundin	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0.00
ODOT SPR - FHWA Federal Fundin	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00
ODOT SPR - FHWA Federal Fundin	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	$0.00
ODOT SPR - FHWA Federal Fundin	$0.00

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Activity Report

Report Start	Report End	Report Date	Provided By
12-16-2008	06-15-2009	06-17-2009	Beth Taras
Activity	There was no activity on this project.		
Problems	ODPS was going to use the funds left after spending the 408 money on LBRS and the electronic crash data export file. There were no funds left.		
Plans	This project will not be pursued until we have completed the LBRS project.		
Comments			

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	05-11-2011	Beth Taras
Activity	On-hold.		
Problems	ODPS was going to use the funds left after spending the 2009 408 money on LBRS and the electronic crash data export file. There were no funds left.		
Plans	This project will not be pursued until we have completed the LBRS project.		
Comments			

Linked Items

Type	Label	Name

OH-P16   - License Plate Readers (LPR) Database Downloads

Priority:
Revision Date: 06-29-2010
Status: Proposed
Lead Agency: Ohio Association of the Chiefs of Police
Partners: -
Website:

> *Project Director*
> Name: **Steve Robinette**
> Title: Chief
> Agency: Ohio Association of the Chief's of Police
> Office: Ohio Association of Chief's of Police
> Address: 3360 Park Street
> City, Zip: Grove City 43123
> Phone: (614) 277-1702
> Email: srobinette@grovecityohio.gov

Project Description: Provide uniform downloads to Automated License Plate Readers for purpose of driver's license validation, stolen vehicles and wanted persons or persons of interest.

Milestones

Milestone Description	Target Date	Actual Date	Status

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Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History	X			X	X	X
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration	X			X	X	X

Budgets

Budget Source - 2011	Total Budget

Budget Source - 2012	Total Budget

Budget Source - 2013	Total Budget

Budget Source - 2014	Total Budget

Budget Source - 2015	Total Budget

Budget Source - 2016	Total Budget

Activity Report

Report Start	Report End	Report Date	Provided By
12-16-2008	06-15-2009	06-15-2009	Beth Taras

Activity	This project is just being studied. Research is being done with Franklin Co. SO to ascertain the feasibility of pursuing the acquisition of determining the direction of the data format and type.
Problems	Multiple agencies already have existing software that will make it difficult to match that existing software.
Plans	
Comments	

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	06-30-2010	Beth Taras

Activity	This project is just being studied. Research is being done with Frabklin Co. S.O. to ascertain the feasibility of pursuing the acquisition of determining the direction of the data format and type.
Problems	Multiple agencies already have existing software that will make it difficult to match that existing software.
Plans	No action is anticipated at this time.
Comments	

Linked Items

Type	Label	Name

OH-P17   - Breath Testing Instrument Project

Priority:
Revision Date: *06-08-2009*
Status: Active

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Lead Agency: Ohio Department of Public Safety
Partners: The Ohio Department of Health
The Supreme Court of Ohio
Website:

> *Project Director*
> Name: **Ms. Lori Genzen**
> Title: Business Manager
> Agency: Ohio Department of Public Safety
> Office: OCJS
> Address: 1970 West Broad Street
> City, Zip: Columbus 43223
> Phone: (614) 466-3250
> Email: lgenzen@dps.state.oh.us

Project Description: In FFY 2005, the OTSO, in conjunction with the Ohio Department of Health (ODH) and key stakeholders representing state, county and local law enforcement, the Supreme Court of Ohio, prosecuting and defense attorneys and toxicologists convened a working group to examine portable breath testing instruments with data collection capabilities that would greatly streamline the arrest process. Initial recommendations developed after research, discussions and visits to other states utilizing new breath-testing technology allowed ODH to release vendor requirements for potential portable breath-testing instruments. This project will be implemented statewide once the pilot test is successfully completed, administrative rules are approved and legal issues are resolved. Use of a standard portable breath testing instrument throughout Ohio is expected to reduce DUI arrest processing time; allow for advanced data collection; automate current manual processes, reducing the likelihood of data input errors; simplify machine maintenance and increase officer safety.

Milestones

Milestone Description	Target Date	Actual Date	Status

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History	X					
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2011	Total Budget

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Budget Source - 2012	Total Budget

Budget Source - 2013	Total Budget

Budget Source - 2014	Total Budget

Budget Source - 2015	Total Budget

Budget Source - 2016	Total Budget

Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	06-30-2010	Beth Taras
Activity	OTSO is still in the process of training the users and distributing the machines.		
Problems			
Plans			
Comments			

Linked Items

Type	Label	Name

OH-P18   - Electronic Crash Data Submission Marketer

Priority:
Revision Date: *06-29-2010*
Status: Proposed
Lead Agency: Ohio Department of Public Safety
Partners: -
Website:

> *Project Director*
> Name: **Eram Kennedy**
> Title: Assistant Chief
> Agency: Ohio Department of Public Safety
> Office: Traffic Statistics Office of Criminal Justice
> Address: 1970 West Broad St
> City, Zip: Columbus 43223
> Phone: (614) 752-1585
> Email: ekennedy@dps.state.oh.us

Project Description: Description
This project will ultimately provide crash information in a timely manner, as well as, more accurately. The funds will be used to hire an individual that can devote all of their work effort to promoting the use of the crash module and/or having an export file written for agencies using their own electronic crash program.

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Currently, the use of the crash module is moving very slowly due to a lack of personnel to promote it. A marketing agent could make personal contacts with law enforcement agencies. Written correspondence has been sent to all the agencies with little or no response. Due to the demands on the time of law enforcement administrators, there is a tendency to place a very low priority on written correspondence. A personal contact is much more productive. The marketing person would be able to make those personal contacts.

Purpose

In order to expedite the processing of crash information, ODPS is attempting to provide law enforcement with an electronic version of the OH1. This program will allow the officer to enter the crash data electronically on the road or at the station. This program will in-turn, allow for business rules and edit checks to be done prior to having the data sent to ODPS, thus providing more accurate data. In addition, it will eliminate the need for having the data entered into a database by a third party, which will save a tremendous amount of time and expense. Having edit checks and business rules that will be checked automatically by the software will help to ensure the completeness and consistency of the data. Choices in certain fields will be limited to what is acceptable by the main database. By getting the data electronically, it will be more readily accessible to other agencies. Also, since the format of the data will be dictated by the software, it will be easier to integrate the data with other databases. This program has been available for several years, but law enforcement has not been receptive to it. If there was a person dedicated to promoting the program's use, the number of agencies using it should increase quickly.

One of the problems being encountered with getting agencies to use the ODPS software is, some agencies have a crash program designed by a private vendor. That crash program is usually a part of a complete records management system (RMS). If the agency were to use the program provided by ODPS, the data would not be compatible with their current database. ODPS is in a position to provide funds so those private programs can be modified and have the ability to submit crash data electronically to ODPS; while still keeping the data for use with their RMS. The private program will need to comply with ODPS business rules and edit checks, the same as the State's program, in order to export the data.

Both options could be presented to agencies as part of the marketing program.

Expected Impact of Project

1. The marketing agent could devote his/her full-time efforts to the promotion of the crash module.
2. By setting up face-to-face meetings with administrators the crash module could be demonstrated live and therefore, be better understood by law enforcement.
3. More agencies could be contacted in a more efficient manner which should in-turn, get more agencies using the program.
4. With more agencies using the program, more crashes would be submitted quicker and

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more accurately.

Project Resource Requirements
•Office facilities
•Training in program functions
•Administrative support

Project Justification / Mandate
This project is not an implemented mandate. Even though ODPS is seeking voluntary compliance to electronic crash submission, the progress in accomplishing that goal is extremely slow. By the face-to-face contacts with law enforcement, more agencies will have a better understanding of what is involved and available for submitting crashes electronically. Questions can be answered and issues cleared up to help convince law enforcement of the benefits of electronic submission of crash data.

Milestones

Milestone Description	Target Date	Actual Date	Status
Write a contract	10-05-2009	12-14-2009	
Process the contract	10-13-2009	12-15-2009	
Place the contract out for bid	11-02-2009	12-16-2009	
Review the bids and interview	12-14-2009	04-29-2010	
Award the contract	01-25-2010		
Hire a marketer	02-01-2010		
Prepare list of crash submissions by agency	02-08-2010		
Set appointments with top 5 agencies	02-15-2010		
Conduct face-to-face interviews with 5 biggest agencies	02-22-2010		
Review the # of agencies submitting or working toward electronic submission of crash data	03-15-2010		
Have at least 1 of the biggest 5 agencies contracted to submit crashes electronically	03-29-2010		
Review % of crashes submitted electronically	06-29-2010		
Meet with at least 5 agencies per week to demonstrate/discuss electronic options			
Contact at least 20 agencies per week to discuss the electronic options			

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X			X		X
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

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Budgets

Budget Source - 2011	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2012	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
12-16-2008	06-15-2009	06-15-2009	Beth Taras

Activity	
Problems	
Plans	
Comments	This project will not begin until sufficient funding has been made available through the 408 Grant process.

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	06-30-2010	Beth Taras

Activity	Three interviews were conducted and a canidate was selected.
Problems	The canidate respectfully declined the position.
Plans	The TRCC will wait to hear from ODPS' Director's Office for direction.
Comments	

Report Start	Report End	Report Date	Provided By
06-15-2010	05-11-2011	05-11-2011	Tom Hollingsworth

Activity	Two marketers were finally hired in 2010. One in October and the other in late December. They contacted several hundred agencies in hopes of getting the agencies submitting crash data electronically. We are currently working with some of those agencies but as of yet, none of them are submitting crash data electronically.
Problems	The agencies have an issue with the crash program not feeding data into their current RMS programs. Some agencies have vendors that provide a crash module that is unable to submit the data to the State.
Plans	Work with those agencies that have private vendors with no crash module to get the to use the State's program and do an export from that database into their RMS.
Comments	

Linked Items

Type	Label	Name

Attachment 405c-4

OH-P19 - EMS Incident Reporting System, Version 3

Priority:
Revision Date: *05-12-2011*
Status: Proposed
Lead Agency: Ohio Department of Public Safety
Partners: -
Website:

> *Project Director*
> Name: **Mr. Tim Erskine**
> Title: Data Program Manager
> Agency: Ohio Dept. of Public Safety
> Office: Trauma Systems and EMS
> Address: 1970 West Broad St., PO Box 182073
> City, Zip: Columbus 43218-2073
> Phone: (614) 387-1951
> Email: terskine@dps.state.oh.us

Project Description*:* The project will be based on data definitions and programming specifications provided by the National EMS Information System Technical Assistance Center (NEMSIS TAC). The goal will be to validate the accuracy of the data collection of the state of Ohio and will provide improved analysis of EMS procedures, as well as allowing for comparison of data across jurisdictional and state boundaries.

Much of the groundwork for this project has already been done. We previously updated our system to meet NEMSIS 2.2. What remains is primarily upgrading of the data dictionary to meet the new NEMSIS standards.

Task 1: Update current draft of data dictionary:
The staff of the EMS Data Center will work with the EMS Board's Incident Reporting System Advisory Committee to finalize the EMS Incident Reporting System, version 3 (EMSIRS-3) Data Dictionary and Technical Manual so they meet the NHTSA 2.2 standards

Task 2: Purchase commercial software:
The Ohio Department of Public Safety's IT division will install the commercial software. This software will require two methods of data entry: 1) a web-enabled interface to allow for direct data entry into the system through a secure website, and 2) the transfer of large data files created in a NEMSIS-compliant, third-party software package. The method of data entry used by an agency will be decided by each agency based on their needs.

Task 3: Beta test database with EMS agencies and third-party software vendors:
The Ohio EMS Data Center staff will coordinate between EMS agencies, third-party software vendors, and the ODPS IT staff to debug the system for final implementation.

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Expected Impact of Project:

1. EMSIRS-3 will provide data for improved analysis of EMS care of motor vehicle crash victims.

2. EMSIRS-3 will allow for evidence-based decision making on the part of EMS / Trauma system policymakers at local, state and national levels.

3. EMSIRS-3 will allow for compatibility and interoperability of data across jurisdictional and state boundaries.

4. EMSIRS-3 will provide the necessary data to create benchmarks for standards of care of motor vehicle crash victims.

5. EMSIRS-3 will help to identify the unmet needs and priorities of victims of motor vehicle crashes.

6. EMSIRS-3 will allow for more effective analysis of CODES data.

Milestones

Milestone Description	Target Date	Actual Date	Status
Task 1: Update current draft of data dictionary and technical manual.	01-01-2012		
Final documents accepted by EMS Board.	02-20-2012		
Task 2: Purchase EMS Incident module.	03-01-2012		
Database ready for beta testing.	05-01-2012		
Task 3: Beta test datbase with EMS agencies and third-party software vendors.	06-01-2012		
Beta testing completed, ready for implementation.	08-01-2012		
Statewide Implementation.	01-01-2013		

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS	X	X	X		X	X
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2011	Total Budget
NHTSA Section 408 Funds	$0.00
NHTSA Section 408 Funds	$0.00
NHTSA Section 408 Funds	$0.00

Budget Source - 2012	Total Budget
NHTSA Section 408 Funds	$0.00
NHTSA Section 408 Funds	$0.00
NHTSA Section 408 Funds	$0.00

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Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	$0.00
NHTSA Section 408 Funds	$0.00
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0.00
NHTSA Section 408 Funds	$0.00
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00
NHTSA Section 408 Funds	$0.00
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	$0.00
NHTSA Section 408 Funds	$0.00
NHTSA Section 408 Funds	$0.00

Activity Report

Linked Items		
Type	**Label**	**Name**

OH-P20 - Statewide Police Accident Report (OH1) Upgrade Training

Priority:
Revision Date: 05-20-2011
Status: Proposed
Lead Agency: Ohio Department of Public Safety, Traffic Statistics
Partners: -
Website:

> *Project Director*
> Name: **Mr. Arthur Combest**
> Title:
> Agency: Department of Public Safety
> Office: Ohio State Highway Patrol
> Address: 1970 West Broad Street
> City, Zip: Columbus 43223
> Phone: (614) 466-2955
> Email: acombest@dps.state.oh.us

Project Description: Purpose:
The purpose of this project is to provide training for local and state law enforcement agencies on how to complete the new Police Accident Report (OH1):

Description:

Attachment 405c-4

The use of the current OH1 was instituted in June, 2001. Since that time a tremendous amount of changes have occurred within the traffic crash data world. MMUCC has been updated as well as ANSI D-16. Some of the data elements pertinent to crash prevention for today's traffic do not appear on the OH1.

A few of the fields that were added to the new OH1 include the vehicle identification number (VIN), driver distractions to encompass both electronic devices and external distractions. The way location data is to be captured was revised to allow for a more precise and simpler way for the officer in the field to record it. The new form will also allow for a more accurate recording of certain unit types. We have broken buses into a few more categories than were on the old one and also have separated certain heavy truck types. In order to add the additional data elements to the report it was necessary to totally change the appearance of the form.

Training for the new OH1 will be essential to its successful use. If we do not train the officers in its use and point out the major changes to it, the accuracy of the data that will be collected will be suspect at best. Training will also include an explanation of the most common errors made by law enforcement when completing the report. This project would help to increase both the accuracy and completeness of the data gathered.

A committee has determined the most effective method of training would be to make it mandatory training distributed on the Internet. The Ohio Attorney General's Office provides a method of training referred to as E-Training that is used for law enforcement throughout the state of Ohio. The OH1 training could be created and recorded and could include a test to show that each officer completed the training, if it were done through the E-Training site.

In order to make the training mandatory for every law enforcement officer in the state, it would require that each department be reimbursed $20 per hour of training for each officer completing the training. The training sessions will require at least two hours in order for them to be effective. However, by using the Internet as the training media, a minimum amount of labor hours will be used. Instead of an officer having to take the time to drive to a specific location for training at a specific time, the training could be completed at the station when it's convenient for the officer and the agency.

Also, by using the E-Training site, a test upon completion of the training would help to ensure that each officer understood the important parts of the training. This would greatly enhance the accuracy and uniformity of the data collected.

Expected Impact of Project:

There are currently approximately 30,000 police officers that complete crash investigation reports. By using the E-Training site, the maximum number of police officers would be trained in the completion of the new OH1 with minimum lost road hours. By using a single point of training, the Internet, each officer would hear the same message without the fear of

having a different instructor putting a different twist on the type of data to be collected and its importance.

Using a single point of training would also allow for the maximum number of officers to be trained in the shortest amount of time; thereby increasing the accuracy of the data from the beginning. Should the training have to be done by individual instructors it would require that each of those instructors be trained in the new form with an explanation of the purpose behind and the definitions of the data. To find a sufficient number of officers that would be qualified to teach such an important document would be extremely difficult. By using one instructor that is familiar with the data elements and the OH1, the uniformity would be much greater.

This project would make the transition from the old OH1 to the new one as efficient and effective as possible. It would help to ensure that the data gathered is at its highest level of accuracy, completeness and uniformity. By meeting the criteria it would make any tests or analysis that may be done more accurate.

Project Justification/Mandate:

This project is not in response to a mandate; however, the accuracy, completeness and uniformity of the crash data are extremely important for analyzing crash causes and finding solutions. By changing the OH1 to add additional fields and reassigning others, all three of those elements may be compromised if the training is not done correctly and uniformly across the state.

Using a method that can both track and challenge each officer that receives the training, a report may be generated that will show what percentage of officers received the training and in what time frame. By making the officer complete a test at the end of the training, ODPS could show where the elements that were felt to be the most important were covered in a proper manner with the proper emphasis being placed on each area.

Using a single source of training would eliminate the possibility of different definitions being given to the same data by other instructors. Allowing the state to reimburse each law enforcement agency for the time used for training would ensure the maximum number of officers receiving that training.

Performance Measures:

The key performance measure for this project is to provide the most accurate, complete and uniform data collection from every law enforcement agency across the state.

Completeness
•   The project would help to ensure that each of the fields on the OH1 were completed due to the importance of that data as well as an understanding of what the field actually was asking for.
Accuracy

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o   The training would explain the definition of each element which would help to clarify how the fields would be completed

Uniformity

•   Each officer would get the same explanation of the data from a single point of reference which would minimize the confusion often associated with the elements on the OH1.

Milestones

Milestone Description	Target Date	Actual Date	Status

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2011	Total Budget
NHTSA Section 408 Funds	$1,210,000.00

Budget Source - 2012	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	$0.00

Activity Report

Linked Items

Type	Label	Name

Attachment 405c-4

OH-P22   - Crash Data Accessibility - Rewrite

Priority:
Revision Date: *05-20-2011*
Status: Proposed
Lead Agency: Ohio Department of Public Safety
Partners: -
Website:

> *Project Director*
>   Name: **Eram Kennedy**
>   Title: Assistant Chief
>   Agency: Ohio Department of Public Safety
>   Office: Traffic Statistics Office of Criminal Justice
>   Address: 1970 West Broad St
>   City, Zip: Columbus 43223
>   Phone: (614) 752-1585
>   Email: ekennedy@dps.state.oh.us

Project Description: Purpose:
Providing crash data to entities outside of the Ohio Department of Public Safety has been a challenge for many years. Ohio Association of Chiefs of Police, Buckeye Sheriff Association and Ohio State Highway Patrol have requested immediate access to crash data for resource allocation and enhanced decision-making. Many of the data requests are for common information such as car safety seats, elderly drivers and alcohol related crashes. The information provided remains the same but the parameters such as county, city, region and period vary. Some entities need specific crash data that is not normally included in traditional queries.

By adding statistic informational reports to the web applications previously developed that provides a broader base of information and free form reports will enable information seekers to obtain their desired data in a timely manner.

The person requesting reports will have a list of developed reports. By selecting the desired report, a selection screen will appear that the person can use specified parameters to 'drill down' to select the condensed report. The reports can be time specific, county, or area along with any other appropriate parameter.

The requestor will also be able to run data specific reports. By selecting specific data fields and supplying ranges, the customer can obtain needed results. Crash, unit and people files can be downloaded for further use.

Because the Ohio Crash Report (OH1) has been revised to capture more current MMUCC required data fields, this program will need to be re-written to meet the new field structure.

Attachment 405c-4

Project Description:

This project will provide crash information in a timely manner. The requestor will have three options to choose (Pre-defined Queries, Adhoc Queries and Download of Data) when requesting crash information. The pre-defined queries are contained in the Ohio Crash Facts Book with added parameters for time frame, county, Federal Information Processing Standards Codes for states, counties, and named populated places (FIPS) and National Crime Information Center (NCIC) codes. The Adhoc Queries will provide the requestor the flexibility to submit requests using specific fields and parameters. The download of data will provide the requestor with the Crash Summary File (TracTape) or complete crash export for a time frame, county, FIPS or NCIC.

For Pre-defined Queries component, the requestor will select the report desired. The parameters are selected from the options of county, FIPS or NCIC. The reports will be run by complete year or specified time frame.

Adhoc queries component will give the requestor the option to select the fields on the report and specify the run parameters. Examples of parameters selected will be location, alcohol or commercial crashes occurring in a specified area.

Download of Data component will provide the requestor with the option to receive a data file. The data download will be use by law enforcement, engineers and researchers for specific studies.

The use of the web site to receive needed crash information will relieve the ODPS information technology staff of the sole responsibility of creating requested reports. The current turnaround time for delivery of some crash requests can be up to 24 hours. The new proposed system will create requested reports in less than 24 hours.

Expected Impact of Project:

Since the OH1 has been updated, if Ohio cannot re-write the programs currently in use, all of the following advantages of using crash data will disappear. That will set the state back several years when it comes to the effective use of crash data. The crash Facts Book would revert to being a hard copy, published document. Since it could only be produced after the end of the year, and would have to wait for several months in order for the data to be closed out, Ohio would lose a minimum of 6 months in the timeliness of the data available for use.

1.   Crash Facts Reports will have parameterized information. With the pre-defined reports, the requestor will select queries with parameters based on a selected time frame for State, County or FIPS code. This asset would no longer be available.

2.   The proposed system provides capability for outside entities to create adhoc reports.

Attachment 405c-4

Specialized requests currently take 2-3 days to process. With the addition of the adhoc reporting capability, the requestor selects the fields and criteria for the report. The predicted turnaround is within 24 hours. This process would return to the 2-3 day processing time.

3.   The proposed system provides entities outside of ODPS with informative statistical information on crash statistics in a timely manner. These entities include engineers, media, Safe Communities, Traffic Safety Practitioners and public. The data would only be available in printed form well after the close of the previous year's data.

4.   Public Accessibility will decrease the requests for information that requires application development staff. Ability for customer to receive crash files without waiting for request to be completed by ODPS staff. The public would once again, be at the mercy of ODPS staff to provide data. That would be done on an availability basis and would depend on the work load of the staff at the time of the request.

5.   Customers will have earlier availability and expedited access of crash records. Instead of waiting 14 – 21 days, the customer will have access to requested data within 24 hours. The availability of the crash records would no longer be within 24 hours.

Project Resource Requirements:
•   Current ODPS Crash Staffing
•   Consulting Services
•   Miscellaneous training supplies
•   Training Manuals

Project Justification/Mandate:
This project is not an implemented mandate. Customers have become accustomed to the timely availability of crash information for several years. The entities outside of ODPS have used on-line access, which include engineers, media, Safe Communities, Traffic Safety Practitioners and public. By providing three options for retrieving information, most customer needs will be met. The burden of producing data requests will reduce to a manageable volume at current staffing levels. Without this project data availability will be set back years.

Performance Measures:
Timeliness
•   Requests for crash data are filled within 24 hours.
Accessibility
•   Report templates are available for online use
•   Initiate automated download of crash data that include tractape and crashes, units and people files.
•   Adhoc queries are available for online use

Attachment 405c-4

Milestones

Milestone Description	Target Date	Actual Date	Status

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2011	Total Budget
NHTSA Section 408 Funds	$150,000.00

Budget Source - 2012	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	$0.00

Activity Report

Linked Items

Type	Label	Name

Attachment 405c-5

Baseline period:

Between April 1, 2014 and March 31, 2015 there were a total of 285,967 crashes. 154,611 of 285,967 (54.07 percent) were submitted electronically. 131,356 of 285,967 (45.93 percent) were submitted by paper. During this performance period, 101 agencies received software modifications to make their systems compatible with ODPS's software.

Performance period:

Between April 1, 2015 and March 31, 2016 there were a total of 294,067 crashes. 170,236 of 294,067 (57.89 percent) were submitted electronically. 123,831 of 294,067 (42.22 percent) were submitted by paper. During this performance period, 86 agencies received software modifications to make their systems compatible with ODPS's software.

46,405 (more electronic submissions during performance period) x 100 fewer days (electronic versus manual submission) = 4,640,500 fewer days

123,831 (total manual submission during performance periods) x 14 more days (baseline vs performance period) = 1,733,634 more days

Difference = 4,640,500-1,733,634=2,906,866 fewer days

Difference 2,906,866 days saved / 294,067 crashes = 9.89 overall less days per crash.

Instructions: States may elect to apply for an Impaired Driving Countermeasures grant using the application requirements under Part 1200 or Part 1300.

- If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 3.1 and complete the form.

- If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 3.2 and complete the form.

☐ **PART 3.1: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1200.23)**
[*Check the box above **only** if applying for this grant.*]

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(j) in the fiscal year of the grant.

Mid-Range State:

- The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____.

- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____ .

- The statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

☑ PART 3.2: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1300.23)
[*Check the box above **only** if applying for this grant.*]

All States:

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Mid-Range State Only:

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

☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ . Specifically –

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

☐ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ and continues to use this plan.

High-Range State Only:

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

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

  - HSP page or attachment #_____ describes the authority and basis for operation of the Statewide impaired driving task force;
  - HSP page or attachment #_____ contains the list of names, titles and organizations of all task force members;
  - HSP page or attachment #_____ contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
  - HSP page or attachment #_____ addresses any related recommendations from the assessment of the State's impaired driving program;
  - HSP page or attachment #_____ contains the detailed project list for spending grant funds;

- HSP page or attachment #_____ describes how the spending supports the State's impaired driving program and achievement of its performance targets.

☐ The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ and updates its assessment review and spending plan provided as HSP page or attachment # _____.

DISTRACTED DRIVING
(23 U.S.C. 405(e))

Instructions: States must apply for a distracted driving grant using the application requirements under Part 1300.

☑ **PART 6*: DISTRACTED DRIVING GRANT (23 CFR § 1300.24)**
(** Under Appendix D of Part 1200, Distracted Driving grant application was Part 4.*)
[*Check the box above **only** if applying for this grant.*]

[*Fill in **all** blanks under the checked box.*]

☑ **Comprehensive Distracted Driving Grant**

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

- **Prohibition on Texting While Driving**

  The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least $25, was enacted on 08/31/2012   and last amended on 03/23/2015   , is in effect, and will be enforced during the fiscal year of the grant.

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

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

  The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least $25, was enacted on 08/31/2012   and last amended on 03/22/2013   , is in effect, and will be enforced during the fiscal year of the grant.

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

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

☑ **Special Distracted Driving Grant for Fiscal Year 2017**

- The State's basic text messaging statute applying to drivers of all ages was enacted on 08/31/2012 and last amended on 03/23/2015 , is in effect, and will be enforced during the fiscal year of the grant.

   Legal citations:
   - Basic text messaging statute: O.R.C. 4511.204
   _____ ;

   - Primary or secondary enforcement: Secondary
   _____ .

- The State is **NOT** eligible for Special Distracted Driving Grant if the State qualifies for a Comprehensive Distracted Driving Grant.

MOTORCYCLIST SAFETY
(23 U.S.C. 405(f))

Instructions: States may elect to apply for a Motorcyclist Safety grant using the application requirements under Part 1200 or Part 1300.

- If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 7.1 (formerly Part 5 of Appendix D) and complete the form.

- If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 7.2 and complete the form.

☑ PART 7.1*: MOTORCYCLIST SAFETY GRANT (23 CFR § 1200.25)
(*Under Appendix D of Part 1200, Motorcyclist Safety Grant application was Part 5.)
[*Check the box above **only** if applying for this grant.*]

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

☑ Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # Attachment 405f-1   .

- Document(s) showing the designated State authority approving the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # Attachment 405f-2
                                    .

- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # Attachment 405f-3   .

- Document showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # Attachment 405f-4
                                    .

- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # Attachment 405f-5   .

☑ Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # Attachment 405f-1   .

- Letter from the Governor's Representative for Highway Safety regarding the development of the motorcyclist awareness program is provided as HSP attachment # Attachment 405f-6   .

- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # Attachment 405f-7   .

- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment # or page #_____

Attachment 405f-8_____.

- Copy of the State strategic communications plan is provided as HSP attachment # _____
  Attachment 405f-9_____.

☐ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.

- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

☐ **Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____ _____.

- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.

- The State law or regulation defines impairment. **Legal citation(s):** _____ _____.

☐ **Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____ _____.

- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

- The State law or regulation defines impairment. **Legal citation(s):** _____ _____.

☐ **Use of fees collected from motorcyclists for motorcycle programs:** [*Check **one box** below and fill in **any** blanks under the checked box.*]

☐ Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **Legal citation(s):** _____.
  AND

- The State's law appropriating funds for FY _____ requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs. **Legal citation(s):** _____.

☐ Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____
  _____.

☐ PART 7.2: MOTORCYCLIST SAFETY GRANT (23 CFR § 1300.25)

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

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

☐ **Motorcycle riding training course:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.

- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula: [*Check one of the following boxes below and fill in any blanks.*]

    ☐ Motorcycle Safety Foundation Basic Rider Course;
    ☐ TEAM OREGON Basic Rider Training;
    ☐ Idaho STAR Basic I;
    ☐ California Motorcyclist Safety Program Motorcyclist Training Course;
    ☐ Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- On HSP page or attachment # _____, a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

☐ **Motorcyclist awareness program:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.

- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

- On HSP page or attachment # _____, performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

- On HSP page or attachment # _____, countermeasure strategies and projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions corresponding with the majority of crashes

involving at least one motorcycle and at least one motor vehicle causing a serious or fatal injury to at least one motorcyclist or motor vehicle occupant.

☐ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP page or attachment # _____.

- Description of the State's methods for collecting and analyzing data is provided as HSP page or attachment # _____.

☐ **Impaired driving program:**

- On HSP page or attachment # _____, performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.

- On HSP page or attachment # _____, countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

☐ **Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP page or attachment # _____.

- Description of the State's methods for collecting and analyzing data is provided as HSP page or attachment # _____.

☐ **Use of fees collected from motorcyclists for motorcycle programs:**

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

☐ Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **Legal citation(s):** _____.
  AND

- The State's law appropriating funds for FY _____ requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs. **Legal citation(s):** _____.

□ Applying as a Data State –

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

Attachment 405f-1

Ohio Revised Code - 4508.08 Motorcycle safety and education program.

There is hereby created in the department of public safety the motorcycle safety and education program. The director of public safety shall administer the program in accordance with the following guidelines:

(A) The program shall include courses of instruction conducted at vocational schools, community colleges, or other suitable locations, by instructors who have obtained certification in the manner and form prescribed by the director. The courses shall meet standards established in rules adopted by the department in accordance with Chapter 119. of the Revised Code. The courses may include instruction for novice motorcycle operators, instruction in motorist awareness and alcohol and drug awareness, and any other kind of instruction the director considers appropriate. A reasonable tuition fee , as determined by the director, may be charged. The director may authorize private organizations or corporations to offer courses without tuition fee restrictions, but such entities are not eligible for reimbursement of expenses or subsidies from the motorcycle safety and education fund created in section 4501.13 of the Revised Code.

(B) In addition to courses of instruction, the program may include provisions for equipment purchases, marketing and promotion, improving motorcycle license testing procedures, and any other provisions the director considers appropriate.

(C) The director shall evaluate the program every two years and shall periodically inspect the facilities, equipment, and procedures used in the courses of instruction.

(D) The director shall appoint at least one training specialist who shall oversee the operation of the program, establish courses of instruction, and supervise instructors. The training specialist shall be a licensed motorcycle operator and shall obtain certification in the manner and form prescribed by the director.

(E) The director may contract with other public agencies or with private organizations or corporations to assist in administering the program.

(F) Notwithstanding any provision of Chapter 102. of the Revised Code, the director, in order to administer the program, may participate in a motorcycle manufacturer's motorcycle loan program.

(G) The director shall contract with an insurance company or companies authorized to do business in this state to purchase a policy or policies of insurance with respect to the establishment or administration, or any other aspect of the operation of the program.

Effective Date: 09-26-2003

Attachment 405f-2

Training Curriculum

National Standards: Ohio has adopted the National Highway Traffic Safety Administration's (NHTSA) Model National Standards for Entry-Level Rider Training curriculum (August 2011). These educational standards establish baseline content that all entry-level riders must be taught in motorcycle rider training classes held in Ohio. The model standards are grouped into the following six sections: Motorcycle Pre-Ride Tasks, Vehicle Control Skills, Street Strategies, Roadway Management Skills, Tasks Related to Carrying Passengers, Cargo, Group Riding, and Touring, and Factors Adversely Affecting Rider Performance.

Ohio Administrative Code - 4501-53-02 Basic rider course.
(A) The basic rider course (BRC) curriculum shall be approved by the director and shall include, at a minimum, the following topics:
    (1) A classroom portion that covers the following:
        (a) Course introduction;
        (b) Introduction to motorcycling;
        (c) Preparing to ride;
        (d) Street strategies;
        (e) Knowledge test;
        (f) Wrap-up.
    (2) A range portion that covers the following:
        (a) Motorcycle familiarization;
        (b) Using the friction zone;
        (c) Starting and stopping drill;
        (d) Shifting and stopping;
        (e) Adjusting speed and turning;
        (f) Control-skills practice;
        (g) Cornering;
        (h) Matching gears to speed;
        (i) Stopping quickly;
        (j) Limited-space maneuvers;
        (k) Pressing to initiate lean;
        (l) Cornering judgment;
        (m) Negotiating curves;
        (n) Stopping quickly in a curve;
        (o) Obstacles and lane changes;
        (p) Avoiding hazards;
        (q) Skills practice;
        (r) Skill test.
    (3) Such material shall not be taught out of sequence or modified by instructors, unless authorized by the motorcycle Ohio coordinator.
(B) The BRC shall have the following instructor to student ratio:

(1) Classroom – one instructor may teach a maximum of twenty-four registered students;

(2) Range – one instructor may instruct no fewer than two students nor more than six students on motorcycles. Two instructors shall instruct no more than twelve students on motorcycles;

(3) The maximum capacity for on-cycle instruction is twelve students.

(C) Students shall have a valid temporary instruction motorcycle identification card (TIPIC), a motorcycle endorsement, or a motorcycle-only license prior to participating in range instruction.

(D) Unless otherwise approved by the department, the BRC shall use training motorcycles provided by the provider with one hundredcc to five hundredcc engine displacement.

(E) Every student participating in the BRC range instruction must wear proper riding gear, which includes helmet and eye protection that is in compliance with Chapter 4501-17 of the Administrative Code, sturdy over-the-ankle footwear, long-sleeved shirt or jacket, sturdy full-length pants without holes or tears, and full-fingered gloves.

(F) Students successfully completing the BRC shall be issued a completion card for the purpose of course verification.

(G) Upon completion of the BRC, the provider shall submit, electronically, to the department, a student report form, in a format prescribed by the director.

Replaces: 4501-53-02
Effective: 04/21/2011
R.C. 119.032 review dates: 02/02/2016
Promulgated Under: 119.03
Statutory Authority: R.C. 4508.08
Rule Amplifies: R.C. 4508.08
Prior Effective Dates: 9/26/03 (Emer.), 12/26/03, 2/2/06

Ohio Administrative Code - 4501-53-12 Basic rider course two.

(A) The basic rider course two (BRC-2) curriculum shall be approved by the director and shall include, at a minimum, five hours of range work in the following topics:

(1) Control at low speed;
(2) Stopping quickly;
(3) Limited-space maneuvers;
(4) Cornering judgment;
(5) Cornering finesse;
(6) Stopping quickly in a curve;
(7) Hazard avoidance: swerving and stopping quickly;
(8) Multiple curves;
(9) Alcohol/drug effects.

(B) Such material shall not be taught out of sequence or modified by instructors unless authorized by the motorcycle Ohio coordinator or there are serious weather conditions.

(C) The BRC-2 shall have the following instructor to student ratio:

(1) One instructor may instruct no fewer than two students and no more than six students and six passengers. Two instructors shall instruct no more than twelve students and twelve passengers;

(2) The maximum capacity for on-cycle instruction is twelve students and twelve passengers.

(D) Students shall have a motorcycle endorsement or a motorcycle-only license prior to participating in range instruction.

(E) Instructors and students shall use their own motorcycles during the course. Private providers may allow use of private provider motorcycles.

(F) Every student participating in the BRC-2 range instruction must wear proper riding gear, which includes helmet and eye protection that is in compliance with Chapter 4501-17 of the Administrative Code, sturdy over-the-ankle footwear, long-sleeved shirt or jacket, sturdy full-length pants without holes or tears, and full-fingered gloves.

(G) Students successfully completing the BRC-2 shall be issued a completion card.

(H) Upon completion of the BRC-2, the provider shall submit, electronically, to the department, a student report form, in a format prescribed by the director.

Replaces: 4501-53-12
Effective: 04/21/2011
R.C. 119.032 review dates: 02/02/2016
Promulgated Under: 119.03
Statutory Authority: R.C. 4508.08
Rule Amplifies: R.C. 4508.08
Prior Effective Dates: 2/2/06

Ohio Administrative Code - 4501-53-14 Basic rider course for returning rider.

(A) The basic rider course for returning rider (BRC-RR) curriculum shall be approved by the director and shall include, at a minimum, the following topics:

    (1) A classroom portion that covers the following:

        (a) Street strategies;

        (b) Knowledge test;

        (c) Wrap-up.

    (2) A range portion that covers the following:

        (a) Matching gears to speed;

        (b) Stopping quickly;

        (c) Limited-space maneuvers;

        (d) Pressing to initiate lean;

        (e) Cornering judgment;

        (f) Negotiating curves;

        (g) Stopping quickly in a curve;

        (h) Obstacles and lane changes;

        (i) Avoiding hazards;

        (j) Skills practice;

        (k) Skill test.

    (3) Such material shall not be taught out of sequence or modified by instructors, unless authorized by the motorcycle Ohio coordinator.

(B) The BRC-RR shall have the following instructor to student ratio:

    (1) Classroom – one instructor may teach a maximum of twenty-four registered students;

(2) Range – one instructor may instruct no fewer than two students nor more than six students on motorcycles. Two instructors shall instruct no more than twelve students on motorcycles;

(3) The maximum capacity for on-cycle instruction is twelve students.

(C) Students shall have a valid temporary instruction motorcycle identification card (TIPIC), a motorcycle endorsement, or a motorcycle-only license prior to participating in range instruction.

(D) Unless otherwise approved by the department, the BRC-RR shall use training motorcycles provided by the provider with 100cc to 500cc engine displacement.

(E) Every student participating in the BRC-RR range instruction must wear proper riding gear, which includes helmet and eye protection that is in compliance with Chapter 4501-17 of the Administrative Code, sturdy over-the-ankle footwear, long-sleeved shirt or jacket, sturdy full-length pants without holes or tears, and full-fingered gloves.

(F) Students successfully completing the BRC-RR shall be issued a completion card for the purpose of course verification.

(G) Upon completion of the BRC-RR, the provider shall submit, electronically, to the department, a student report form, in a format prescribed by the director.

Effective: 04/21/2011
R.C. 119.032 review dates: 02/02/2016
Promulgated Under: 119.03
Statutory Authority: R.C. 4508.08
Rule Amplifies: R.C. 4508.08

Ohio Administrative Code - 4501-53-15 Advanced rider course.
(A) The advanced rider course (ARC) curriculum shall be approved by the director and shall include, at a minimum, five hours of range work in the following topics:

(1) Basic control;
(2) Quick stops;
(3) Stopping demonstration;
(4) Curve adjustments;
(5) Cornering and swerving;
(6) Multiple curves;
(7) Decreasing radius curves;
(8) Gap analysis and safety margins.

(B) Such material shall not be taught out of sequence or modified by instructors, unless authorized by the motorcycle Ohio coordinator.

(C) The ARC course shall consist of four hours of classroom activities. Classroom activities use small group discussions and interactive activities to address personal risk management strategies; options for cornering, braking, and swerving; and strategies to improve visual perception to identify collision traps.

(D) The ARC shall have the following instructor to student ratio:

(1) Classroom activities – one instructor may teach a maximum of twenty-four registered students;

(2) Range – one instructor may instruct no fewer than two students nor more than six students on motorcycles. Two instructors shall instruct no more than twelve students on motorcycles.

(3) The maximum capacity for on-cycle instruction is twelve students.

(E) Students shall have a valid motorcycle endorsement or a motorcycle-only license prior to participating in range instruction.

(F) Instructors and students shall use their own motorcycles during the course. Private providers may allow use of private provider motorcycles. Passengers are not permitted in the advanced rider course.

(G) Every student participating in the ARC range instruction must wear proper riding gear, which includes helmet and eye protection that is in compliance with Chapter 4501-17 of the Administrative Code, sturdy over-the-ankle footwear, long-sleeved shirt or jacket, sturdy full-length pants without holes or tears, and full-fingered gloves.

(H) Students successfully completing the ARC shall be issued a completion card for the purpose of course verification.

(I) Upon completion of the ARC, the provider shall submit, electronically, to the department, a student report form, in a format prescribed by the director.

Effective: 04/21/2011
R.C. 119.032 review dates: 02/02/2016
Promulgated Under: 119.03
Statutory Authority: R.C. 4508.08Rule Amplifies: R.C. 4508.08

Attachment 405f-3

Complete List of Counties in the State	Motorcycle Registrations by County		Approved Number of **Public** Training Ranges by County		Approved Number of **Private** Training Ranges by County		Training was offered in the county during the month selected:											
	Yes, there is a Training Site in the County	**No,** there is not a Training Site in the County	**Yes,** there is a Training Site in the County	**No,** there is not a Training Site in the County	**Yes,** there is a Training Site in the County	**No,** there is not a Training Site in the County	15-Jul	15-Aug	15-Sep	15-Oct	15-Nov	15-Dec	16-Jan	16-Feb	16-Mar	16-Apr	16-May	16-Jun
Adams		950		1		1												
Allen	3,898		1			1	6	6									1	4	4
Ashland		2,815		1		1												
Ashtabula	4,572		1			1	2	4	2								5	7	4
Athens	1,612		1			1	2		2								3	3	0
Auglaize		2,337		1		1												
Belmont		2,753		1		1												
Brown		1,894		1		1												
Butler	11,500		2			1	9	9	8	2						2	4	10	8
Carroll		1,545		1		1												
Champaign		1,765		1		1												
Clark	4,904		2			1	3										3	7	4
Clermont	7,814		1			1	2	6	2	3						1	8	7	4
Clinton	1,663		1			1	1	3	1								1	4	1
Columbiana	5,127		1			1	1	4	2								3	4	4
Coshocton		1,395		1		1												
Crawford		2,211		1		1												
Cuyahoga	27,265		5			1	26	27	14	16	2						29	30	34
Darke		2,918		1		1												
Defiance	1,626		1			1													4
Delaware	5,932		2		2		9	15	5	3							16	14	11
Erie		3,514		1		1												
Fairfield		5,879		1		1												
Fayette		1,105		1		1												
Franklin	25,995		3		1		11	8	19	16						7	25	36	11
Fulton		2,227		1		1												
Gallia	1,104		1			1	0	0	1	1						3	1	1	3
Geauga		4,362		1		1												
Greene	5,717		1		1		7	11	5	2							11	9	9
Guernsey		1,572		1		1												
Hamilton	17,333		2			1	6	15	8	9						4	18	17	13
Hancock		2,978		1		1												
Hardin		1,191		1		1												
Harrison		667		1		1												
Henry	1,232			1	1		1	5	2	1							1	4	
Highland		1,504		1		1												

| Complete List of Counties in the State | Motorcycle Registrations by County | | Approved Number of **Public** Training Ranges by County | | Approved Number of **Private** Training Ranges by County | | Training was offered in the county during the month selected: | | | | | | | | | | | |
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	15-Jul	15-Aug	15-Sep	15-Oct	15-Nov	15-Dec	16-Jan	16-Feb	16-Mar	16-Apr	16-May	16-Jun
Hocking		1,397		1		1												
Holmes		1,064		1		1												
Huron		2,730		1		1												
Jackson		1,174		1		1												
Jefferson		2,502		1		1												
Knox	2,615		1			1										3	2	
Lake	8,770		3		1		7	9	6	1						12	14	7
Lawrence		2,399		1		1												
Licking	7,014		1			1	3	0	2						2	1	5	3
Logan	2,405		1			1										1	2	
Lorain	11,304			1	1		4	3	3	1						2	4	
Lucas	11,053		1		1		6	7	6	5					2	7	6	3
Madison		1,738	1			1												
Mahoning	7,968		1		1		3	4	2							4	3	
Marion		2,702	1			1												
Medina		8,043	1			1												
Meigs		1,098	1			1												
Mercer		2,048	1			1												
Miami	4,956		2				9	16	9	11	6				7	11	18	14
Monroe		692	1			1												
Montgomery	15,347		1		1		1	1	1							2	1	1
Morgan		635	1			1												
Morrow		1,707	1			1												
Muskingum	3,591		1			1										2	1	1
Noble		485	1			1												
Ottawa		2,213	1			1												
Paulding		866	1			1												
Perry		1,494	1			1												
Pickaway		2,490	1			1												
Pike		781	1			1												
Portage	6,946		1			1	6	5	4							6	1	7
Preble		2,238	1			1												
Putnam		1,340	1			1												
Richland	5,234		1			1	2	5	3	2						1	4	4
Ross	2,744		1			1	5	6	4	1					2	5	4	6
Sandusky	3,205		1			1	6	5	4	2					2	7	8	7
Scioto		2,582	1			1												
Seneca		2,522	1			1												
Shelby		2,244		1		1												

Complete List of Counties in the State	Motorcycle Registrations by County		Approved Number of **Public** Training Ranges by County		Approved Number of **Private** Training Ranges by County		Training was offered in the county during the month selected:											
	Yes, there is a Training Site in the County	**No,** there is not a Training Site in the County	**Yes,** there is a Training Site in the County	**No,** there is not a Training Site in the County	**Yes,** there is a Training Site in the County	**No,** there is not a Training Site in the County	15-Jul	15-Aug	15-Sep	15-Oct	15-Nov	15-Dec	16-Jan	16-Feb	16-Mar	16-Apr	16-May	16-Jun
Stark	14,254		1			1	2	3	3							3	3	3
Summit	17,350		1		1		6	11	4							8	9	8
Trumbull	9,126		1			1	2	5	3							3	4	4
Tuscarawas	4,516		1		1		7	4	4	1					2	8	12	4
Union	2,759			1	1		3	4	4	3	1					4	5	
Van Wert		1,297	1			1												
Vinton		502	1			1												
Warren		7,283	1			1												
Washington	2,481		1			1	3	3	4							4	4	3
Wayne		4,722	1			1												
Williams		1,714	1			1												
Wood	4,612		1			1	5	8	3	4						7	8	4
Wyandot		1,224	1			1												
Totals	275,544	111,508	45	56	13	75	166	212	140	84	9	0	0	0	34	230	275	193

32 counties have 45 public training sites. 12 counties have 13 private training sites.
Total of 37 out of 88 counties have either a public or a private training site.

275,544 out of 387,052 (71.2%) of registered motorcycles are in counties with public and/or private training locations.

Attachment 405f-4

Certified Motorcycle Ohio Instructors

Name	Name	Name
William Abbott	Jason Borchers	Lynn Cummins
Maria Abbott	Timothy Brandt	Jerry Cummins
Myalee Abbott	Janine Brandt-Lehoty	Rik Davis
Stephen Adams	Gregory Bright	James Dawson
Douglas Anderson	Robert Brookman	Kennet Dejesus
Donald Andreano	Jill Brown	Lewis Derr
Steven Andreano	Kenneth Brown	Dominic Desantis
Daryl Apple	Robert Brown	Michael Desch
Cecile Armbrust	Jerold Bruce	Shawn Dockery
Missy Armstrong	David Bucci	Patrick Donahue
David Arthur	Scott Burr	Carl Dorsey
Janette Bair	Gene Bustle	Michael Eaton
Courtney Barefoot	Jeffery Caldwell	Vernon Ebert
Michael Barefoot	Steven Caley	H.T. Edwards
Chris Barnett	Donald Calvert	Kenneth Eggers
Vincent Bartlomain	Steven Centofanti	Charlene Ehlke
Robert Baughman	Dakota Clark	Kari Engen
Chester Baxter III	Pete Cline	Linda English
Dennis Beam	Richard Cole Jr.	Ken Farabaugh
James Beard	Joseph Coleman	James Fee
Donald Becker	Janet Colucci	Steve Fickenworth
Michele Benedict	Michael Costello	Gary Fisher
Timothy Berridge	Frank Covucci	Joshua Fisher
Alisa Betz	Allan Cowie	Andrew Ford
Craig Betz	Timothy Coyne	Dennis Foxvog
Richard Beverley	Randall Craig	Michael Frohnapfel
Michael Blankenship	Kyle Crippen	Mark Gainer
Josee Boal	Walter Crosby	Paul Gains
Joseph Boal	Dale Crutchman	Philip Gauer
Mark Bookbinder	Martez Cuff	David George
Name	Name	Name
James Gibson	Daniel Hobson	Alayne Lucas
James Gierlach	Charles Hoying	Brian Malavich
Ris Gilad	Ken Hudnall	Michael Maleckar
Kay Gilletly	Nikole Huffman	Richard Manoukian
Laura Giterman	John Iacovacci	Theodore Mansfield
Darlene Glass	Paul Jacques	Robert Maple
Larry Gnepper	Kenneth Howell	Jose Martinez
Michael Graham	Ray Jasko	Michelle Matheron

Name	Name	Name
Ernie Gresh	Victoria Johnson	Arnie McBride
Ralph Griesinger	Wyn Jones	Michael McCue
Catherine Gustafson	William Jones	Eugene McCullough
Bradley Habbe	James Judge	Kevin McDaniel
Harry Hakenson Jr.	Jordan Karim	Brian McNeil
Harold Hamilton	Earl Kessinger	Jeffery McNett
Steven Hammer	James Kestel	William Meister Jr.
William Hammonds II	Adam Kidder	Michael Mekinda
Phillip Hatton	Gary Klann	Terry Mitchell
Jacob Hawkins	Michael Klem	Gilbert Moore
Kit Hedges	Margaret Kline	J. Scott Mootz
George Hellinger	Jesse Koehler	Dwight Morton
James Hellriegel	Frank Koran	William A. Murar
Brian Henderson	John Kormanik	William J. Murar
Anthony Henderson	Edith Kratz	Charles Murray
Christopher Henegar	Charles Kunkel	Linda Nijakowski
Fermin Heras	Ronald Kuszmaul	Matthew Noll
Charles Hewitt	Matthew Kyle	Elaine Nutt
Arthur Hill	Robert Lacrosse	John O'Dell
Sherry Hill	John Lariccia	Randal Parmenter
Gregory Hohloch	Theresa Leighliter	Sherry Patton
Russ Holly	Daniel Lewis	Terry Peirano
Jesse Hopkins	John Lord	Joseph Petrek III
Paul Howard	Gregory Lowry	Patrick Popovich
Name	Name	Name
Chris Powell	Jane Shaw	Robert Thaxton
Douglas Powell	Wendal Shaw	Larry Tobias
Michael Reeder	John Smiley	L'nard Tufts
Thomas Reid	Leslie Smith	Darrell Uppole
Gerald Retkofsky	Todd Smith	Kenneth Varady
Elaine Rhoads	Richard Smith	Richard Wakefield
Sheri Richards	Bradley Smith	Nicole Waldren
Gerald Richards	Mary Kaye Speckhart	Robert Wark
Brian Rinehart	Gary Staats	Cecil Warriner
Annette Roahrig	Timothy Stahlberg	Robert Weiskittel
Jeffry Roos	LG Staker	Christopher Wenzel
James Rose	Roger Steinbrunner	Christopher Wesolowski
Lori Rosenberger	William Steinke	James Wiblin
Jeffrey Russo	Marla Stephens	Clement Willis
Anthony Rybka	Russell Stine	Bernard Willis II
Susan Rzepka	Chuck Stiteler	Michael Wilson

Name	Name	Name
Michael Salminen	James Svetek	Heather Wilson
Douglas Sams	William Swartz	Daniel Woerner
Doug Schiefer	Richard Swartz	Gary Wolf
Deborah Schultz	Mark Szymanski	Leslie Wolfe
Teresa Schulz	Duane Szymanski	Gary Wollet
Kenneth Schulz	James Taylor	Dawn Wooley
Stephen Severance	Fay Taylor	Margaret Wraight
Valerie Sharritts	Robert Thatcher	Robert Zaugg Jr.

Instructor Certification

Ohio Administrative Code - 4501-53-03 Instructor qualifications for certification to teach.
(A) The department shall certify an individual to teach the BRC if the individual meets the following conditions:
 (1) Submits to the department a completed application on a form approved by the director.
 No applicant shall submit an application that contains false or misleading information;
 (2) Possesses a high school diploma or GED;
 (3) Possesses a current first aid card and a current CPR card or equivalent;
 (4) Is currently an experienced motorcycle operator, licensed for at least three years preceding the date of the application with a valid motorcycle endorsement, and currently rides a motorcycle on a regular basis;
 (5) Has a driving record free of any of the following:
  (a) Three or more chargeable crashes within the three years preceding the date of application;
  (b) Three or more moving violation convictions under Chapter 4511. of the Revised Code, or equivalent convictions from another jurisdiction, within the three years preceding the date of application;
  (c) An accumulation of more than five points under Chapter 4510. of the Revised Code, or equivalent action from another jurisdiction, within the three years preceding the date of application;
  (d) A twelve-point administrative action under section 4510.037 of the Revised Code, or equivalent action from another jurisdiction, within the ten years preceding the date of application;
  (e) A suspension under section 4511.19 of the Revised Code, or equivalent conviction from another jurisdiction, within ten years preceding the date of application.
 (6) Successfully completes an instructor preparation course approved by the director;
 (7) Successfully completes the BRC within the two calendar years preceding the date the instructor preparation course is being offered;
 (8) Upon request, submits a criminal abstract provided and dated by the bureau of criminal identification and investigation within forty-five days of such request;
 (9) Has not been convicted of, pled guilty to, had a judicial finding of guilt for, or had a judicial finding of eligibility for treatment in lieu of conviction for, any of the following:
  (a) Any felony;
  (b) A misdemeanor involving moral turpitude;

(c) A misdemeanor of the first or second degree which is reasonably related to a person's ability to serve safely and honestly in connection with a motorcycle training course;

(d) A violation of any federal, state, county, or municipal narcotics law;

(e) Any act committed in another state or jurisdiction that, if committed in Ohio, would constitute a violation set forth in this paragraph.

(10) Has not been adjudicated mentally incompetent by a court of law;

(11) Does not engage in the illegal use of controlled substances, alcohol, or other habit-forming drugs or chemical substances while performing the duties of a motorcycle instructor;

(12) Has not committed fraud or material deception in applying for, or obtaining, certification to teach under this chapter;

(13) Upon request, provides an original signed statement from the applicant's physician, on the physician's letterhead, certifying that the applicant is mentally and physically capable of providing motorcycle safety instruction;

(B) In addition to meeting the requirements in paragraphs (A)(1) to (A)(5) and (A)(8) to (A)(13) of this rule, motorcycle instructors certified by another state or military motorcycle safety program, who have successfully completed an instructor preparation course and the BRC, shall successfully complete a special MO training session conducted by an MO chief instructor.

(C) The department may access an applicant's driving record to verify that the applicant meets the requirements of this rule.

(D) The department may observe and evaluate all aspects of the conduct of any course.

(E) An individual's certification to teach shall expire on December thirty-first of the year of certification, and may be renewed annually upon application to the department pursuant to rule 4501-53-05 of the Administrative Code.

(F) The department shall certify an individual to teach the BRC-2, BRC-RR, and/or ARC if the individual meets the conditions of paragraphs (A)(1) to (A)(6) and (A)(8) to (A)(13) of this rule and the individual attends a course specific workshop or training course provided by the department.

Effective: 04/21/2011
R.C. 119.032 review dates: 02/02/2011 and 02/02/2016
Promulgated Under: 119.03
Statutory Authority: R.C. 4508.08
Rule Amplifies: R.C. 4508.08
Prior Effective Dates: 9/26/03 (Emer.), 12/26/03, 2/2/06

Ohio Administrative Code - 4501-53-04 Instructor professional standards.
Each instructor certified to teach pursuant to this chapter shall maintain and convey the following professional standards:

(A) Provide training that conforms to standards of other persons certified to teach under similar circumstances;

(B) Wear proper riding gear while traveling to, from, and during teaching MO courses, attending MO functions, or whenever any MO logo clothing is worn. Proper riding gear includes helmet and eye protection that is in compliance with Chapter 4501-17 of the Administrative Code, sturdy over-the-ankle footwear, long-sleeved shirt or jacket, sturdy full-length pants without holes or tears, and full-fingered gloves;

(C) Maintain an alcohol-free and drug-free course environment;

(D) Conduct themselves in a professional manner, including appearance and behavior, and not discriminate in the provision of motorcycle training on the basis of race, color, religion, sex, or national origin;

(E) Provide instruction within the scope of the instructor's certification to teach in accordance with this chapter;

(F) Consistently demonstrate a standard of knowledge and competency that at least meets the minimal level required under the instructor's certification to teach;

(G) Report to the department any suspicion or knowledge of a violation of this chapter or the failure of any motorcycle training provider to conform to the rules of this chapter;

(H) Report to the department in writing within ten days of the occurrence of any of the following events;

> (1) The instructor receives a moving traffic violation;
>
> (2) The instructor is involved in a chargeable crash;
>
> (3) The instructor is convicted of an offense that assesses points against the instructor's driver's license;
>
> (4) The instructor receives any license suspension, cancellation, or revocation;
>
> (5) The instructor is convicted of any criminal offense listed in this chapter.

(I) Refrain from misrepresenting the instructor's professional qualifications or credentials or committing fraud in conducting a motorcycle training course or in obtaining certification to teach;

(J) Refrain from conducting for compensation private training regarding motorcycle use on public streets and highways;

(K) Complete additional BRC, BRC-RR, BRC-2, or ARC instructor training as requested by the department, including the annual instructor workshop;

(L) Maintain a current first aid card and a current adult CPR card . Present valid, dated cards upon request and/or sign the annual application for verification of cards.

Effective: 04/21/2011
R.C. 119.032 review dates: 02/02/2011 and 02/02/2016
Promulgated Under: 119.03
Statutory Authority: R.C. 4508.08
Rule Amplifies: R.C. 4508.08
Prior Effective Dates: 9/26/03 (Emer.), 12/26/03, 2/2/06

Ohio Administrative Code - 4501-53-05 Renewal of certification to teach.

(A) Each instructor seeking renewal of the instructor's certification to teach shall, within thirty days of the expiration date of the current certification period, submit a renewal application to the department on a form prescribed by the director.

(B) Renewal applications received more than thirty days after the expiration date of the last certification period shall not be considered valid, and the applicant shall complete a new application in accordance with rule 4501-53-03 of the Administrative Code.

(C) The application for renewal shall be signed, dated, and shall contain a statement affirming that the applicant meets the requirements for certification to teach set forth in this chapter.

(D) The department shall renew certification to teach issued under this chapter for any instructor who meets the following:

> (1) Satisfies the requirements for certification to teach as set forth in rules 4501-53-03 and 4501-53-04 of the Administrative Code;
>
> (2) Has taught in Ohio, per the "Motorcycle Ohio Policy and Procedure Manual" (2011), the minimum number of basic rider courses for MO during the most recent certification period . This requirement may be waived for good cause upon approval of the department. The "Motorcycle Ohio Policy and Procedure Manual" (2011) may be electronically accessed at http://www.motorcycle.ohio.gov/index.stm.
>
> (3) Upon request, submits a criminal abstract provided and dated by the bureau of criminal identification and investigation within forty-five days of such request.

(E) In addition to the requirements listed in paragraph (D) of this rule, a BRC-2 instructor shall also, within the past three years, have taught at least one BRC-2 or attended a BRC-2 update provided by the department.

Effective: 04/21/2011
R.C. 119.032 review dates: 02/02/2011 and 02/02/2016
Promulgated Under: 119.03
Statutory Authority: R.C. 4508.08
Rule Amplifies: R.C. 4508.08
Prior Effective Dates: 9/26/03 (Emer.), 12/26/03, 3/24/06

Ohio Administrative Code - 4501-53-06 Private provider qualifications for certification of approval.
(A) All motorcycle training courses taught pursuant to section 4508.08 of the Revised Code shall be taught through an approved provider by an instructor certified to teach under this chapter.
(B) A private agency, corporation, or organization seeking to become an approved private provider shall submit a completed application to the department, on a form approved by the director, which demonstrates compliance with this rule.
> (1) No authorized official shall submit an application that contains false or misleading information;
> (2) The site coordinator shall submit with the application a criminal abstract provided and dated by the bureau of criminal identification and investigation not more than sixty days prior to the date the director receives the application. If there is no designated site coordinator, the authorized official must submit such criminal abstract.

(C) The department shall issue a private provider certification of approval to any applicant who demonstrates that the motorcycle training course for which it seeks approval meets the following requirements:
> (1) The established place of business is owned, leased, or rented by the private provider;
> (2) A private provider maintains at least one fixed geographic location in which a training site is operated and where training is conducted, at least one office in a fixed geographic location where records are maintained, and at least one classroom where students are instructed:
>> (a) The use of a mobile or modular structure as a training facility is prohibited unless the structure is installed on a permanent foundation;
>> (b) Neither a private provider nor its office shall consist of a house trailer, tent, temporary stand, post office box, rooming house, or apartment;
>> (c) Neither a private provider nor its office shall be located within a residence or a room in a hotel or motel;
>> (d) No private provider may share any office or classroom with any other provider unless the same person owns both.
> (3) The private provider's office meets the following standards:
>> (a) Has adequate space to maintain the required records;
>> (b) Has a permanent wall of sufficient construction to prevent distractions and noise in the classroom. If no permanent wall exists, the office shall remain closed for business during classroom instruction;
>> (c) Is located in the same county as, or in a county adjacent to, the provider for which student records are being stored.
> (4) The private provider's classroom meets the following standards:
>> (a) Comfortably accommodates at least twelve students and two instructors, and has sufficient space to contain tables and chairs or desks for all students;

(b) Is equipped with a variety of audio and visual training aids that support the course curriculum;

(c) Is reasonably free of visible and audible distractions and presents an atmosphere adequate for learning;

(d) Has a clean and functional restroom that is available for student use within its facility;

(e) Conforms to all federal, state, and local fire, building, and safety regulations.

(5) Range instruction occurs on a suitable riding range, owned or leased by the provider, which shall consist of the following:

(a) A surface of asphalt or concrete approximately two hundred feet by three hundred feet in size, which is free from obstructions, loose gravel and debris, is capable of being blocked off from all vehicular and pedestrian traffic, and is marked to provide a clear path of travel for the students and visible cone positions for the instructor.

(6) The private provider assumes responsibility, or designates such responsibility to a site coordinator, for the following:

(a) Administration and operation of the motorcycle training course;

(b) Ongoing review and evaluation of the course content, instructors, and student performance;

(c) Assignment of instructors and scheduling of program courses;

(d) Preparation or approval of all documents required to be submitted to the department;

(e) Assuring the adequacy of all course training materials.

(f) Assuring the safe operating condition of all motorcycles used by students in the BRC or BRC-RR.

(7) The course meets the curriculum requirements as set forth in this chapter;

(8) The private provider has a sufficient number of certified BRC/ BRC-2instructors to ensure that student:teacher ratios for all courses, taught at their facility, comply with this chapter;

(9) The private provider submits written course policies and procedures for the director's approval, including all of the following:

(a) Curriculum listed by topics;

(b) Instructor requirements;

(c) Student/teacher ratio;

(d) Insurance provider and limits in compliance with rule 4501-53-13 of the Administrative Code.

(e) Attendance requirements;

    (i) Tardiness;

    (ii) Course completion;

    (iii) Make-up.

(f) ADA policy administration;

(g) Registration;

    (i) Refund;

    (ii) Walk-in.

(h) Use of student-owned motorcycles in the BRC and BRC-RR;

(i) Record keeping;

(j) Course evaluation;

(k) Student eligibility requirements;

(l) Harassment and discrimination policies;

(m) Complaint procedures.

(D) A certificate of approval issued under this rule shall expire on December thirty-first of the year the certificate is issued and may be renewed annually upon application to the department pursuant to rule 4501-53-09 of the Administrative Code.

Effective: 04/21/2011
R.C. 119.032 review dates: 02/02/2011 and 02/02/2016
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Rule Amplifies: R.C. 4508.08
Prior Effective Dates: 9/26/03 (Emer.), 12/26/03, 2/2/06

Ohio Administrative Code - 4501-53-07 Public provider qualifications for certification of approval.
(A) All motorcycle training courses taught pursuant to section 4508.08 of the Revised Code must be taught through an approved provider by an instructor certified to teach under this chapter of the Administrative Code.
(B) To become an eligible public provider, a public agency or recognized training facility must follow state procurement procedures, including grant application procedures, as administered by the department.
> (1) No authorized official shall submit a grant application that contains false or misleading information;
> (2) The authorized official shall submit with the grant application a criminal abstract provided and dated by the bureau of criminal identification and investigation not more than sixty days prior to the date the director receives the grant application.

(C) A certification of approval issued under this rule shall expire on December thirty-first of the calendar year in which the grant was approved.

Effective: 04/21/2011
R.C. 119.032 review dates: 02/02/2011 and 02/02/2016
Promulgated Under: 119.03
Statutory Authority: R.C. 4508.08
Rule Amplifies: R.C. 4508.08
Prior Effective Dates: 2/2/06

Ohio Administrative Code - 4501-53-09 Renewal of private provider certification of approval.
(A) Each private provider seeking renewal of certification of approval shall have its authorized official submit a renewal application to the department on a form prescribed by the director.
(B) If a renewal application is not postmarked or received by the department at least thirty days prior to the expiration of the current approval period, the authorized official must submit an original application in accordance with rule 4501-53-06 of the Administrative Code.
(C) The renewal application shall be signed, dated, and shall contain a statement affirming that the private provider meets the requirements for a certification of approval.
(D) The department shall renew a certification of approval if all of the following apply:
> (1) The application for renewal is completed and submitted to the department no later than the thirtieth day prior to expiration of the current approval period;
> (2) The course remains in compliance with the requirements for approval as set forth in this chapter, and with the private provider's written policies and procedures as approved by the director.
> (3) Upon request, the site coordinator submits a criminal abstract provided and dated by the bureau of criminal identification and investigation within forty-five days of such

request. If there is no designated site coordinator, the authorized official shall submit such criminal abstract.

(E) In considering an application for renewal of certification of approval, the department may consider any information relevant to the requirements for approval as set forth in this chapter and Chapter 4508. of the Revised Code.

Effective: 04/21/2011
R.C. 119.032 review dates: 02/02/2011 and 02/02/2016
Promulgated Under: 119.03
Statutory Authority: R.C. 4508.08
Rule Amplifies: R.C. 4508.08
Prior Effective Dates: 9/26/03 (Emer.), 12/26/03, 2/2/06

Ohio Administrative Code - 4501-53-11 Provider professional standards.
(A) A provider's authorized official and site coordinator, if applicable, shall report to the department any suspicion or knowledge of a violation of this chapter or failure of any instructor to conform to the rules in this chapter or Chapter 4508. of the Revised Code.
(B) The conviction of an authorized official or site coordinator of a felony, or an equivalent conviction from another jurisdiction, or any misdemeanor of the first or second degree which is reasonably related to a person's ability to serve safely and honestly in connection with a motorcycle training program, or an equivalent conviction from another jurisdiction, shall be grounds to deny issuing or renewing a certificate or grounds for suspending or revoking a previously issued certificate.

R.C. 119.032 review dates: 02/02/2011 and 02/02/2016
Promulgated Under: 119.03
Statutory Authority: R.C. 4508.08
Rule Amplifies: R.C. 4508.08
Prior Effective Dates: 9/26/03 (Emer.), 12/26/03, 2/2/06

Attachment 405f-5

Motorcycle Ohio Quality Control

Peer Observer - The Peer Observer Program is a resource provided to motorcycle safety Instructors. It provides a link in creating and maintaining a quality rider education program by assisting each individual Instructor in developing exceptional teaching capabilities.
The purpose of the program is to: A) identify the Instructor's teaching strengths and encourage their continued use to benefit the students; B) identify areas needing improvement to enhance the Instructor's capabilities; C) provide the observer, as well as the Instructor, with opportunities for professional growth; and D) improve the Instructors and the program through shared experiences and constructive feedback.
Peer Observers are active Motorcycle Ohio Instructors who are trained in peer observer techniques and guidelines. Peer Observers must be on the certified list of Motorcycle Ohio Instructors.

Assisting with an IPC - Motorcycle Ohio certified Instructors, who volunteer, are selected by MO to assist the Chief Instructors with Instructor prep courses, as needed. This experience helps to strengthen the Instructors' knowledge and teaching skills by performing demonstrations, model teaching to the Instructor candidates and may teach the basic course during the student teaching weekend.

Chief Instructor Evaluation - Chief Instructors are available to assist MO in performing evaluations with Instructors who are experiencing difficulty in teaching either the classroom or range. The goal of the Chief Instructor, on any visit to a course, is to help MO Instructors correct problem areas and enhance the Instructor's capabilities.

Specialized Workshops - Upon occasion, Motorcycle Ohio may make workshops available to address topics of interest or areas of concern for Instructors. These workshops may be regional or statewide in scope. The purpose of the workshops is to provide a better understanding of program services and course instruction.

Motorcycle Ohio holds a mandatory Instructor Refresher Workshop every year. Each instructor has to attend in order to keep their certification to teach in Ohio.

Program Evaluation
The ODPS, at its discretion, may initiate inquiries of students, former students or employees in any course in order to evaluate the effectiveness of the course or investigate information concerning problems or complaints. Additionally, MO may conduct training facility and Instructor evaluations. Evaluation visits may be announced or unannounced.

Ohio Administrative Code - 4501-53-08 Provider inspections.
(A) All provider facilities may be inspected at any time by the department for compliance with the rules set forth in this chapter. The provider's authorized official or site coordinator shall make any records accessible to the department for copying.
(B) Providers found to be in non-compliance with any rule of this chapter shall be notified by the department and directed to come into compliance by the next motorcycle training session.

(C) Providers found to be in non-compliance on subsequent inspections for the same infraction may have disciplinary action taken against the provider's certification pursuant to an adjudicatory hearing under Chapter 119. of the Revised Code;

(D) The director may observe and evaluate courses of instruction at any time to ensure compliance with the rules set forth in this chapter.

Replaces: former 4501-53-07
R.C. 119.032 review dates: 02/02/2011 and 02/02/2016
Promulgated Under: 119.03
Statutory Authority: R.C. 4508.08
Rule Amplifies: R.C. 4508.08
Prior Effective Dates: 9/26/03 (Emer.), 12/26/03, 02/02/06

Ohio Administrative Code - 4501-53-10 Administrative actions.

(A) The director, pursuant to an adjudicatory hearing under Chapter 119. of the Revised Code, may deny any application for certification when the director determines an applicant, instructor, or provider may have violated any of the provisions of this chapter or Chapter 4508. of the Revised Code.

(B) The director, pursuant to an adjudicatory hearing under Chapter 119. of the Revised Code, may issue a written reprimand, or suspend, revoke, or place on probationary status certification issued by the department under this chapter if the director discovers an applicant, instructor, or provider has violated any provision of this chapter or Chapter 4508. of the Revised Code.

Replaces: former rule 4501-53-09
R.C. 119.032 review dates: 02/02/2011 and 02/02/2016
Promulgated Under: 119.03
Statutory Authority: R.C. 4508.08
Rule Amplifies: R.C. 4508.08
Prior Effective Dates: 9/26/03 (Emer.), 12/26/03, 2/2/06

Attachment 405f-6

To Whom It May Concern:

The Ohio Traffic Safety Office worked with Motorcycle Ohio to develop the "Look Out for Motorcycle" campaign. Both sections within the Ohio Department of Public Safety continue to work together to implement this project. This letter is to satisfy the requirement for coordination on development of the motorcyclist awareness program for 23 CFR 1200.25.

Sincerely,

Thomas P. Charles, Director
Ohio Department of Public Safety

2014 Motorcycle Crashes Ranked by County

Rank	County	Population	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
1	Franklin	1,163,414	11	226	84	321
2	Cuyahoga	1,280,122	9	230	76	315
3	Hamilton	802,374	4	166	66	236
4	Summit	541,781	9	136	52	197
5	Montgomery	535,153	8	118	29	155
6	Lucas	441,815	4	101	46	151
7	Stark	375,586	4	91	36	131
8	Butler	368,130	4	83	24	111
9	Lorain	301,356	2	55	16	73
10	Clermont	197,363	4	51	17	72
11	Trumbull	210,312	1	49	22	72
12	Mahoning	238,823	6	47	14	67
13	Delaware	174,214	2	49	10	61
14	Richland	124,475	4	46	11	61
15	Licking	166,492	2	37	19	58
16	Greene	161,573	1	47	9	57
17	Medina	172,332	3	40	11	54
18	Lake	230,041	0	38	14	52
19	Tuscarawas	92,582	1	43	8	52
20	Warren	212,693	1	42	8	51
21	Clark	138,333	2	41	6	49
22	Portage	161,419	1	38	8	47
23	Ashtabula	101,497	0	36	6	42
24	Columbiana	107,841	2	35	5	42
25	Erie	77,079	0	25	16	41
26	Fairfield	146,156	5	29	7	41
27	Wood	125,488	0	36	4	40
28	Ross	78,064	1	29	7	37
29	Allen	106,331	1	25	10	36
30	Muskingum	86,074	4	25	7	36
31	Scioto	79,499	1	28	7	36
32	Miami	102,506	1	20	14	35
33	Wayne	114,520	4	27	3	34
34	Geauga	93,389	5	25	2	32
35	Knox	60,921	2	19	8	29
36	Darke	52,959	2	15	11	28
37	Hancock	74,782	1	22	4	27
38	Hocking	29,380	0	26	1	27
39	Sandusky	60,944	1	23	1	25
40	Belmont	70,400	1	17	5	23
41	Holmes	42,366	1	21	1	23
42	Washington	61,778	1	18	4	23
43	Logan	45,858	0	14	8	22
44	Athens	64,757	1	18	1	20
45	Clinton	42,040	0	18	2	20
46	Guernsey	40,087	0	17	3	20

Rank	County	Population	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
47	Preble	42,270	2	13	5	20
48	Auglaize	45,949	1	13	5	19
49	Seneca	56,745	0	15	4	19
50	Union	52,300	0	14	5	19
51	Brown	44,846	0	14	4	18
52	Defiance	39,037	1	12	5	18
53	Ashland	53,139	0	15	2	17
54	Lawrence	62,450	0	17	0	17
55	Pickaway	55,698	0	14	3	17
56	Champaign	40,097	0	10	6	16
57	Shelby	49,423	0	12	4	16
58	Fulton	42,698	0	14	1	15
59	Gallia	30,934	0	12	3	15
60	Jefferson	69,709	2	6	7	15
61	Ottawa	41,428	1	11	2	14
62	Coshocton	36,901	1	11	1	13
63	Morgan	15,054	0	9	3	12
64	Marion	66,501	1	8	2	11
65	Morrow	34,827	0	8	3	11
66	Adams	28,550	0	10	0	10
67	Fayette	29,030	0	10	0	10
68	Highland	43,589	0	10	0	10
69	Williams	37,642	2	5	3	10
70	Meigs	23,770	0	9	0	9
71	Monroe	14,642	2	5	2	9
72	Van Wert	28,744	0	8	1	9
73	Wyandot	22,615	0	8	1	9
74	Carroll	28,836	1	5	2	8
75	Madison	43,435	0	7	1	8
76	Mercer	40,814	0	7	1	8
77	Perry	36,058	0	7	1	8
78	Crawford	43,784	0	5	2	7
79	Harrison	15,864	0	6	1	7
80	Henry	28,215	0	6	1	7
81	Huron	59,626	0	5	2	7
82	Putnam	34,499	0	5	2	7
83	Jackson	33,225	0	3	3	6
84	Vinton	13,435	2	3	1	6
85	Noble	14,645	1	3	0	4
86	Hardin	32,058	0	2	1	3
87	Paulding	19,614	0	2	1	3
88	Pike	28,709	0	2	0	2
	OHIO	**11,536,504**	**134**	**2703**	**814**	**3651**

Attachment 405f-8

Motorcycle Safety Strategic Planning Work Group

This work group was established in 2005 to provide input on development of the motorcycle safety strategic plan. The Ohio Department of Transportation (ODOT), the Ohio State Highway Patrol (OSHP), Miami University, motorcycle dealers, the American Motorcyclist Association (AMA), motorcyclist organizations, and motorcycle-related businesses will continue to participate in the meetings and assist with implementation of the strategic plan in FFY2014. The group continues to meet twice a year; once prior to the riding season and again in the middle of the season. Topics discussed include: engineering issues, enforcement issues, current legislation, awareness and crash trends.

Strategic Communication Plan

Below is the 2016 Media Plan. FFY2017's media plan will be similar. Once the final comprehensive paid media plan is developed, it will be submitted to NHTSA for review prior to implementation. The plan will be adjusted based upon feedback from NHTSA's media buyer, Ohio's current crash data and information received from the 2014 telephone survey analysis. The locations have been highlighted (beginning on page Attachment 405f-9 Page 20) to show the plan is designed to educate motorists in those jurisdictions where the incidence on motorcycle crashes is highest. The plan refers to cities; see the chart below for the county to compare.

City	County
Cleveland	Cuyahoga
Columbus	Franklin
Cincinnati	Hamilton
Toledo	Lucas

Major metropolitan media markets cover the top 13 counties in attachment 405f-7.

Ohio Department of Public Safety
November 2015-September 2016 Media Plans

Campaign	Flight	Media Budget
Click it or Ticket – November 2015	November 2-29, 2015	$200,000
Holiday Impaired	December 16–Jan. 2, 2016	$200,000
Distracted Driving	April 7-16, 2016	$100,000
Click it or Ticket	May 16-30, 2016	$500,000
Motorcycle		
Share the Road	April 17-September, 2016	$200,000
Other (Impaired)	April-September 2016	$200,000 $400,000
Sustained		
Seat Belt	April – September 2016	$400,000
Impaired Driving	January – September 2016	$500,000
Incl. 2/7 Super Bowl, 3/17 St. Patricks Day & 7/4 Summer Campaigns		$900,000
Fall Impaired	August 17-Sept 5, 2016	$500,000
GRAND TOTAL		**$2,800,000**

Ohio Department of Public Safety
Media Recommendation
"Click It or Ticket" (CIOT)
November 2-29, 2015

Submitted:
October 29, 2015

The following recommends a media investment strategy to support an advertising program on behalf of the Ohio Public Safety's seat belt safety initiative, *Click It or Ticket* (CIOT). The general objective of the advertising program is create awareness of the benefits of seat belt usage statewide at a sufficient level that will not only save lives and support enforcement efforts in November, but will also provide measurable results of increased seat belt usage.

Givens

The following parameters have been agreed to:

- The total budget will not exceed $200,000
- The advertising should provide coverage throughout the state of Ohio
- Flight weeks are *November 1-29 with emphasis leading up to and through the Thanksgiving Holiday*
- Creative units available include a: 30 television and radio spot and digital display and video.
- PSA units (unpaid media) will be negotiated to at least match the paid schedule

Target Audience

The target audience has been identified as Men 18-34 years of age throughout the state of Ohio. Qualitative research information has generally identified the younger men (16-24 years) within this demographic as the most "high risk" drivers and passengers. These men are also less likely to use safety belts if they travel in pick-up trucks, consume alcohol, or ride at night time and/or are African American and Latino males.

Markets

The major markets of Cleveland (32%), Columbus (20%) and Cincinnati (20%) comprise 73% of the television homes in Ohio.   The smaller Ohio markets will only be included as budget permits.

Market	2015 TV Homes	% Ohio
Cincinnati	876,290	20%
Cleveland-Akron-Canton	1,469,190	33%
Columbus	913,550	20%
Major Markets	3,259,030	**73%**
Dayton	466,930	10%
Toledo	403,700	9%
Youngstown	253,470	6%
Lima Also covered by Dayton & Columbus	67,390	2%
Zanesville Also covered by Columbus	32,070	1%
Ohio Total	4,482,590	100%
Wheeling/Steubenville Est. 50% in Ohio Counties	*131,980*	

Media Strategy/Tactics

To extend the reach of the national media campaign, the media investment will include a broad media mix of:

- Television is emotionally stimulating.   It allows for the high degree of creativity; sight, sound and action necessary for influencing or shaping viewpoints and attitudes toward seat belt safety. A combination of spot television and statewide cable is recommended.
    - This medium will provide a good opportunity to extend the reach of this campaign in Ohio, both geographically and demographically.
        - Dayparts and programming selected are those most effective against our young male target - Prime Access (15%), Prime Time/Sports (70%) and Late Fringe (15%).   Generally the programming on the Independent stations will receive the heaviest emphasis for this young demo.
        - Spot TV is recommended at a paid level of 150 Total GRPS per market for the 2-3 weeks leading up to the Thanksgiving holiday.

TV Market	Budget Recommended
Cincinnati	$16,000
Cleveland	$43,000
Columbus	$28,000
Spot TV Total	**$87,000**

        - Cable Television provides the best opportunity to deliver frequency of exposure to our target in local sports programming and extend the reach statewide. It may also include the more rural

areas that may not be reached through the major market spot television buy. As the major network for the Cleveland Cavaliers and college football and basketball programming, Fox Sports Ohio (FSO) is recommended.

- FSO reaches 3.7 million homes in Ohio (with some additional coverage in northern Kentucky and South Indiana). 50 GRPS are recommended. FSO has also been a good partner with the state in producing PSA's and other relevant promotions with the state.

Cable Television	Budget Recommended
Fox Sports Ohio	$25,000

- Radio is an excellent support or reminder medium (since there can be no visual treatment). Radio is also a very effective means to reach a "mobile" audience – offering the potential to immediately impact or affect seat belt behavior. It is efficiently priced to help build frequency in a selected "lifestyle" programming format in a market. We recommend a combination of Pandora and the ONN statewide radio network to maximize target reach.
  - o ONN is a statewide news, weather and sports network with one or two affiliate (AM and/or FM) stations in small rural, medium and major markets in Ohio. ONN currently has 75+ radio station affiliates reaching over 1.1 million adults in all 88 counties in Ohio. Station formats cannot be cherry picked within the ONN Network. It is purchased as a whole and will provide umbrella coverage throughout the state. A majority of their affiliates are in small towns where their network station is the major, if not only, source of information for that community. Historically, this has been an efficient radio buy for Ohio Public Safety messages. A schedule of 25 spots (M-Sa 6a-7p) and matching PSA schedule is recommended.
  - o Pandora is a free, personalized streaming radio service. It plays musical selections of a certain genre based on the user's artist selection. Throughout Ohio, Pandora has 600,636 Men 18-34 registered and offers the ability to geo-target beyond the normal Ohio DMA markets. We recommend Pandora as a means to saturate the markets and counties where major, 4 year Ohio universities are located.

Radio Market	Budget Recommended
ONN Network	$10,000
Pandora	$8,000
Radio Total	**$18,000**

- Sports marketing partnership with the Cleveland Cavaliers is recommended to support the CIOT campaign for this time of year. The package includes a digital, in arena signage and radio. With the return of LeBron James, the fan base for the team extends well beyond the Cleveland market throughout the remainder of the state. (The Cavs sold out their preseason games in Cincinnati and Columbus). Research reports that 50% of all Cavs fans are males between 18-34 years old and 74% of the Cavs digital network visitors are males 18-34. The Cavaliers also

sold out every home game during the 2014-2015 season (20,562/game) and expectations are similar for this year.

- o Ohio Public Safety will receive 100,000 impressions (desktop and mobile) on the Cavs Digital Network, which includes Cavs.com, theQarena.com, ClevelandGladiators.com, and LakeErieMonsters.com.
- o Signage will be placed on mid-level fascias and the Corner Boards of the arena (10% share of voice) for all Q events.
- o Cavs Radio network will air one:30 post game spot in all home and away games. WTAM is the flagship station, but network of 28 stations covers the remainder of Ohio.
- o Value added includes <u>exit</u> signage on all metal detectors inside the Q covering every major exit, banner ad inclusion in one Cavs Insider <u>email</u> to 100,000 fans and the opportunity to have Austin Carr record a scoreboard video for postgames and a radio PSA spot.
- o Opportunity to extend same package into December for additional $50,000 and January bonus at same levels.

	Budget Recommended
Cleveland Cavaliers	$50,000
Sports Marketing Total	**$50,000**

- Digital advertising is recommended this year to support the national effort targeting the highest at risk segment of young men 18-34 with an emphasis on 16-24 throughout Ohio. As consumer acceptance of mobile ads continue to increase, a mixture of targeted display awareness banners (35%) and mobile (65%) are recommended. Tracking reports will be available to monitor and adjust this campaign. The plan ($20,000 budget) includes:
  - o EA.com is #1 in mobile gaming. Mobile and Tablet banners and interstitials will run on Mobile, Tablet and DIGA (Digital In-Game ads) in contextually relevant games in Ohio.
  - o Sportingnews.com is a leading sports portal covering the NFL, NBA, MLB, MLS and more. Desktop and Mobile ads will rotate run of network statewide.
  - o YouTube is a free video sharing website that makes it easy to watch online videos and popular with or target demographic for creating and uploading their own videos to share with others. It is one of the most popular sites on the web with visitors watching billions of hours of video every month.
  - o Facebook targeted boosts/promoted posts throughout Ohio.
  - o Creative recommended include a mixture of 300x50; 216x36; 168x28; 120x20; 728x90; 320x50; 924x50; 512x128; 512x512 and :15 video.

	Budget Recommended
Centro	$20,000
Digital Total	**$20,000**

Media Budget: $200,000

Following is a budget summary for the paid media schedule recommended for this major campaign.

Media	Total Investment ($)*
Television (Spot/Cable)	$112,000.00
Radio	$ 18,000.00
Sports Marketing	$50,000.00
Digital	$20,000.00
GRAND TOTAL	**$200,000.00**

*Includes Agency Fee

Client Approval: _____   Date: _____

Ohio Department of Public Safety
Holiday Impaired Driving Plan
December 16, 2015 – January 2, 2016

Revised:
November 24, 2015

The following recommends a media investment strategy to support an advertising program on behalf of the Ohio Public Safety's alcohol safety campaign prior to and throughout the 2015 winter holidays.

Givens
The following parameters have been agreed to:
- The total budget will not exceed $200,000
- The advertising should provide coverage statewide as affordable
- Flight weeks *are December 16 – January 2, 2016*
- Creative units available are :30 English and :30 Hispanic radio spots, :30 television and various digital units
- The target audience is Men 21-34 years
- PSA units (unpaid media) should match on 1:1 basis (or better) and will be scheduled within the flight as much as possible

Media Tactics
- Radio will be the primary media negotiated for this campaign. It is an excellent frequency or reminder medium (since there can be no visual treatment) and will support the strong television campaign to be executed nationally. Radio is also a very effective means to reach a "mobile" audience – offering the potential to immediately impact behavior in regards to drinking and driving.
    - The ONN statewide radio network will provide coverage to more rural areas throughout the state. ONN currently has 75+ radio station affiliates reaching over 1.1 million adults in all 88 counties in Ohio. At least 2 paid spots per day from 6am-7pm and matching bonus spots will be executed over the days leading up and through the New Year holiday. Budget: $11,000.
    - Hispanic radio schedules will be included to impact the Hispanic populations in Cleveland, Columbus, and Cincinnati as executed for campaigns previously in the year. Budget: $3,000
    - Pandora is a free, personalized streaming radio service. It plays musical selections of a certain genre based on the user's artist selection. Throughout Ohio, Pandora has 600,636 Men 18-34 registered and offers the ability to geo-target beyond the normal Ohio DMA markets. We recommend Pandora to extend the reach in the major metro markets and university counties to the younger 18-24 male demo. Budget: $8,000
    - A budget of $12,000 will be set aside to absorb the cost of playoff radio broadcasts for Ohio State. Any extension to regular season broadcasts are not included in the package secured for the Fall

Impaired campaign. College playoffs usually occur over the New Year's holiday.

- o A grassroots radio promotion with IMG/OSU that includes an onsite activation at an OSU Basketball game(s) (or other event TBD by the client) will be supported by :30 radio leading up to the event. There will be 10 :30 paid spots in Buckeye Xtra on 97.1FM-The Fan and 10 bonus spots. One paid and one bonus pre-game :30 spot on the Ohio State Radio Network for a minimum of 4 games. The $15,000 net package was to originally be executed in the fall for OSU Football, but has been postponed to benefit the Holiday Impaired initiative.
- o ***Budgets allocated for each:***
  - ONN $11,000
  - Hispanic Radio $3,000
  - Pandora $8,000
  - Radio sponsorship playoff extensions $12,000
  - IMG grassroots radio promotion $15,500
- Regional sports TV network and Hispanic television stations will provide support to the national television buys. The agency recommends continuation of the successful relationship with the statewide cable network, FOXSPORTSOHIO. Sports programming during this time period includes the college football and basketball, Cavaliers basketball and Blue Jackets hockey. Hispanic television buys are also recommended to support the national effort directed to this market.
  - o FOXSPORTSOHIO $17,500
  - o Hispanic TV $3,000 (Cleveland/Columbus)
- Sports Marketing
  - o A campaign with the Cleveland Cavaliers was initiated with the November CIOT campaign. As incentive to continue the campaign through the holidays, the Cavs will execute the same $50,000 net package in December (but change create to an impaired message) and bonus one month into January/February. This investments includes 100,000 impressions on the Cavs digital network; signage on the in-arena mid-level Fascias, 4 Corner Boards, signage on the exit side of all metal detectors in the arena, Cavs Insider email inclusion, post-game PSA during all Cavs home games and one post game network radio spot for all home and away Cavs games played. Signage will remain up throughout all over events (including NHL Lake Erie Monsters) held throughout the 2 month term. Nearly 50% of Cavs fans in the Cleveland DMA are Men 18-34 years old; 74% of all male Cavs Digital network visitors are between 18-34 years old; and the Cavs have sold out every home game during the 2014-2015 season and the trend continues (20,562/game). With the continued success of NBA star, LeBron James, the Cavs fan base extends throughout the entire state of Ohio.
- Online advertising is recommended this year to support the national effort targeting the highest at risk segment of young men 18-34 throughout Ohio. As consumer acceptance of mobile ads continue to increase, a mixture of targeted

display awareness banners (35%) and mobile (65%) are recommended. Tracking reports will be available to monitor and adjust this campaign. The plan (minimum 3 million impressions/$40,000 budget) includes Facebook, EA.com, ESPN.com and MobileFuse.com and Yahoo Mobile.
- o Creative recommended include a mixture of 300x50; 216x36; 168x28; 120x20; 728x90; 320x50; 924x50; 512x128; 512x512 and :15 video as available by the state.
- Out of Home Signage
    - o In Cleveland, there are 165 free-standing and backlit kiosks available. This opportunity is not available in other Ohio markets.   The agency recommends targeting sports arena and bar/nightlife districts, which includes 7 locations in the "warehouse" district, 2 locations in the "tower city" district and 11 locations in the "Gateway" district (Progressive Field & Q Arena). The kiosks are 3 sided with an informational city map on one face and advertising posters on the other 2 faces. The average daily circulation is estimated to be 25,000 per face.   The agency intends to negotiate the same rate as allocated since 2010, which included a 20% discount to book 3 periods in advance.   The 3 periods recommended line up with national "impaired driving" periods - June 7-July 5 (bonus July 5-August 8); August 9-September 5 (bonus September 6-October 3); and December 6 – January 12 (bonus November 8-December 5). The annual cost of 20 locations is $16,200 and will be equally divided between the Summer, Fall and Holiday Impaired campaigns.
    - o AllOver Media provides an out of home platform to reach restaurant and bar patrons via 17" x 22" posters in restrooms of selected venues throughout the state. 2 posters per location (1 Men's/1 Women's) at 37 venues in Cleveland, 37 in Columbus and 37 in Cincinnati for a total of 222 posters and 1.6 million impressions for the month. Total budget for all 3 markets is $30,800.
    - o A contingency budget of $2,445 will be set aside for production charges that may occur to execute any of the media programs in this plan.

Summary

MEDIA	BUDGET
RADIO (:30)	$49,405.00
TELEVISION (:30)	$20,500.00
DIGITAL	$40,000.00
SPORTS MARKETING	$51,350.00
OUT OF HOME SIGNAGE	$38,745.00
GRAND TOTAL	**$200,000.00**

*Budget includes agency fee.

Client Approved: _____   Date: _____

Ohio Department of Public Safety
Media Recommendation
Distracted Driving
April 7 – 16, 2016

November 24, 2015

The following recommends a media investment strategy to support an advertising program on behalf of the Ohio Public Safety's distracted driving campaign in April 2016

Givens
The following parameters have been agreed to:
- The total budget will not exceed $100,000
- The advertising should provide coverage statewide as affordable
- Flight weeks are April 7 – 16, 2016
- Creative units available are :30 television (BAM! And OMG! tbd), various digital units and :30 radio
- The primary target audience is Drivers 18-34 years old with a slight skew toward Women. A secondary target audience is teen drivers.
- PSA units (unpaid media) should match on 1:1 basis (or better) and will be scheduled within the flight as much as possible

Media Tactics
- In 2015, NHTSA executed a campaign primarily consisting of television (40% budget) and Digital (40%).   Assuming the same strategy will be employed in 2016, the agency recommends that Ohio provide regional support through other media platforms.
  - Pandora is a free, personalized streaming radio service. It plays musical selections of a certain genre based on the user's artist selection. Pandora offers the ability to geo-target beyond the normal Ohio DMA markets. We recommend Pandora to extend the reach in the major metro markets and state university counties to reach the younger adults, 18-24 years old. Budget: $10,000
  - A digital campaign with an emphasis on mobile will be investigated to include Face Book messaging from the Ohio State Highway Patrol and other appropriate Ohio websites for reaching young women, 18-34 years, within a budget of $20,000.
  - Channel One provides an opportunity to reach high school students in their classrooms throughout Ohio.   A proposal has not been secured yet, but will be thoroughly evaluated and presented to the client for approval before any placement. A budget of $40,000 will be set aside for this platform to reach Ohio teen drivers.
  - Theatre advertising presents a larger than life dramatic opportunity to reach young adults 18-34 years with the distracted driving message.   A budget of $30,000 for :30 spots to air in key metro

and rural theatres.   A specific proposal will be reviewed for client approval prior to any placements.

Media Budget Summary

MEDIA	BUDGET
PANDORA (:30)	$10,000.00
DIGITAL/SOCIAL	$20,000.00
CHANNEL ONE TV	$40,000.00
MOVIE THEATRES	$30,000.00
GRAND TOTAL	**$100,000.00**

*Budget includes agency fee.

Client Approved: _____   Date: _____

Ohio Department of Public Safety
Media Recommendation
"Click It or Ticket" (CIOT)
Seat Belt Mobilization Campaign
May 16 – 30, 2016

October 29, 2015

The following recommends a media investment strategy to support an advertising program on behalf of the Ohio Public Safety's seat belt campaign, *Click It or Ticket*. The general objective of the advertising program is create awareness of the benefits of seat belt usage statewide at a sufficient level that will not only save lives and support enforcement efforts during a crackdown period in May, but will also provide measurable results of increased seat belt usage.

Givens
The following parameters have been agreed to:
- The total budget will not exceed $500,000
- The advertising should provide coverage throughout the state of Ohio
- National mobilization flight weeks are *May 16-30, 2016*
- Creative units available include a: 30 television spot; :30 radio spot and :30 (Hispanic versions of each); and digital display and video.
- PSA units (unpaid media) will be negotiated to at least match the paid schedule
- Media will compliment the national NHTSA media buy as best as possible
  - Historically, the NHTSA plan consists of Network Cable Television (60%), Network Radio (13%) and Digital (17%) media (online, videogames, etc.)
  - The agency assumes that a similar strategy will be executed in 2015
  - In previous years, NHTSA recommended no more than 200 GRPS per week in television and 150 GRPS per week in radio to support the national media weights.

Target Audience
The target audience has been identified as Men 18-34 years of age throughout the state of Ohio. Qualitative research information has generally identified the younger men (16-24 years) within this demographic as the most "high risk" drivers and passengers. These men are also less likely to use safety belts if they travel in pick-up trucks, consume alcohol, or ride at night time and/or are African American and Latino males.

Markets
There are 9 television markets (Nielsen DMAs) that cover every county in Ohio.

The major markets of Cleveland (32%), Columbus (20%) and Cincinnati (20%) comprise 73% of the television homes in Ohio.   The smaller markets will only be included as budget permits as the national media plan will provide some exposure throughout Ohio. Cleveland's population nearly doubles that of Cincinnati and Columbus and includes Akron and Canton metropolitan areas.

Market	2015 TV Homes	% Ohio
Cincinnati	876,290	20%
Cleveland-Akron-Canton	1,469,190	33%
Columbus	913,550	20%
Major Markets	3,259,030	**73%**
Dayton	466,930	10%
Toledo	403,700	9%
Youngstown	253,470	6%
Lima Also covered by Dayton & Columbus	67,390	2%
Zanesville Also covered by Columbus	32,070	1%
Ohio Total	4,482,590	100%
Wheeling/Steubenville Est. 50% in Ohio Counties	*131,980*	

Media Strategy/Tactics

To extend the reach of the national media campaign, the media investment will include a broad media mix of:

- Television is emotionally stimulating.   It allows for the high degree of creativity; sight, sound and action necessary for influencing or shaping viewpoints and attitudes toward seat belt safety. A combination of spot television and statewide cable is recommended.
    - o This medium will provide a good opportunity to extend the reach of this campaign in Ohio, both geographically and demographically.
        - o Dayparts and programming selected are those effective against our target, but generally not included in the national plan -Early Fringe (15%), Prime Access (15%), Prime Time (50%) and local Sports (20%).   Generally the programming on the Independent stations will receive the heaviest emphasis for this young demo.
        - o Spot TV is recommended at a paid level of 200 Total GRPS for the last 2 weeks of the mobilization period.

TV Market	Budget Recommended
Cincinnati	$25,000
Cleveland	$50,000
Columbus	$25,000
Spot TV Total	**$100,000**

- o Cable Television provides the best opportunity to deliver frequency of exposure to our target in local sports programming. Otherwise, the national buy usually provides strong coverage of all the networks appropriate for our target. (ESPN, FX, Comedy, etc.) Therefore, to extend the reach statewide and include the more rural areas that may not be reached through spot television, schedules on STO (Sportstime Ohio) and FOXSPORTSOHIO are recommended. These are regional sports networks not usually included in the NHTSA plan, but they are the primary carriers of the 2 major MLB teams in Ohio. Historically both sport networks over deliver bonus airings.
    - FOXSPORTSOHIO reaches 3.7 million homes in Ohio (with some additional coverage in northern Kentucky and South Indiana). This Fox cable network broadcasts the Cleveland Cavaliers and Cincinnati Reds (southern Ohio) games and associated programming. Additionally, statewide, it carries other well-known pertinent programming for this target, such as coach's shows, "The Final Score" and other major local, regional and national sports events. 50 GRPS are recommended. FSO has also been a good partner with the state in producing PSA's with their talent and the Reds.
    - STO reaches 2.9 million homes in primarily Northern Ohio The network, recently purchased by FOX, is the home of the Cleveland Indians. The network includes not only Cleveland/Akron/Canton homes, but also Toledo, Lima, Columbus, Zanesville, and Youngstown. Programming consists of pre/in-game/post Indians coverage as well as other local sports events or sports syndicated programs. There is also a partnership with local broadcast television partners (i.e. WKYC/NBC in Cleveland, WWHO Columbus, WLIO Lima and WYFX Youngstown) for Indians game broadcasts. 50 GRPS are recommended.
- o Local Hispanic television buys in Cleveland and Columbus will support the national network television overlay. These are the only markets with all Hispanic programming at this time to extend the reach to portion of the Latino population in Ohio.

Television	Budget Recommended
Sports Network Cable	$29,000
Hispanic TV	$6,000
Misc. TV Total	**$35,000**

- Radio is an excellent support or reminder medium (since there can be no visual treatment). Radio is also a very effective means to reach a "mobile" audience – offering the potential to immediately impact or affect seat belt behavior. It is

efficiently priced to help build frequency in a selected "lifestyle" programming format in a market and provides an opportunity to participate in local promotions or advertise on regionally owned stations that may not be part of a national radio network. We recommend a combination of local spot market radio, ONN Network radio, Hispanic radio to maximize reach and frequency.

- o Radio spot buys (:30) are planned in the major metro markets in Ohio. A 200 Total Paid GRP goal is recommended .The daypart mix planned is 25% Morning Drive; 40% Afternoon Drive; 20% in Evenings and 15% on Weekends. Primary formats planned are Rock, Alternative, Urban, and Country, as appropriate for each market.
- o ONN is a statewide news, weather and sports network with one or two affiliate (AM and/or FM) stations in small rural, medium and major markets in Ohio. ONN currently has 75+ radio station affiliates reaching over 1.1 million adults in all 88 counties in Ohio. Station formats cannot be cherry picked within the ONN Network. It is purchased as a whole and will provide umbrella coverage throughout the state. A majority of their affiliates are in small towns where their network station is the major, if not only, source of information for that community. Historically, this has been an efficient radio buy for Ohio Public Safety messages. A schedule of 25 spots (M-Sa 6a-7p) and matching PSA schedule is recommended.
- o Pandora is a free, personalized streaming radio service. It plays musical selections of a certain genre based on the user's artist selection. Throughout Ohio, Pandora has 600,636 Men 18-34 registered and offers the ability to geo-target beyond the normal Ohio DMA markets. We recommend Pandora as a means to saturate the markets and counties where major, 4 year, Ohio universities are located.
- o Hispanic radio buys are recommended in the Cincinnati, Columbus and Cleveland markets. Since some of these stations only air Hispanic programming on the weekends, an investment of $3,000 will be sufficient for this campaign period.

Radio Market	Budget Recommended
Cincinnati	$10,500
Cleveland	$16.500
Columbus	$13,000
ONN Network	$10,000
Pandora	$12,000
Hispanic	$3,000
Radio Total	**$65,000**

- Sports marketing partnerships with the Cincinnati Reds, Cleveland Indians, Columbus Clippers, Toledo Mudhens and Columbus Crew are also recommended to support the CIOT campaign. The agency will endeavor to renew each of these at no rate increase over previous years. They generally include a strong radio component, as well as, interior and exterior signage. The geographic coverage for the teams includes a network of stations in the region that extend beyond just the metro market that the team primarily serves.

- o The Cincinnati Reds (MLB) buy includes: 30 spots, live drop-in billboards in WLW locally and their radio network in pre, in-game, and post game broadcasts. Also included are home plate signs (with television broadcast visibility) and other signage throughout the park. A separate agreement with WLW includes a 3x/week morning drive sponsorship with the voices of the Reds "Tom and Marty Brennaman Report".
  - $60,000 Cincinnati Reds
  - $17,500 WLW
- o The Cleveland Indians (MLB) buy includes a :30 spot and open/close billboards in pre/in/post game coverage on WTAM radio and its regional Northeast Ohio radio network. Additional exposure includes 2 spots per week in the local Tribe Talk radio program and Stadium Scoreboard feature and PA messaging and Home Plate signage for 2 selected games in May.
- o The Columbus Clippers include a :30 radio spot in/post games on WMNI. This minor league team also includes concourse signs, program ad, and video board signage at the stadium. A television spot is also aired on the closed circuit televisions for home games.
- o The Columbus Crew (MLS) includes four :30 (or two :60) spots in each of their Spanish radio soccer game broadcasts, as well as signage at the stadium gates and traffic exits.
- o The Toledo Mudhens minor league baseball team has created four ballpark exit gate signs and includes seat belt safety public service announcements, LED ribbon and video boards within their stadium during home games.

	Budget Recommended
Reds & WLW	$77,500.00
Indians	$32,000.00
Mudhens	$ 4,500.00
Clippers	$13,000.00
Crew	$ 8,000.00
Sports Marketing Total	**$135,000**

- Digital advertising is recommended this year to support the national effort targeting the highest at risk segment of young men 18-34 with an emphasis on 16-24 throughout Ohio. As consumer acceptance of mobile ads continue to increase, a mixture of targeted display awareness banners (35%) and mobile (65%) are recommended. Tracking reports will be available to monitor and adjust this campaign. The plan (minimum 8 million impressions/$85,000 budget) includes:
  - o EA.com is #1 in mobile gaming. Mobile and Tablet banners and interstitials will run on Mobile, Tablet and DIGA (Digital In-Game ads) in contextually relevant games in Ohio.
  - o ESPN.com is an American Sports portal covering the NFL, NBA, MLB, MLS and more. Desktop and Mobile ads will rotate run of network statewide.

- o MobileFuse.com is a premium Smartphone network that offers brand safe content as well as aggressive optimizations with sufficient inventory to run interstitial ads efficiently and as value added statewide.
- o Yahoo Mobile available through Dispatch Digital provides the opportunity to reach users of Yahoo web pages on mobile devices. The agency recommends focusing on the major DMA markets of Cleveland, Columbus and Cincinnati.
- o Facebook targeted boosts/promoted posts throughout Ohio.
- o Creative recommended include a mixture of 300x50; 216x36; 168x28; 120x20; 728x90; 320x50; 924x50; 512x128; 512x512 and :15 video.

- Non-traditional advertising is also recommended as part of this campaign.
  - o A combination of rural movie theatre ads, inserts in monthly paychecks stubs and GSTV gas station TV ads have been positively received in the past and is recommended to continue in 2015. We expect to hold the same rates as the past several years.
    - o A media buy in movie theaters in key rural counties statewide will also help to extend this message to this young male target. As executed the last couple years, this "rural" movie theater campaign will include a :30 spot before every film in theaters. The target counties include Athens, Belmont, Erie, Knox, Pickaway, Preble, Richland, Ross, Sandusky, Seneca, Shelby, Trumbull, Tuscarawas, Washington, Wayne and Wood. May is also has high potential for new action based movies introduced for the summer.
    - o We also recommend advertising on 299,000 payroll paychecks in Ohio that are distributed to hourly employers of Kroger and temporary staffing companies (i.e. Tempay, Inc., , Payroll Solutions, Reserve Staff, CBS Staffing, I Force, Staffmark).. The employee demographics for these hourly employees are overwhelmingly young workers on a weekly pay cycle. (19% are ages 16-20, 44% are 21-30, 21% 31-40, 9% 41-55, and 7% 55+). Through the same firm, we have the opportunity to advertise on 76,000 inserts in the monthly billing to Ohio Safe Auto Car Insurance. Since these consumers are usually "minimal" car insurance customers it also appears to be well targeted opportunity. As added value, Ohio Public Safety will receive a no charge quarter page ads in June.
    - o GSTV broadcasts television news programming on the pumps at select gas stations throughout the state of Ohio. This form of advertising is very pertinent as drivers are at the pump when viewing this safety message. To focus on male drivers, a sports adjacency is recommended. In 2015, gas pump advertising was available in Speedway, Marathon, Sunoco, Valera, Gasway, Shell, HP, IGA, and FuelMart stations in Cleveland (17), Columbus (4), Cincinnati (5) , Dayton (1) and Toledo (1). These 28 stations

represented 243 pump screens. The agency recommends a similar campaign in 2016.

- o A contingency budget will be included to allow for any opportunities that may present themselves leading up to the campaign and as approved by the client and/or production and traffic expenses.

	Budget Recommended
Movies	$41,000
Payday Perx	$21,000
GSTV	$12,000
Contingency	$6,000
Total	**$80,000.00**

Media Budget: $500,000

Following is a budget summary for the paid media schedule recommended for this major campaign.

Media	Total Investment ($)*
Television	$135,000.00
Radio	$ 65,000.00
Sports Marketing	$135,000.00
Digital	$85,000.00
Non-Traditional	$80,000.00
GRAND TOTAL	**$500,000.00**

*Includes Agency Fee

Client Approval: _____   Date: _____

Ohio Department of Public Safety
Media Recommendation
Motorcycle Safety Campaigns
April - October 2016

Revised November 24, 2015

The following recommends a media investment strategy to support an advertising program on behalf of the Ohio Public Safety's motorcycle campaigns – Share The Road and Stop Impaired Driving.

Givens

The following parameters have been agreed to:

- To avoid overlap of important national safety initiatives, the CIOT seat belt safety weeks at the end of May will be excluded for any broadcast plans, as well as, the impaired driving campaign weeks before the July 4th and Labor Day holidays.
    - The total budget will not exceed $400,000 for both messages
    - Spring driving season will be emphasized heavier than the Fall driving season.
- As research is available, statewide coverage is optimal with a focus on "hot spots" throughout the state where the incidences of motorcycle crash and fatality accidents are highest.
- Creative units available include a : 30 television spots, :30 radio spots: outdoor billboards, digital display/video ads and Full Page/4 Color magazine ads.
- The target audience for the Driving Impaired message is Adult 35-64 years old motorists and motorcyclists. The average age of motorcycle riders killed in motor vehicle traffic crashes in 2012 was 43.
- The target audience for the Share The Road is message is much broader targeting on the road drivers overall.
- PSA units (unpaid media) will be negotiated to match (1:1 or better) the paid schedules

Media Strategy/Tactics

The agency recommends a media mix of statewide cable/radio networks; spot radio; Ohio motorcycle magazine ads, billboards and truck ads in key high fatality regions or counties. This strategy is consistent with recent years.

Television is emotionally stimulating.   It allows for the high degree of creativity; sight, sound and action necessary for influencing or shaping viewpoints and attitudes toward motorcycle safety.

- o A combination of the two statewide sports cable television <mark>networks are recommended to provide the rider impaired demographic coverage to metro and rural areas throughout Ohio.</mark>
  - o FOXSPORTSOHIO reaches 3.7 million homes in Ohio (with some additional coverage in northern Kentucky and South Indiana). This cable network broadcasts Cincinnati Reds (southern/central Ohio) programming as well as other well-known pertinent programming for this target. FSO has also been a good partner with the state in producing PSA's with their talent and the Reds.
    - For the April to mid-May Spring period, we expect to duplicate the successful plans executed the last few years on FOXSPORTSOHIO which included:
      - o 125 GRPS delivered 40 in game :30 Reds spots and 40 post game spots in the games; a "matching" bank of 80 :30 spots; 25 Reds in-game billboards and a pre-produced interview with Reds host and an Ohio spokesperson.
    - For the Fall period beginning in August, FOXSPORTSOHIO included
      - o 30 in game :30 Reds spots and 30 post game spots; a "matching" bank of 60 :30 spots (80 GRPS)
  - o STO reaches 2.7 million homes in primarily Northern Ohio. The network's coverage includes not <mark>only Cleveland, but also homes in Toledo, Lima, Columbus, Zanesville, and Youngstown.</mark> Programming consists of pre and post Indians game broadcasts as well as other local sports events or sports syndicated programs. STO has been extremely liberal with bonus airings in the past and we would expect a heavy PSA's to continue through 2016.
    - Similar to the last couple years, the April-mid-May Spring campaign on STO will include:
      - o 17 Indians in-game :30 spots (approx. 1x per each game broadcast during that period) and 22 Bruce Drennan "All Bets are Off" live reads (which are usually stretched out to provide more value than a :30 spot). This program is daily from 4pm-6pm. The host announcer is a motorcycle enthusiast and supporter of motorcycle safety, reflected in his live reads. A "matching" bank of :30 spots will run ROS throughout other STO evening programming. Est. 70 GRPS
    - The Fall flight will be placed at a lower level of 40 GRPS or approx. 9 Indians games and supporting programming.

Cable Television	Spring 2016	Fall 2016	Total
FOXSPORTSOHIO	$50,000	$33,000	$83,000

STO	$24,500	$17,000	$41,500
Total	**$74,500**	**$50,000**	**$124,500**

- Radio is an excellent support or reminder medium (since there can be no visual treatment).   It is efficiently priced to help build frequency in a selected "lifestyle" programming format in a market.   We recommend a combination of ONN Network radio for statewide rural reach and local spot market radio to support the Ride Sober message.
  - ONN is a statewide news, weather and sports network with one or two affiliate (AM and/or FM) stations in small rural, medium and major markets in Ohio.   ONN currently has 75+ radio station affiliates reaching over 1.1 million adults in all 88 counties in Ohio.   A majority of their affiliates are in small towns where their network station is the major, if not only, source of information for that community.   It is assumed also that there are many potential motorcyclists that reside in the city, but are weekend warriors who ride away from the city at any opportunity. Historically, this has been an efficient radio buy for Ohio Public Safety messages. For the Spring period, we recommend a schedule of 30 :30 spots ($15,000) and a sustaining schedule of 25 :30 paid spots in the Fall ($10,000). Schedules will be matched at least 1:1 and value added online extension may be considered.
  - Radio spot buys (:30) are planned in the 3 major metro markets. In 2011, the major metros of Cleveland/Akron, Columbus and Cincinnati each had a significant number of "hot spots" identified within their coverage area. Pending 2015 research on the target counties, the markets and budgets recommended in the spot radio buy may be re-visited.   Spot radio will be implemented during the spring introductory period only (April).   Primary formats considered are Classic Rock, Sports and Country, as appropriate for each market. Promotions and/or online extensions (i.e. the "Hog Report" on the Akron country station) will be explored in 2015 also. 150 total GRPS per market are recommended in April.

Radio	Spring 2016	Fall 2016	Total
ONN Network	$15,000.00	$10,000.00	$25,000.00
Cincinnati	$ 7,000.00	0	$ 7,000.00
Cleveland/Akron	$15,000.00	0	$15,000.00
Columbus	$8,000.00	0	$ 8,000.00
Total	**$45,000.00**	**$10,000**	**$55,000.00**

- Through it's larger than life graphic opportunities, out of home advertising provides the opportunity to remind or impact driving behavior while on the road throughout the motorcycle season. Messaging will be most appropriate for the Share the Road message.
  - The outdoor billboard campaign will provide ongoing awareness from April to September in key locations. Actual poster street locations or maps will be provided for the client's approval near the posting date each month. The paid locations will be matched with as many billboards as

possible depending upon availability and the amount of additional posters that the state is willing to print and ship. The estimates will include producing posters for a sufficient matching campaign. ==Once the key geographies are identified for this campaign, the outdoor billboards will be an effective media for pinpointing messages as best as possible to locations as near as possible to troublesome crash sites.==

- o Truck Tail backs are recommended on trucks travelling targeted and major interstates in Ohio. The maximum investment recommended is $50,000. Within this budget, we expect 30 trucks for 4 months paid and 4 matching no charge months.

Out of Home	Spring 2016	Fall 2016	Total
Billboards	$57,500.00	$57,500.00	$115,000.00
Trucks	$ 35,000.00	$15,000.00	$ 50,000.00
Total	**$92,500.00**	**$72,500.00**	**$165,000.00**

- Digital advertising is recommended this year to support the national effort targeting the highest at risk segment of adults 35-64 and motorcycle owners throughout Ohio. As consumer acceptance of mobile ads continue to increase, a mixture of targeted display awareness banners (35%) and mobile (65%) are recommended. Tracking reports will be available to monitor and adjust this campaign. The plan will be implemented in the first half of the year. In 2015, a mixture of behavioral (motorcycle owners), You Tube and Facebook throughout Ohio for $50,000 budget yielded 4 million impressions.
    - o Creative recommended include a mixture of 300x50; 216x36; 168x28; 120x20; 728x90; 320x50; 924x50; 512x128; 512x512 and :15 video as available by the state.
- Magazine advertising in the statewide publication, *Ridin'On*, is recommended. Field research indicates that magazines are well read by motorcycle enthusiasts in Ohio. Bonus editorial, club coverage and or other marketing opportunities will be explored. A magazine also offers a long shelf life and potential for high pass along readership.
    - o *Ridin' On* is a free monthly magazine that focuses on all aspects of the motorcycle riding community, covering local stories and related events throughout the region (Ohio, Kentucky, E. Indiana, W. Pennsylvania and N. W. Virginia). Nearly 20,000 copies are distributed through a network of 850 locations – includes motorcycle dealers, cycle shops and motorcycle businesses. This is a nice quality magazine published on color glossy paper stock, 8.25" x 10.75" format. Space and material deadlines are one month prior to the issue date. The agency intends to secure the same rate as heavily discounted since 2011 for 3 ads in the Spring (April, May, June) and 3 more ads in the sustaining period (July, August, Sept.) . Additional this publication produces a "Ride 'N Roll" Summer Long Dice run passport.

	Spring 2016	Fall 2016	Total
Digital	$50,000.00	0	$50,000.00
Magazine	$ 3,000.00	$2,500.00	$ 5,500.00
Total	**$53,000.00**	**$2,500.00**	**$55,500.00**

Media Summary

Media	**Spring 2016**	**Fall 2016**	**TOTAL Motorcycle 2016**
Cable Television *Impaired*	$74,500	$50,000	$124,500
Radio *Impaired*	$45,000	$10,000	$55,000
Digital *Impaired (35%) & Share the Road (65%)*	$17,750 $32,250	$0	$50,000
Out of Home *Share the Road*	$92,500	$72,500	$165,000
Magazine *Get Endorsed*	$3,000	$2,500	$ 5,500
GRAND TOTAL	**$265,000.00**	**$135,000.00**	**$400,000.00**

*Includes Agency Fee

Client Approval: _____   Date: _____

Ohio Department of Public Safety
Media Recommendation
2016 "Sustained" Media
January – September 2016

Revised:
November 24, 2015

A budget for "sustaining" media in 2016 will include an allocation to Seat Belt safety messaging for $400,000 and Impaired Driving for $500,000.

The <u>seat belt sustained</u> campaigns may include an all Ohio MLB promotion or a promotion of similar scope as last year. Additionally, sports marketing media buys for the 2nd half of the season and other media entities will be considered.

The <u>impaired sustained</u> campaigns will include messages leading up to the February 7th Super Bowl, March 17th St. Patrick's Day and July 4th holiday.   Additionally, other out of home media platforms, such as transit and ice box wraps will continue to be considered.

SEAT BELT SUSTAINED MEDIA

- **Ohio MLB Promotion - $85,000**
  The Cincinnati Reds play the Cleveland Indians and vie for an Ohio Cup Trophy each year..   This "All Ohio" matchup is a major sporting event in Ohio. It is the intention to make a big impact at this event through a fully integrated promotion between the two teams.   We invested approximately $85,000 last year for a collaborative proposal incorporating the major assets available by each team and the resources available by the client. Last year's program will be evaluated and adjustments made in 2016 as deemed necessary. This promotion would also offer an opportunity to bring other state partners on board to market their services at an event in each market.
- **HUDDLE TICKETS $80,000**
  - Huddle High Schools, Inc. distributes high school tickets for regular season events (sports, plays, etc.) for high schools throughout Ohio.   Last year Ohio Public Safety cosponsored 137 high schools (2 million ticket backs) in southeast Ohio, Columbus and Cleveland markets with a <u>seat belt safety</u> message during the school year. In 2015, we added Dayton high schools and expect bonus delivery in high schools in Lima and Zanesville.

- **LIVE NATION $40,000**
  - Live Nation supports major concert venues in the Cleveland/Akron area – House of Blues, Blossom Music Center and Jacobs Pavillion Nautica.   A promotion will be explored to promote Click it for a Ticket in 2016.   The agency is in preliminary discussions and it is expected that a proposal will be negotiated after the first of the year and refined once concert schedules are available.
- **MOORE BUS SHELTERS - $34,000**
  - The agency recommends continuation of the 50 rural bus shelter locations statewide that promote "Buckle up in your truck".
- **GSTV - $15,000.00**
  - Gas Station Television Advertising is available in Speedway stations in Cleveland, Cincinnati and Dayton.   A :30 seat belt television commercial airs at the pump as the broadcast delivers news programming.   A $15,000 investment will yield approximately 30 gas stations, 250 screens and an adjacency to ESPN sports programming. These funds extend the reach of the CIOT campaign to drivers in the month of May and June.
- **SPORTS MARKETING PARTNERSHIPS - $146,000**

Sports marketing partnerships with the Cincinnati Reds, Cleveland Indians, Columbus Clippers and Columbus Crew are recommended to maintain awareness through the 2nd half of the 2016 season for each.   Most buys include radio and television spots, as well as, interior and exterior signage and all include a matching public service commitment. The combination of the teams' coverage also generally includes a broad fan base and radio network in the region beyond just the metro market that it primarily serves. The agency does not expect these annual sponsorship costs to increase from previous investment levels.
  - The Cincinnati Reds (MLB) buy is primarily radio and includes :30 spots, live drop-in billboards on their radio network in pre, in-game, and post game broadcasts. Also included for $58,500 2nd half season package are rotational signs (with television broadcast visibility) and other signage throughout the park from July through the end of the season.   Budget of $64,800 includes possibility of playoff game. The sports marketing partnership negotiated for the CIOT campaign includes the opportunity to use their broadcast talent for PSA messaging and a car seat promotion for a "talent" and promotion fee of $11,000. Total $75,800
  - An agreement with WLW also includes a 3x/week morning drive sponsorship with the voices of the Reds "Tom and Marty Brennaman".   The Reds have established a very positive relationship with the state through various public service opportunities with the team.   Budget is $18,500.
  - The Cleveland Indians (MLB) buy is also primarily radio. It includes a :30 spot and open/close billboards in pre/in/post game coverage on WTAM and its associated radio network. Additional exposure includes 2 spots per week in the local Tribe Talk radio

program and Stadium Scoreboard and PA messaging. Total $31,000.

o The Columbus Clippers Minor League team includes a :30 radio spots in/post game on WMNI. They also include concourse signs, program ad, and video board signage at the stadium. A television spot is also aired on the closed circuit televisions for home games. Total $13,000.

o The Columbus Crew (MLS) includes four :30 (or two :60) spots in each of their <u>Spanish</u> radio game broadcasts, as well as signage at the stadium gates and traffic exits. Total $7,700.

SEAT BELT SUSTAINED MEDIA	BUDGET*
All Ohio MLB Promotion	$85,000.00
Huddle Tickets	$80,000.00
Live Nation Promotion	$40,000.00
Moore Bus Shelters	$34,000.00
Gas Station Advertising	$15,000.00
Sports Marketing	$146,000.00
GRAND TOTAL	**$400,000.00**

*Agency fee is included

Client Approved: _____   Date: _____

IMPAIRED SUSTAINED MEDIA

- **1ST QUARTER 2016 SUPER BOWL AND ST. PATRICKS CAMPAIGNS**
  The following recommends a media investment strategy to support an advertising program on behalf of the Ohio Public Safety's "responsible alcohol" campaigns. The general objective of the advertising program is create awareness of enforcement efforts to reduce impaired driving statewide leading up to and including the Super Bowl and through the March 17th St. Patrick's Day celebrations.

  ### Givens
  The following parameters have been agreed to:
  - The total budget will not exceed $235,000
  - The advertising should provide coverage throughout the state of Ohio
  - Flight dates are January 1 – March 17, 2016
  - Creative units available include a: 30 television spot; :30 radio spot and 728x90 animated banners.
  - PSA units (unpaid media) will be negotiated to at least match the paid schedule
  - Media will complement the national NHTSA media buy once made available as best as possible.
    .

  ### Target Audience
  The target audience has been identified as Men 21-34 years of age throughout the state of Ohio.   Qualitative research information has generally identified the younger men (16-24 years) within this demographic as the most "at risk" impaired drivers and passengers.

  ### Markets
  There are 9 television markets (Nielsen DMAs) that cover every county in Ohio. The major markets of Cleveland (32%), Columbus (20%) and Cincinnati (20%) comprise 73% of the television homes in Ohio.   The smaller markets will only be included as budget permits since the national media plan will provides umbrella throughout Ohio,

  ### SUPER BOWL
  - The Super Bowl is a high profile event.   The television broadcast is the most watched program and the commercials are stars. Super Bowl parties celebrate the event.
    - A television Super Bowl package will provide an excellent opportunity to maximize the reach of the alcohol safety message in Ohio, both geographically and demographically.
      - Spot TV is recommended on the station in the major metro markets broadcasting the Super Bowl.   A

min. 100 GRP packaged buy will include
programming up to and including the Super Bowl.
Value added digital opportunities may also be
considered.   These budgets may fluctuate
depending on the NFL team advancing and or
whether the Cincinnati Bengals or Cleveland
Browns advance beyond the regular season into
championship games in January. All scenarios will
be reviewed with the client at the end of the year.

TV Market	Budget Recommended
Cincinnati	$ 50,000
Cleveland	$ 50,000
Columbus	$ 30,000
Spot TV Total	**$130,000**

ST. PATRICK'S DAY

- Cable Television provides the best opportunity to deliver
  frequency of exposure to our target in local sports programming.
  To extend the reach statewide and include the more rural areas that
  may not be reached through spot television, schedules on
  FOXSPORTSOHIO is recommended leading up to St. Patrick's
  Day.
  - o FOXSPORTSOHIO reaches 3.7 million homes in
    Ohio (with some additional coverage in northern
    Kentucky and South Indiana).   This cable network
    broadcasts the Cleveland Cavaliers (NBA),
    Columbus Blue Jackets (NHL). Additionally,
    statewide, it carries other well-known pertinent
    programming for this target, such as coach's shows,
    automotive and other major local, regional and
    national sports events. 40 GRPS equates to approx.
    42 pre/in/post games and 42 Bonus :30's.

Television	Budget Recommended
FOXSPORTSOHIO	$15,000
Cable TV Total	**$15,000**

- Radio is an excellent support or reminder medium (since there can
  be no visual treatment). Radio is also a very effective means to
  reach a "mobile" audience – offering the potential to immediately
  impact or affect seat belt behavior. It is efficiently priced to help
  build frequency in a selected "lifestyle" programming format in a
  market and provides an opportunity to participate in local
  promotions or advertise on regionally owned stations that may not
  be part of a national radio network.   We recommend a
  combination of local spot market radio and ONN Network radio
  leading up to St. Patrick's Day.

- o Radio spot buys (:30) are planned in the 3 major metro markets in Ohio. A 100 Total Paid GRP goal is recommended per market. The daypart mix planned is 25% Morning Drive; 25% Midday,: 25% Afternoon Drive; 10% in Evenings and 15% on Weekends. Primary formats planned are Active Rock, Classic Rock and Sports.
  - o ONN is a statewide news, weather and sports network with one or two affiliate (AM and/or FM) stations in small rural, medium and major markets in Ohio. ONN currently has 75+ radio station affiliates reaching over 1.1 million adults in all 88 counties in Ohio. Station formats cannot be cherry picked within the ONN Network. It is purchased as a whole and will provide umbrella coverage throughout the state. A majority of their affiliates are in small towns where their network station is the major, if not only, source of information for that community. Historically, this has been an efficient radio buy for Ohio Public Safety messages. A minimum schedule of 15 spots over the flight week (M-Sa 6a-7p) and matching PSA schedule is recommended.
  - o Pandora is a free, personalized streaming radio service. It plays musical selections of a certain genre based on the user's artist selection. Throughout Ohio, Pandora has 600,636 Men 18-34 registered and offers the ability to geo-target beyond the normal Ohio DMA markets. We recommend Pandora to extend the reach in the major metro markets and the counties of the 4 year Universities where the younger 18-24 year old male resides.

Radio	Budget Recommended
Cincinnati	$4,500
Cleveland	$8,000
Columbus	$5,000
ONN Network	$5,500
Pandora	$4,000
Radio Total	**$27,000**

- Digital advertising is recommended this year to support the national effort targeting the highest at risk segment of young men 18-34 with an emphasis on 16-24 throughout Ohio. As consumer acceptance of mobile ads continue to increase, a mixture of targeted display awareness banners (35%) and mobile (65%) are recommended. Tracking reports will be available to monitor and adjust this campaign. The plan (minimum 2.8 million impressions/$33,000 budget) includes Facebook, EA.com, ESPN.com and MobileFuse.com and Yahoo Mobile.

- Creative recommended include a mixture of 300x50; 216x36; 168x28; 120x20; 728x90; 320x50; 924x50; 512x128; 512x512 and :15 video as available by the state.
  - AllOver Media provides an out of home platform to reach restaurant and bar patrons via 17" x 22" posters in restrooms of selected venues throughout the state. 2 posters per location (1 Men's/1 Women's) at 37 venues in Cleveland, 37 in Columbus and 37 in Cincinnati for a total of 222 posters and 1.6 million impressions for the month. Total budget for all 3 markets is $30,000.

1st Quarter Budget: $235,000

Following is a budget summary for the paid media schedule recommended for these two alcohol safety campaigns:

Media	Super Bowl Media $ *	St. Patrick's Day Media $ *
Television	$130,000.00	$15,000
Radio		$27,000
Digital		$33,000
Out Of Home-Restaurants		$30,000
GRAND TOTAL	**$130,000**	**$105,000**

*Includes Agency Fee

- **SUMMER IMPAIRED DRIVING CAMPAIGN**
  The following recommends a media investment strategy to support an advertising program on behalf of the Ohio Public Safety's alcohol safety campaign through the July 4th holiday.

  Givens
  The following parameters have been agreed to:
  - The budget goal is no more than $100,000.
  - The advertising should provide coverage statewide as affordable
  - NHTSA Flight weeks are *Monday, June 22– July 5, 2016*
  - Creative units available are :30 English and :30 Hispanic radio spots.
  - The target audience is Men 21-34 years
  - PSA units (unpaid media) should match on 1:1 basis (or better).

  Media Tactics
  - Radio is an excellent frequency or reminder medium in the summer. Radio is also a very effective means to reach a "mobile" audience – offering the potential to immediately impact behavior in regards to drinking and driving.
    - Radio buys (:30) will be planned with a daypart mix of 30% Morning Drive; 10% Midday; 40% Afternoon Drive; 10% in Evenings and 10% on Weekends. Primary formats planned are Rock, Alternative, Rhythmic &

Contemporary Hits, Sports and Country, as appropriate for each market. The markets are the top 3 populated metro markets in Ohio: Cincinnati, Cleveland, and Columbus. 175 paid GRPS are recommended. Additionally, stations with Latino programming will be included within the spot radio budget.

- o ONN is a statewide news, weather and sports network with one or two affiliate (AM and/or FM) stations in small rural, medium and major markets in Ohio. ONN currently has 75+ radio station affiliates reaching over 1.1 million adults in all 88 counties in Ohio. A majority of their affiliates are in small towns where their network station is the major, if not only, source of information for that community. Historically, this has been an efficient radio buy for Ohio Public Safety messages. A one week schedule (12 paid spots) will be matched at least 1:1.

- o Pandora is a free, personalized streaming radio service. It plays musical selections of a certain genre based on the user's artist selection. Throughout Ohio, Pandora has 600,636 Men 18-34 registered and offers the ability to geo-target beyond the normal Ohio DMA markets. We recommend Pandora to extend the reach in the major metro markets to the younger 18-24 male demo.

Radio	Budget Recommended
Cincinnati	$9,000
Cleveland	$13,000
Columbus	$12,000
Hispanic	$2,000
ONN Network	$4,500
Pandora	$4,500
TOTAL	**$45,000**

- There are two statewide television sports networks that broadcast MLB games. The agency recommends an investment in both FOXSPORTSOHIO and STO. FSO has been a good partner with the state in producing promotions and PSA's with their on-air talent and the Reds.
    - o A budget of $20,000 between the two systems ($11,000 FSN and $8,000 STO) will sufficient covers the MLB games broadcasted during this short time period at the end of June.
- In Cleveland, there are 165 free-standing and backlit kiosks available. This opportunity is not available in other Ohio markets. The agency recommends targeting sports arena and bar/nightlife districts, which includes 7 locations in the "warehouse" district, 2 locations in the "tower city" district and 11 locations in the "Gateway" district (Progressive Field & Q Arena). The kiosks are 3 sided with an informational city map on one face and advertising posters on the other 2 faces. The average daily circulation is estimated to be 25,000 per face. The agency intends to negotiate the same rate as allocated since 2010, which included a 20%

discount to book 3 periods in advance. The 3 periods recommended line up with national "impaired driving" periods - June 7-July 5 (bonus July 5-August 8); August 9-September 5 (bonus September 6-October 3); and December 6 – January 12 (bonus November 8-December 5). The annual cost of 20 locations is $16,200 and will be equally divided between the Summer, Fall and Holiday Impaired campaigns. Additional production costs will be incurred if the creative is changed from the last campaign.

- Digital advertising is recommended this year to support the national effort targeting the highest at risk segment of young men 18-34 with an emphasis on 16-24 throughout Ohio. As consumer acceptance of mobile ads continue to increase, a mixture of targeted display awareness banners (35%) and mobile (65%) are recommended. Tracking reports will be available to monitor and adjust this campaign. The plan (minimum 2.8 million impressions) includes Facebook, EA.com, ESPN.com and MobileFuse.com and Yahoo Mobile.
  - Creative recommended include a mixture of 300x50; 216x36; 168x28; 120x20; 728x90; 320x50; 924x50; 512x128; 512x512 and :15 video as available by the state.

Summer Impaired Driving Media Budget

MEDIA	BUDGET*
RADIO (:30)	$45,000.00
FOXSPORTSOHIO & STO Network Cable TV	$20,000.00
Cleveland Downtown Kiosks	$5,500.00
Digital	$29,500.00
GRAND TOTAL	$100,000.00

*Budget investment includes agency fee.

- **ICE BOX WRAPS $35,000**
  AllOver Media provides an opportunity for an alcohol message on "frozen" billboards in targeted gas station locations in Ohio. Ice Box wraps are roughly 8'x4'x4" and present a dramatic message regarding alcohol safety while driving to consumers as they are in their car or truck. Their research indicates that consumers spend 3-5 minutes at the gas pump per visit and 67.3% visit their local station 4x per month. The negotiated proposal last year for $31,000 in 2013 included 15 ice boxes in high traffic locations and an additional 10 ice boxes at selected marinas. A 3month paid commitment also included bonus door clings (6"x6") at each of the stations selected and a bonus 4th month. Many of the ice boxes remain wrapped longer than 4 months, but that cannot be guaranteed.
- **BUS/TRANSIT ADVERTISING $130,000**
  The agency recommends Bus Transit advertising in Cleveland in 2016. (Neither Cincinnati or Columbus will accept state advertising). Bus tail signs (back of busses) are impactful in reaching drivers in traffic and on highways in Cleveland. RTA advertising may help to increase exposure in lower income areas and major sports and casino complexes in and

surrounding the major metros.   The movement, size and color are difficult to ignore and it has the potential to touch many people in different places at different times.   We estimate 40 Busses per month with an impaired driving message.   Similar to last year, it is expected that they will match this paid buy with backlit dioramas in the Tower City, Quicken Loans Arena and Jacobs Field. With the Republican Convention held in July this year in Cleveland, we propose extending the campaign to 6 months, (compared to 3 months last year) to run from April through September.

*Budget investment includes agency fee

IMPAIRED SUSTAINED MEDIA	BUDGET*
1st Quarter Super Bowl/St. Patrick's	$235,000.00
Summer Impaired	$100,000.00
Transit	$130,000.00
Ice Boxes	$35,000.00
GRAND TOTAL	$500,000.00

*Budget investment includes agency fee

Client Approved: _____   Date: _____

Ohio Public Safety
Media Recommendation
Fall Impaired Driving Campaign
August 17 – September 5, 2016

Revised:
November 24, 2015

The following recommends a media investment strategy to support an advertising program on behalf of the Ohio Public Safety's Impaired Driving campaign during the August – September 2016 national mobilization period.

Givens
The following parameters have been agreed to:
- The total budget will not exceed $500,000
- The advertising should provide broadcast coverage statewide
- Flight weeks are *August 17 through September 5, 2016*
- Creative units available include a: 30 television spot, : 30 English and Hispanic radio spots and various digital ad sizes.
- The target audience is Men 21-34 years
- PSA units (unpaid media) should match on a 1:1 basis (or better) and will be scheduled within the flight as much as possible
- Media will compliment NHTSA media efforts

Media Tactics
- Radio is an excellent frequency or reminder medium (since there can be no visual treatment) to the television efforts executed by NHTSA. Radio is also a very effective means to reach a "mobile" audience – offering the potential to immediately impact behavior in regards to drinking and driving.
    - Radio buys (:30) will be planned with a daypart mix of 30% Morning Drive; 10% Midday; 40% Afternoon Drive; 10% in Evenings and 10% on Weekends.   Primary formats planned are Rock, Alternative, Rhythmic & Contemporary Hits, Sports and Country, as appropriate for each of the Ohio markets. A paid buy of 200 GRPS is recommended for Cleveland, Cincinnati, and Columbus.
    - ONN is a statewide news, weather and sports network with one or two affiliate (AM and/or FM) stations in small rural, medium and major markets in Ohio.   ONN currently has 75+ radio station affiliates reaching over 1.1 million adults in all 88 counties in

Ohio. Station formats cannot be cherry picked within the ONN Network. It is purchased as a whole and will provide umbrella coverage throughout the state. A majority of their affiliates are in small towns where their network station is the major, if not only, source of information for that community. Historically, this has been an efficient radio buy for Ohio Public Safety messages. A minimum schedule of 12 spots per week (Mon-Sat) for 2 weeks and matching PSA schedule for $8,500 is recommended.

- o A Hispanic radio buy (:30) is recommended on stations that include Latino programming either 24/7 or on weekends. A maximum of $3,000 would be required for this effort in Cleveland, Columbus, and Cincinnati.
- o Pandora is a free, personalized streaming radio service. It plays musical selections of a certain genre based on the user's artist selection. Throughout Ohio, Pandora has 600,636 Men 18-34 registered and offers the ability to geo-target beyond the normal Ohio DMA markets. We recommend Pandora to extend the reach in the major metro markets to the younger 18-24 male demo.

Radio Markets	Budget Recommendation
Cincinnati	$10,000.00
Cleveland	$16,000.00
Columbus	$13,000.00
ONN Network	$8,500.00
Pandora	$8,000.00
Hispanic	$3,000.00
TOTAL	**$58,500.00**

- o It is understood that <u>television</u> plays a major role in the NHTSA campaign during this period. And the influx of politicals in 2016 makes a spot television buy undesirable due to the high cost and clutter expected in 3rd quarter. Therefore, we do not recommend a spot television buy. However, we do recommend statewide <u>sports</u> cable buys:
  - o There are two statewide TV sports networks that will broadcast the MLB. We recommend an investment of <u>$30,000</u> on FOXSPORTSOHIO (home of the Reds); and $<u>20,000</u> on STO (home of the Indians). Buys will not be isolated to the MLB baseball games, but will also include other programming throughout the weeks of the flight, such as NASCAR races, coach's shows and other sports entertainment programs. FSO has been a good partner with the state in producing promotions and PSA's with their on-air talent and the Reds. FSO purchased STO last year, but at this time the sales departments are still separate.
- o Sports Marketing partnerships
  Pre-season Football is underway during this time frame. Therefore, media and in stadium involvement is very appropriate for a responsible alcohol campaign with the Cleveland Browns, Cincinnati Bengals and Ohio State

University.   The combination of all 3 teams will reach fans throughout Ohio via their flagship stations, network affiliates and stadium home game attendance. The recommended investment will be no more than investments in past years and all teams have incorporated matching value added elements in their packages which are generally extensions beyond pre-season.

- o A Bengals buy includes television, print and stadium signage. They also have the ability in 2015 to incorporate radio, so the current buy may be tweaked moving forward.
    - Full page ad in the program
    - One :30 TV spots and 1 drop-in in each preseason telecast and one :30 in each of 6 "Bengals Weekly" weekend programs.
    - Two :30's on internal television monitors during all games; Two minutes of LED sideline 4th quarter signage for all games; Concession stand message for one game, exterior stadium signage and an effort to air additional PSA announcements as available.
    - The Bengals have also partnered with the state in the past with providing spokespersons for PSAs.
- o The Browns buy includes television, radio, stadium signage and digital.
    - 2 :30's in each of 3 televised pre-season, pre-game shows and an on field graphic in-game for each of 3 preseason games. (Equated to 37 seconds of TV exposure per game last year)
    - Ten :30 network radio spots in the pre-game radio programming. And a radio PSA recorded by Browns player, Cameron Jordan.
    - 200,000 impressions on their website
    - Exterior stadium signage.
- o The Ohio State University Football buy includes statewide network radio, and scoreboard messages.
    - One :30 pre-game and one :30 post game radio spot in the IMG radio network for all regular games. (Bowl games are not included.) In game live reads in the first half and fourth quarter of each game.
    - Post-game scoreboard message at each home game.
    - Participation in online/social marketing efforts to the statewide Ohio Buckeye fan base.
    - Inclusion of an onsite tailgate event and supporting media leading up to it.

Cleveland Browns	$62,000
Cincinnati Bengals	$61,000
OSU Football	$88,000
TOTAL	**$211,000.00**

- o Digital advertising is recommended this year to support the national effort targeting the highest at risk segment of young men 18-34 with an emphasis on 16-24 throughout Ohio. As consumer acceptance of mobile ads continue to increase, a mixture of targeted display awareness banners (35%) and mobile (65%) are recommended. Tracking reports will be available to monitor and adjust this campaign. The plan (minimum 3.2 million impressions/$35,000 budget) includes Facebook, EA.com, ESPN.com and MobileFuse.com and Yahoo Mobile.
    - o Creative recommended include a mixture of 300x50; 216x36; 168x28; 120x20; 728x90; 320x50; 924x50; 512x128; 512x512 and :15 video as available by the state..
- o Non-traditional advertising recommendations include the statement stuffers and Kiosk advertising in high traffic downtown Cleveland areas.
    - o Continue advertising on 299,000 payroll paychecks in Ohio that are distributed to hourly employers of Kroger and temporary staffing companies (i.e. Tempay, Inc., , Payroll Solutions, Reserve Staff, CBS Staffing, I Force, Staffmark).. The employee demographics for these hourly employees are overwhelmingly young workers on a weekly pay cycle. (19% are ages 16-20, 44% are 21-30, 21% 31-40, 9% 41-55, and 7% 55+). Through the same firm, we have the opportunity to advertise on 76,000 inserts in the monthly billing to Ohio Safe Auto Car Insurance.   Since these consumers are usually "minimal" car insurance customers it also appears to be well targeted opportunity.   As added value, Ohio Public Safety will receive a no charge quarter page ad re-run on the paychecks in September. Recommended budget is $20,850.00.
    - o In Cleveland, there are 165 free-standing and backlit kiosks available. This opportunity is not available in other Ohio markets. The agency recommends targeting sports arena and bar/nightlife districts, which includes 7 locations in the "warehouse" district, 2 locations in the "tower city" district and 11 locations in the "Gateway" district (Progressive Field & Q Arena). The kiosks are 3 sided with an informational city map on one face and advertising posters on the other 2 faces. The average daily circulation is estimated to be 25,000 per face.   The agency intends to negotiate the same rate as allocated since 2010, which included a 20% discount to book 3 periods in advance.   The 3 periods recommended line up with national "impaired driving" periods - June 7-July 5 (bonus July 5-August 8); August 9-September 5 (bonus September 6-October 3); and December 6 – January 12 (bonus November 8-December 5). The annual cost of 20 locations is $16,200 and will be equally divided between the Summer, Fall and Holiday Impaired campaigns.
    - o A media buy in movie theaters in key rural counties statewide will also help to extend this message to this young male target. As executed the last couple years, this "rural" movie theater campaign

will include a :30 spot before every film in theaters. The target counties include Athens, Belmont, Erie, Knox, Pickaway, Preble, Richland, Ross, Sandusky, Seneca, Shelby, Trumbull, Tuscarawas, Washington, Wayne and Wood. $54,500 budget allocation is slightly more than the Spring CIOT campaign budget and offers an alternative to spot television at this time.

o Live Nation promotion for Drive Sober message will be investigated similar to extend the reach to music fans. This promotion is in preliminary talks and a proposal will be presented at a $50,000 maximum budget expectation upon more client input and the release of concert schedules in 2016.

Media Budget

MEDIA	BUDGET*
RADIO (:30)	$58,500.00
OHIO CABLE TV	$50,000.00
SPORTS MARKETING	$211,000.00
DIGITAL	$50,000.00
NON-TRADITIONAL	$130,500.00
GRAND TOTAL	**$500,000.00**

*All costs include agency fee.

Client Approved: _____   Date: _____

Instructions: States must apply for a State graduated driver licensing incentive grant using the application requirements under Part 1300.

✓ PART 8*: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANT

(23 CFR § 1300.26) (* Under Appendix D of Part 1200, State Graduated Driver Licensing Laws application was Part 6.)

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

[*Fill in **all** applicable blanks below.*]

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

Learner's Permit Stage –

   Legal citations:

- Applies prior to receipt of any other permit, license, or endorsement if applicant is younger than 18 years of age: O.R.C. 4507.05 _____;

- Applicant must pass vision test and knowledge assessments: O.R.C. 4507.05 _____;

- In effect for at least 6 months: O.R.C. 4507.05 _____;

- In effect until driver is at least 16 years of age: O.R.C. 4507.05 _____;

- Must be accompanied and supervised at all times: O.R.C. 4507.05 _____;

- Requires completion of State-certified driver education course or at least 50 hours of behind-the-wheel training with at least 10 of those hours at night: _____ O.R.C. 4507.05 _____;

- Prohibition on use of personal wireless communications device: _____ O.R.C. 4507.05 _____;

- Extension of learner's permit stage if convicted: O.R.C. 4507.071 (D) _____;

- Exemptions from graduated driver licensing law: _____ O.R.C. 4507.05 _____.

Intermediate Stage –

   Legal citations:

- Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement: O.R.C. 4507.071 _____;

- Applicant must pass behind-the-wheel driving skills assessment: O.R.C. 4507.071 _____

- In effect for at least 6 months: O.R.C. 4507.071

- In effect until driver is at least 17 years of age: O.R.C. 4507.071

- Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies: O.R.C. 4507.071

- No more than 1 nonfamilial passenger younger than 21 allowed: O.R.C. 4507.071

- Prohibition on use of personal wireless communications device: O.R.C. 4507.071

- Extension of intermediate stage if convicted: O.R.C. 4507.071 (D)

- Exemptions from graduated driver licensing law: O.R.C. 4507.071 (C)

Appendix M – Evidence-Based Traffic Safety Enforcement Plan

Analysis of crash data in areas of highest risk:

For FFY2017, an in-depth analysis of traffic crash data was conducted to not only identify and prioritize the states traffic safety problems, but to target fatal crash locations for traffic safety programming. The traffic crash data used for this analysis was from Fatality Analysis Reporting System (FARS) calendar years 2010, 2011, 2012, 2013 and 2014 and the Ohio Department of Public Safety (ODPS) Ohio Crash Facts calendar years 2010, 2011, 2012, 2013, 2014 and 2015 preliminary crash data. See pages 13 – 38.

Deployment of resources based upon that analysis:

Safe Communities

- Maximum amounts for each county were set based on the average number of fatal crashes for 2013, 2014 and 2015. New programs had to have a minimum of a 3 year average of 5.66 fatal crashes to be eligible for funding.
- Based on a county's 3-year fatal crash average, a grant proposal must specify strategies in specific safety program areas for FFY2017.
  - o Programs with a 3-year fatal crash average between 2.00 and 9.46 may conduct strategies focusing on a maximum of three specific traffic safety areas.
  - o Programs with a 3-year fatal crash average between 9.47 and 18.92 may conduct strategies focusing on a maximum of four specific traffic safety areas.
  - o Programs with a 3-year fatal crash average of 18.93 and higher may conduct strategies focusing on a maximum of five specific traffic safety areas.
  - o These three specific traffic safety program areas must be addressed:
    - ▪ Impaired Driving/Alcohol-related fatal crashes
    - ▪ Seat Belt Usage/"Click It or Ticket" initiatives
    - ▪ Motorcycle Awareness
    - ▪ If additional program area(s) are submitted in the proposal for consideration, the program area(s) must be justified by local fatal crash problem identification.

OVI Task Force

- To qualify for FFY2017 OVI Task Force grant funding, an existing OVI Task Force agency must be in the top alcohol-related fatal crash counties. The top alcohol-related fatal crash counties must have an average of at least 6.0 alcohol-related motor vehicle related fatal crashes during 2013, 2014 and 2015 (total of eighteen or more alcohol-related fatal crashes during these three years).
  - o When an existing OVI Task Force no longer meets the above requirements, they will be eligible for one more year at the existing funding level. The following year will be at 75 percent of that funding level and the following year at 50 percent.

- Each task force must:
    - Enlist a diverse task force membership
    - Conduct, at a minimum, sixteen sobriety checkpoints in areas and time prioritized by the problem ID process (two are required during DSOGPO)
    - Alcohol-related overtime enforcement activity must be conducted in the areas and time periods of alcohol-related problems identified through a site selection process.
    - A minimum of three press conference events (one during DSOGPO)

<u>Metro Checkpoint Grant</u>

- Over 60 percent of alcohol related fatal and over 68 percent of alcohol injury crashes in Franklin County occur within Columbus City limits. Columbus Police Department operates a metro checkpoint grant to combat the issue inside city limits which allows the Franklin County OVI Task Force to focus their efforts in the rest of the county.
- The Metro Checkpoint Grant:
    - Conducts, at a minimum, sixteen sobriety checkpoints in areas and time prioritized by problem ID (two during DSOGPO)
    - Alcohol-related overtime enforcement activity must be conducted in the areas and time periods of alcohol-related problems identified through a site selection process
    - Man a mobile BAC truck during peak OVI times to allow road officers to spend more time on the road stopping OVI offenders.
    - A minimum of three press conference events (one during DSOGPO)

<u>Impaired Driving Enforcement Program (IDEP)</u>

- Grants are awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2013, 2014 and 2015.
- Each agency must conduct impaired driving enforcement activity to impact their fatal crashes.
- Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar.
- In addition to the required Blitzes and National Campaign listed below, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding.

<u>Selective Traffic Enforcement Program (STEP)</u>

- Grants are awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2013, 2014 and 2015.
- Each agency must conduct enforcement activity (i.e., speed, seat belt, aggressive, etc.) to impact their fatal crashes.
- Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar.
- In addition to the required Blitzes and National Campaign listed below, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding.

<u>General Grants</u>

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

<u>National Mobilizations</u>

Ohio will continue to implement and expand the national impaired driving mobilization efforts in FFY2017. Following the national model, campaign components will include earned media (education and outreach), paid media, high visibility law enforcement and evaluation.

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

<u>Paid Media</u>

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

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

Continuous follow-up and Adjustment of the enforcement plan:

During the grant year, all sub-grantees are required to attend District meetings. Each district meets at a minimum of three times a year (some districts meet four times). At each meeting, sub-grantees re-cap previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities and other timely traffic related information specific to the district. Sub-grantees coordinated activities and plan locations based on local data and current data shared at these meetings to ensure all activities are highly visible and are based on problem identification. Strategies are adjusted as needed throughout the year based on current data.

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

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

Ohio Department of Public Safety
November 2015-September 2016 Media Plans

Campaign	Flight	Media Budget
Click it or Ticket – November 2015	November 2-29, 2015	$200,000
Holiday Impaired	December 16–Jan. 2, 2016	$200,000
Distracted Driving	April 7-16, 2016	$100,000
Click it or Ticket	May 16-30, 2016	$500,000
Motorcycle Share the Road Other (Impaired)	 April 17-September, 2016 April-September 2016	 $200,000 $200,000 $400,000
Sustained Seat Belt Impaired Driving *Incl. 2/7 Super Bowl, 3/17 St. Patricks Day & 7/4 Summer Campaigns*	 April – September 2016 January – September 2016	 $400,000 $500,000 $900,000
Fall Impaired	August 17-Sept 5, 2016	$500,000
GRAND TOTAL		**$2,800,000**

Ohio Department of Public Safety
Media Recommendation
"Click It or Ticket" (CIOT)
November 2-29, 2015

Submitted:
October 29, 2015

The following recommends a media investment strategy to support an advertising program on behalf of the Ohio Public Safety's seat belt safety initiative, *Click It or Ticket* (CIOT). The general objective of the advertising program is create awareness of the benefits of seat belt usage statewide at a sufficient level that will not only save lives and support enforcement efforts in November, but will also provide measurable results of increased seat belt usage.

Givens

The following parameters have been agreed to:

- The total budget will not exceed $200,000
- The advertising should provide coverage throughout the state of Ohio
- Flight weeks are *November 1-29 with emphasis leading up to and through the Thanksgiving Holiday*
- Creative units available include a: 30 television and radio spot and digital display and video.
- PSA units (unpaid media) will be negotiated to at least match the paid schedule

Target Audience

The target audience has been identified as Men 18-34 years of age throughout the state of Ohio. Qualitative research information has generally identified the younger men (16-24 years) within this demographic as the most "high risk" drivers and passengers. These men are also less likely to use safety belts if they travel in pick-up trucks, consume alcohol, or ride at night time and/or are African American and Latino males.

Markets

The major markets of Cleveland (32%), Columbus (20%) and Cincinnati (20%) comprise 73% of the television homes in Ohio.   The smaller Ohio markets will only be included as budget permits.

Market	2015 TV Homes	% Ohio
Cincinnati	876,290	20%
Cleveland-Akron-Canton	1,469,190	33%
Columbus	913,550	20%
Major Markets	3,259,030	**73%**
Dayton	466,930	10%
Toledo	403,700	9%
Youngstown	253,470	6%
Lima Also covered by Dayton & Columbus	67,390	2%
Zanesville Also covered by Columbus	32,070	1%
Ohio Total	4,482,590	100%
Wheeling/Steubenville Est. 50% in Ohio Counties	*131,980*	

Media Strategy/Tactics

To extend the reach of the national media campaign, the media investment will include a broad media mix of:

- Television is emotionally stimulating.   It allows for the high degree of creativity; sight, sound and action necessary for influencing or shaping viewpoints and attitudes toward seat belt safety. A combination of spot television and statewide cable is recommended.
    - o This medium will provide a good opportunity to extend the reach of this campaign in Ohio, both geographically and demographically.
        - o Dayparts and programming selected are those most effective against our young male target - Prime Access (15%), Prime Time/Sports (70%) and Late Fringe (15%).   Generally the programming on the Independent stations will receive the heaviest emphasis for this young demo.
        - o Spot TV is recommended at a paid level of 150 Total GRPS per market for the 2-3 weeks leading up to the Thanksgiving holiday.

TV Market	Budget Recommended
Cincinnati	$16,000
Cleveland	$43,000
Columbus	$28,000
Spot TV Total	**$87,000**

        - o Cable Television provides the best opportunity to deliver frequency of exposure to our target in local sports programming and extend the reach statewide. It may also include the more rural

areas that may not be reached through the major market spot television buy. As the major network for the Cleveland Cavaliers and college football and basketball programming, Fox Sports Ohio (FSO) is recommended.

- FSO reaches 3.7 million homes in Ohio (with some additional coverage in northern Kentucky and South Indiana). 50 GRPS are recommended. FSO has also been a good partner with the state in producing PSA's and other relevant promotions with the state.

Cable Television	Budget Recommended
Fox Sports Ohio	$25,000

- Radio is an excellent support or reminder medium (since there can be no visual treatment). Radio is also a very effective means to reach a "mobile" audience – offering the potential to immediately impact or affect seat belt behavior. It is efficiently priced to help build frequency in a selected "lifestyle" programming format in a market. We recommend a combination of Pandora and the ONN statewide radio network to maximize target reach.
  - ONN is a statewide news, weather and sports network with one or two affiliate (AM and/or FM) stations in small rural, medium and major markets in Ohio. ONN currently has 75+ radio station affiliates reaching over 1.1 million adults in all 88 counties in Ohio. Station formats cannot be cherry picked within the ONN Network. It is purchased as a whole and will provide umbrella coverage throughout the state. A majority of their affiliates are in small towns where their network station is the major, if not only, source of information for that community. Historically, this has been an efficient radio buy for Ohio Public Safety messages. A schedule of 25 spots (M-Sa 6a-7p) and matching PSA schedule is recommended.
  - Pandora is a free, personalized streaming radio service. It plays musical selections of a certain genre based on the user's artist selection. Throughout Ohio, Pandora has 600,636 Men 18-34 registered and offers the ability to geo-target beyond the normal Ohio DMA markets. We recommend Pandora as a means to saturate the markets and counties where major, 4 year Ohio universities are located.

Radio Market	Budget Recommended
ONN Network	$10,000
Pandora	$8,000
Radio Total	**$18,000**

- Sports marketing partnership with the Cleveland Cavaliers is recommended to support the CIOT campaign for this time of year. The package includes a digital, in arena signage and radio. With the return of LeBron James, the fan base for the team extends well beyond the Cleveland market throughout the remainder of the state. (The Cavs sold out their preseason games in Cincinnati and Columbus). Research reports that 50% of all Cavs fans are males between 18-34 years old and 74% of the Cavs digital network visitors are males 18-34. The Cavaliers also

sold out every home game during the 2014-2015 season (20,562/game) and expectations are similar for this year.

- o Ohio Public Safety will receive 100,000 impressions (desktop and mobile) on the Cavs Digital Network, which includes Cavs.com, theQarena.com, ClevelandGladiators.com, and LakeErieMonsters.com.
- o Signage will be placed on mid-level fascias and the Corner Boards of the arena (10% share of voice) for all Q events.
- o Cavs Radio network will air one:30 post game spot in all home and away games. WTAM is the flagship station, but network of 28 stations covers the remainder of Ohio.
- o Value added includes exit signage on all metal detectors inside the Q covering every major exit, banner ad inclusion in one Cavs Insider email to 100,000 fans and the opportunity to have Austin Carr record a scoreboard video for postgames and a radio PSA spot.
- o Opportunity to extend same package into December for additional $50,000 and January bonus at same levels.

	Budget Recommended
Cleveland Cavaliers	$50,000
Sports Marketing Total	**$50,000**

- Digital advertising is recommended this year to support the national effort targeting the highest at risk segment of young men 18-34 with an emphasis on 16-24 throughout Ohio. As consumer acceptance of mobile ads continue to increase, a mixture of targeted display awareness banners (35%) and mobile (65%) are recommended. Tracking reports will be available to monitor and adjust this campaign. The plan ($20,000 budget) includes:
  - o EA.com is #1 in mobile gaming. Mobile and Tablet banners and interstitials will run on Mobile, Tablet and DIGA (Digital In-Game ads) in contextually relevant games in Ohio.
  - o Sportingnews.com is a leading sports portal covering the NFL, NBA, MLB, MLS and more. Desktop and Mobile ads will rotate run of network statewide.
  - o YouTube is a free video sharing website that makes it easy to watch online videos and popular with or target demographic for creating and uploading their own videos to share with others. It is one of the most popular sites on the web with visitors watching billions of hours of video every month.
  - o Facebook targeted boosts/promoted posts throughout Ohio.
  - o Creative recommended include a mixture of 300x50; 216x36; 168x28; 120x20; 728x90; 320x50; 924x50; 512x128; 512x512 and :15 video.

	Budget Recommended
Centro	$20,000
Digital Total	**$20,000**

Media Budget: $200,000

Following is a budget summary for the paid media schedule recommended for this major campaign.

Media	Total Investment ($)*
Television (Spot/Cable)	$112,000.00
Radio	$ 18,000.00
Sports Marketing	$50,000.00
Digital	$20,000.00
GRAND TOTAL	**$200,000.00**

*Includes Agency Fee

Client Approval: _____ Date: _____

Ohio Department of Public Safety
Holiday Impaired Driving Plan
December 16, 2015 – January 2, 2016

Revised:
November 24, 2015

The following recommends a media investment strategy to support an advertising program on behalf of the Ohio Public Safety's alcohol safety campaign prior to and throughout the 2015 winter holidays.

Givens
The following parameters have been agreed to:
- The total budget will not exceed $200,000
- The advertising should provide coverage statewide as affordable
- Flight weeks *are December 16 – January 2, 2016*
- Creative units available are :30 English and :30 Hispanic radio spots, :30 television and various digital units
- The target audience is Men 21-34 years
- PSA units (unpaid media) should match on 1:1 basis (or better) and will be scheduled within the flight as much as possible

Media Tactics
- Radio will be the primary media negotiated for this campaign. It is an excellent frequency or reminder medium (since there can be no visual treatment) and will support the strong television campaign to be executed nationally. Radio is also a very effective means to reach a "mobile" audience – offering the potential to immediately impact behavior in regards to drinking and driving.
    - The ONN statewide radio network will provide coverage to more rural areas throughout the state. ONN currently has 75+ radio station affiliates reaching over 1.1 million adults in all 88 counties in Ohio. At least 2 paid spots per day from 6am-7pm and matching bonus spots will be executed over the days leading up and through the New Year holiday. Budget: $11,000.
    - Hispanic radio schedules will be included to impact the Hispanic populations in Cleveland, Columbus, and Cincinnati as executed for campaigns previously in the year. Budget: $3,000
    - Pandora is a free, personalized streaming radio service. It plays musical selections of a certain genre based on the user's artist selection. Throughout Ohio, Pandora has 600,636 Men 18-34 registered and offers the ability to geo-target beyond the normal Ohio DMA markets. We recommend Pandora to extend the reach in the major metro markets and university counties to the younger 18-24 male demo. Budget: $8,000
    - A budget of $12,000 will be set aside to absorb the cost of playoff radio broadcasts for Ohio State. Any extension to regular season broadcasts are not included in the package secured for the Fall

Impaired campaign. College playoffs usually occur over the New Year's holiday.

- o A grassroots radio promotion with IMG/OSU that includes an onsite activation at an OSU Basketball game(s) (or other event TBD by the client) will be supported by :30 radio leading up to the event. There will be 10 :30 paid spots in Buckeye Xtra on 97.1FM-The Fan and 10 bonus spots. One paid and one bonus pre-game :30 spot on the Ohio State Radio Network for a minimum of 4 games. The $15,000 net package was to originally be executed in the fall for OSU Football, but has been postponed to benefit the Holiday Impaired initiative.
- o ***Budgets allocated for each:***
    - ONN $11,000
    - Hispanic Radio $3,000
    - Pandora $8,000
    - Radio sponsorship playoff extensions $12,000
    - IMG grassroots radio promotion $15,500
- Regional sports TV network and Hispanic television stations will provide support to the national television buys. The agency recommends continuation of the successful relationship with the statewide cable network, FOXSPORTSOHIO. Sports programming during this time period includes the college football and basketball, Cavaliers basketball and Blue Jackets hockey. Hispanic television buys are also recommended to support the national effort directed to this market.
    - o FOXSPORTSOHIO $17,500
    - o Hispanic TV $3,000 (Cleveland/Columbus)
- Sports Marketing
    - o A campaign with the Cleveland Cavaliers was initiated with the November CIOT campaign. As incentive to continue the campaign through the holidays, the Cavs will execute the same $50,000 net package in December (but change create to an impaired message) and bonus one month into January/February. This investments includes 100,000 impressions on the Cavs digital network; signage on the in-arena mid-level Fascias, 4 Corner Boards, signage on the exit side of all metal detectors in the arena, Cavs Insider email inclusion, post-game PSA during all Cavs home games and one post game network radio spot for all home and away Cavs games played. Signage will remain up throughout all over events (including NHL Lake Erie Monsters) held throughout the 2 month term. Nearly 50% of Cavs fans in the Cleveland DMA are Men 18-34 years old; 74% of all male Cavs Digital network visitors are between 18-34 years old; and the Cavs have sold out every home game during the 2014-2015 season and the trend continues (20,562/game). With the continued success of NBA star, LeBron James, the Cavs fan base extends throughout the entire state of Ohio.
- Online advertising is recommended this year to support the national effort targeting the highest at risk segment of young men 18-34 throughout Ohio. As consumer acceptance of mobile ads continue to increase, a mixture of targeted

display awareness banners (35%) and mobile (65%) are recommended. Tracking reports will be available to monitor and adjust this campaign. The plan (minimum 3 million impressions/$40,000 budget) includes Facebook, EA.com, ESPN.com and MobileFuse.com and Yahoo Mobile.

- o Creative recommended include a mixture of 300x50; 216x36; 168x28; 120x20; 728x90; 320x50; 924x50; 512x128; 512x512 and :15 video as available by the state.
- Out of Home Signage
  - o In Cleveland, there are 165 free-standing and backlit kiosks available. This opportunity is not available in other Ohio markets. The agency recommends targeting sports arena and bar/nightlife districts, which includes 7 locations in the "warehouse" district, 2 locations in the "tower city" district and 11 locations in the "Gateway" district (Progressive Field & Q Arena). The kiosks are 3 sided with an informational city map on one face and advertising posters on the other 2 faces. The average daily circulation is estimated to be 25,000 per face. The agency intends to negotiate the same rate as allocated since 2010, which included a 20% discount to book 3 periods in advance. The 3 periods recommended line up with national "impaired driving" periods - June 7-July 5 (bonus July 5-August 8); August 9-September 5 (bonus September 6-October 3); and December 6 – January 12 (bonus November 8-December 5). The annual cost of 20 locations is $16,200 and will be equally divided between the Summer, Fall and Holiday Impaired campaigns.
  - o AllOver Media provides an out of home platform to reach restaurant and bar patrons via 17" x 22" posters in restrooms of selected venues throughout the state. 2 posters per location (1 Men's/1 Women's) at 37 venues in Cleveland, 37 in Columbus and 37 in Cincinnati for a total of 222 posters and 1.6 million impressions for the month. Total budget for all 3 markets is $30,800.
  - o A contingency budget of $2,445 will be set aside for production charges that may occur to execute any of the media programs in this plan.

Summary

MEDIA	BUDGET
RADIO (:30)	$49,405.00
TELEVISION (:30)	$20,500.00
DIGITAL	$40,000.00
SPORTS MARKETING	$51,350.00
OUT OF HOME SIGNAGE	$38,745.00
GRAND TOTAL	**$200,000.00**

*Budget includes agency fee.

Client Approved: _____   Date: _____

Ohio Department of Public Safety
Media Recommendation
Distracted Driving
April 7 – 16, 2016

November 24, 2015

The following recommends a media investment strategy to support an advertising program on behalf of the Ohio Public Safety's distracted driving campaign in April 2016

Givens
The following parameters have been agreed to:
- The total budget will not exceed $100,000
- The advertising should provide coverage statewide as affordable
- Flight weeks are April 7 – 16, 2016
- Creative units available are :30 television (BAM! And OMG! tbd), various digital units and :30 radio
- The primary target audience is Drivers 18-34 years old with a slight skew toward Women. A secondary target audience is teen drivers.
- PSA units (unpaid media) should match on 1:1 basis (or better) and will be scheduled within the flight as much as possible

Media Tactics
- In 2015, NHTSA executed a campaign primarily consisting of television (40% budget) and Digital (40%).   Assuming the same strategy will be employed in 2016, the agency recommends that Ohio provide regional support through other media platforms.
    - Pandora is a free, personalized streaming radio service. It plays musical selections of a certain genre based on the user's artist selection. Pandora offers the ability to geo-target beyond the normal Ohio DMA markets. We recommend Pandora to extend the reach in the major metro markets and state university counties to reach the younger adults, 18-24 years old. Budget: $10,000
    - A digital campaign with an emphasis on mobile will be investigated to include Face Book messaging from the Ohio State Highway Patrol and other appropriate Ohio websites for reaching young women, 18-34 years, within a budget of $20,000.
    - Channel One provides an opportunity to reach high school students in their classrooms throughout Ohio.   A proposal has not been secured yet, but will be thoroughly evaluated and presented to the client for approval before any placement. A budget of $40,000 will be set aside for this platform to reach Ohio teen drivers.
    - Theatre advertising presents a larger than life dramatic opportunity to reach young adults 18-34 years with the distracted driving message.   A budget of $30,000 for :30 spots to air in key metro

and rural theatres. A specific proposal will be reviewed for client approval prior to any placements.

Media Budget Summary

MEDIA	BUDGET
PANDORA (:30)	$10,000.00
DIGITAL/SOCIAL	$20,000.00
CHANNEL ONE TV	$40,000.00
MOVIE THEATRES	$30,000.00
GRAND TOTAL	**$100,000.00**

*Budget includes agency fee.

Client Approved: _____   Date: _____

Ohio Department of Public Safety
Media Recommendation
"Click It or Ticket" (CIOT)
Seat Belt Mobilization Campaign
May 16 – 30, 2016

October 29, 2015

The following recommends a media investment strategy to support an advertising program on behalf of the Ohio Public Safety's seat belt campaign, *Click it or Ticket*. The general objective of the advertising program is create awareness of the benefits of seat belt usage statewide at a sufficient level that will not only save lives and support enforcement efforts during a crackdown period in May, but will also provide measurable results of increased seat belt usage.

<u>**Givens**</u>
The following parameters have been agreed to:
- The total budget will not exceed $500,000
- The advertising should provide coverage throughout the state of Ohio
- National mobilization flight weeks are *May 16-30, 2016*
- Creative units available include a: 30 television spot; :30 radio spot and :30 (Hispanic versions of each); and digital display and video.
- PSA units (unpaid media) will be negotiated to at least match the paid schedule
- Media will compliment the national NHTSA media buy as best as possible
  - Historically, the NHTSA plan consists of Network Cable Television (60%), Network Radio (13%) and Digital (17%) media (online, videogames, etc.)
  - The agency assumes that a similar strategy will be executed in 2015
  - In previous years, NHTSA recommended no more than 200 GRPS per week in television and 150 GRPS per week in radio to support the national media weights.

<u>**Target Audience**</u>
The target audience has been identified as Men 18-34 years of age throughout the state of Ohio. Qualitative research information has generally identified the younger men (16-24 years) within this demographic as the most "high risk" drivers and passengers. These men are also less likely to use safety belts if they travel in pick-up trucks, consume alcohol, or ride at night time and/or are African American and Latino males.

<u>**Markets**</u>
There are 9 television markets (Nielsen DMAs) that cover every county in Ohio.

The major markets of Cleveland (32%), Columbus (20%) and Cincinnati (20%) comprise 73% of the television homes in Ohio.   The smaller markets will only be included as budget permits as the national media plan will provide some exposure throughout Ohio. Cleveland's population nearly doubles that of Cincinnati and Columbus and includes Akron and Canton metropolitan areas.

Market	2015 TV Homes	% Ohio
Cincinnati	876,290	20%
Cleveland-Akron-Canton	1,469,190	33%
Columbus	913,550	20%
Major Markets	3,259,030	**73%**
Dayton	466,930	10%
Toledo	403,700	9%
Youngstown	253,470	6%
Lima Also covered by Dayton & Columbus	67,390	2%
Zanesville Also covered by Columbus	32,070	1%
Ohio Total	4,482,590	100%
Wheeling/Steubenville *Est. 50% in Ohio Counties*	*131,980*	

Media Strategy/Tactics

To extend the reach of the national media campaign, the media investment will include a broad media mix of:

- Television is emotionally stimulating.   It allows for the high degree of creativity; sight, sound and action necessary for influencing or shaping viewpoints and attitudes toward seat belt safety. A combination of spot television and statewide cable is recommended.
    - o This medium will provide a good opportunity to extend the reach of this campaign in Ohio, both geographically and demographically.
        - o Dayparts and programming selected are those effective against our target, but generally not included in the national plan -Early Fringe (15%), Prime Access (15%), Prime Time (50%) and local Sports (20%).   Generally the programming on the Independent stations will receive the heaviest emphasis for this young demo.
        - o Spot TV is recommended at a paid level of 200 Total GRPS for the last 2 weeks of the mobilization period.

TV Market	Budget Recommended
Cincinnati	$25,000
Cleveland	$50,000
Columbus	$25,000
Spot TV Total	**$100,000**

- o Cable Television provides the best opportunity to deliver frequency of exposure to our target in local sports programming. Otherwise, the national buy usually provides strong coverage of all the networks appropriate for our target. (ESPN, FX, Comedy, etc.) Therefore, to extend the reach statewide and include the more rural areas that may not be reached through spot television, schedules on STO (Sportstime Ohio) and FOXSPORTSOHIO are recommended. These are regional sports networks not usually included in the NHTSA plan, but they are the primary carriers of the 2 major MLB teams in Ohio. Historically both sport networks over deliver bonus airings.
  - FOXSPORTSOHIO reaches 3.7 million homes in Ohio (with some additional coverage in northern Kentucky and South Indiana). This Fox cable network broadcasts the Cleveland Cavaliers and Cincinnati Reds (southern Ohio) games and associated programming. Additionally, statewide, it carries other well-known pertinent programming for this target, such as coach's shows, "The Final Score" and other major local, regional and national sports events. 50 GRPS are recommended. FSO has also been a good partner with the state in producing PSA's with their talent and the Reds.
  - STO reaches 2.9 million homes in primarily Northern Ohio The network, recently purchased by FOX, is the home of the Cleveland Indians. The network includes not only Cleveland/Akron/Canton homes, but also Toledo, Lima, Columbus, Zanesville, and Youngstown. Programming consists of pre/in-game/post Indians coverage as well as other local sports events or sports syndicated programs. There is also a partnership with local broadcast television partners (i.e. WKYC/NBC in Cleveland, WWHO Columbus, WLIO Lima and WYFX Youngstown) for Indians game broadcasts. 50 GRPS are recommended.
- o Local Hispanic television buys in Cleveland and Columbus will support the national network television overlay. These are the only markets with all Hispanic programming at this time to extend the reach to portion of the Latino population in Ohio.

Television	Budget Recommended
Sports Network Cable	$29,000
Hispanic TV	$6,000
Misc. TV Total	**$35,000**

- Radio is an excellent support or reminder medium (since there can be no visual treatment). Radio is also a very effective means to reach a "mobile" audience – offering the potential to immediately impact or affect seat belt behavior. It is

efficiently priced to help build frequency in a selected "lifestyle" programming format in a market and provides an opportunity to participate in local promotions or advertise on regionally owned stations that may not be part of a national radio network. We recommend a combination of local spot market radio, ONN Network radio, Hispanic radio to maximize reach and frequency.

- o Radio spot buys (:30) are planned in the major metro markets in Ohio. A 200 Total Paid GRP goal is recommended .The daypart mix planned is 25% Morning Drive; 40% Afternoon Drive; 20% in Evenings and 15% on Weekends. Primary formats planned are Rock, Alternative, Urban, and Country, as appropriate for each market.
- o ONN is a statewide news, weather and sports network with one or two affiliate (AM and/or FM) stations in small rural, medium and major markets in Ohio. ONN currently has 75+ radio station affiliates reaching over 1.1 million adults in all 88 counties in Ohio. Station formats cannot be cherry picked within the ONN Network. It is purchased as a whole and will provide umbrella coverage throughout the state. A majority of their affiliates are in small towns where their network station is the major, if not only, source of information for that community. Historically, this has been an efficient radio buy for Ohio Public Safety messages. A schedule of 25 spots (M-Sa 6a-7p) and matching PSA schedule is recommended.
- o Pandora is a free, personalized streaming radio service. It plays musical selections of a certain genre based on the user's artist selection. Throughout Ohio, Pandora has 600,636 Men 18-34 registered and offers the ability to geo-target beyond the normal Ohio DMA markets. We recommend Pandora as a means to saturate the markets and counties where major, 4 year, Ohio universities are located.
- o Hispanic radio buys are recommended in the Cincinnati, Columbus and Cleveland markets. Since some of these stations only air Hispanic programming on the weekends, an investment of $3,000 will be sufficient for this campaign period.

Radio Market	Budget Recommended
Cincinnati	$10,500
Cleveland	$16.500
Columbus	$13,000
ONN Network	$10,000
Pandora	$12,000
Hispanic	$3,000
Radio Total	**$65,000**

- Sports marketing partnerships with the Cincinnati Reds, Cleveland Indians, Columbus Clippers, Toledo Mudhens and Columbus Crew are also recommended to support the CIOT campaign. The agency will endeavor to renew each of these at no rate increase over previous years. They generally include a strong radio component, as well as, interior and exterior signage. The geographic coverage for the teams includes a network of stations in the region that extend beyond just the metro market that the team primarily serves.

- o The Cincinnati Reds (MLB) buy includes: 30 spots, live drop-in billboards in WLW locally and their radio network in pre, in-game, and post game broadcasts. Also included are home plate signs (with television broadcast visibility) and other signage throughout the park. A separate agreement with WLW includes a 3x/week morning drive sponsorship with the voices of the Reds "Tom and Marty Brennaman Report".
  - $60,000 Cincinnati Reds
  - $17,500 WLW
- o The Cleveland Indians (MLB) buy includes a :30 spot and open/close billboards in pre/in/post game coverage on WTAM radio and its regional Northeast Ohio radio network. Additional exposure includes 2 spots per week in the local Tribe Talk radio program and Stadium Scoreboard feature and PA messaging and Home Plate signage for 2 selected games in May.
- o The Columbus Clippers include a :30 radio spot in/post games on WMNI. This minor league team also includes concourse signs, program ad, and video board signage at the stadium. A television spot is also aired on the closed circuit televisions for home games.
- o The Columbus Crew (MLS) includes four :30 (or two :60) spots in each of their Spanish radio soccer game broadcasts, as well as signage at the stadium gates and traffic exits.
- o The Toledo Mudhens minor league baseball team has created four ballpark exit gate signs and includes seat belt safety public service announcements, LED ribbon and video boards within their stadium during home games.

	Budget Recommended
Reds & WLW	$77,500.00
Indians	$32,000.00
Mudhens	$ 4,500.00
Clippers	$13,000.00
Crew	$ 8,000.00
Sports Marketing Total	**$135,000**

- Digital advertising is recommended this year to support the national effort targeting the highest at risk segment of young men 18-34 with an emphasis on 16-24 throughout Ohio. As consumer acceptance of mobile ads continue to increase, a mixture of targeted display awareness banners (35%) and mobile (65%) are recommended. Tracking reports will be available to monitor and adjust this campaign. The plan (minimum 8 million impressions/$85,000 budget) includes:
  - o EA.com is #1 in mobile gaming. Mobile and Tablet banners and interstitials will run on Mobile, Tablet and DIGA (Digital In-Game ads) in contextually relevant games in Ohio.
  - o ESPN.com is an American Sports portal covering the NFL, NBA, MLB, MLS and more. Desktop and Mobile ads will rotate run of network statewide.

- o MobileFuse.com is a premium Smartphone network that offers brand safe content as well as aggressive optimizations with sufficient inventory to run interstitial ads efficiently and as value added statewide.
- o Yahoo Mobile available through Dispatch Digital provides the opportunity to reach users of Yahoo web pages on mobile devices. The agency recommends focusing on the major DMA markets of Cleveland, Columbus and Cincinnati.
- o Facebook targeted boosts/promoted posts throughout Ohio.
- o Creative recommended include a mixture of 300x50; 216x36; 168x28; 120x20; 728x90; 320x50; 924x50; 512x128; 512x512 and :15 video.

- **Non-traditional** advertising is also recommended as part of this campaign.
  - o A combination of rural movie theatre ads, inserts in monthly paychecks stubs and GSTV gas station TV ads have been positively received in the past and is recommended to continue in 2015. We expect to hold the same rates as the past several years.
    - o A media buy in <u>movie theaters</u> in key rural counties statewide will also help to extend this message to this young male target. As executed the last couple years, this "rural" movie theater campaign will include a :30 spot before every film in theaters. The target counties include Athens, Belmont, Erie, Knox, Pickaway, Preble, Richland, Ross, Sandusky, Seneca, Shelby, Trumbull, Tuscarawas, Washington, Wayne and Wood. May is also has high potential for new action based movies introduced for the summer.
    - o We also recommend advertising on 299,000 <u>payroll paychecks</u> in Ohio that are distributed to hourly employers of Kroger and temporary staffing companies (i.e. Tempay, Inc., , Payroll Solutions, Reserve Staff, CBS Staffing, I Force, Staffmark).. The employee demographics for these hourly employees are overwhelmingly young workers on a weekly pay cycle. (19% are ages 16-20, 44% are 21-30, 21% 31-40, 9% 41-55, and 7% 55+). Through the same firm, we have the opportunity to advertise on 76,000 inserts in the <u>monthly billing</u> to Ohio Safe Auto Car Insurance. Since these consumers are usually "minimal" car insurance customers it also appears to be well targeted opportunity. As added value, Ohio Public Safety will receive a no charge quarter page ads in June.
    - o GSTV broadcasts television news programming on the pumps at select gas stations throughout the state of Ohio. This form of advertising is very pertinent as drivers are at the pump when viewing this safety message. To focus on male drivers, a sports adjacency is recommended. In 2015, gas pump advertising was available in Speedway, Marathon, Sunoco, Valera, Gasway, Shell, HP, IGA, and FuelMart stations in Cleveland (17), Columbus (4), Cincinnati (5) , Dayton (1) and Toledo (1). These 28 stations

represented 243 pump screens. The agency recommends a similar campaign in 2016.
- o A contingency budget will be included to allow for any opportunities that may present themselves leading up to the campaign and as approved by the client and/or production and traffic expenses.

	Budget Recommended
Movies	$41,000
Payday Perx	$21,000
GSTV	$12,000
Contingency	$6,000
Total	**$80,000.00**

Media Budget: $500,000
Following is a budget summary for the paid media schedule recommended for this major campaign.

Media	Total Investment ($)*
Television	$135,000.00
Radio	$ 65,000.00
Sports Marketing	$135,000.00
Digital	$85,000.00
Non-Traditional	$80,000.00
GRAND TOTAL	**$500,000.00**

*Includes Agency Fee

Client Approval: _____   Date: _____

Ohio Department of Public Safety
Media Recommendation
Motorcycle Safety Campaigns
April - October 2016

Revised November 24, 2015

The following recommends a media investment strategy to support an advertising program on behalf of the Ohio Public Safety's motorcycle campaigns – Share The Road and Stop Impaired Driving.

Givens
The following parameters have been agreed to:
- To avoid overlap of important national safety initiatives, the CIOT seat belt safety weeks at the end of May will be excluded for any broadcast plans, as well as, the impaired driving campaign weeks before the July 4th and Labor Day holidays.
  - The total budget will not exceed $400,000 for both messages
  - Spring driving season will be emphasized heavier than the Fall driving season.
- As research is available, statewide coverage is optimal with a focus on "hot spots" throughout the state where the incidences of motorcycle crash and fatality accidents are highest.
- Creative units available include a : 30 television spots, :30 radio spots: outdoor billboards, digital display/video ads and Full Page/4 Color magazine ads.
- The target audience for the Driving Impaired message is Adult 35-64 years old motorists and motorcyclists. The average age of motorcycle riders killed in motor vehicle traffic crashes in 2012 was 43.
- The target audience for the Share The Road is message is much broader targeting on the road drivers overall.
- PSA units (unpaid media) will be negotiated to match (1:1 or better) the paid schedules

Media Strategy/Tactics
The agency recommends a media mix of statewide cable/radio networks; spot radio; Ohio motorcycle magazine ads, billboards and truck ads in key high fatality regions or counties. This strategy is consistent with recent years.

Television is emotionally stimulating. It allows for the high degree of creativity; sight, sound and action necessary for influencing or shaping viewpoints and attitudes toward motorcycle safety.

- A combination of the two statewide sports cable television <u>networks</u> are recommended to provide the rider impaired demographic coverage to metro and rural areas throughout Ohio.
  - FOXSPORTSOHIO reaches 3.7 million homes in Ohio (with some additional coverage in northern Kentucky and South Indiana). This cable network broadcasts Cincinnati Reds (southern/central Ohio) programming as well as other well-known pertinent programming for this target. FSO has also been a good partner with the state in producing PSA's with their talent and the Reds.
    - For the April to mid-May Spring period, we expect to duplicate the successful plans executed the last few years on FOXSPORTSOHIO which included:
      - 125 GRPS delivered 40 in game :30 Reds spots and 40 post game spots in the games; a "matching" bank of 80 :30 spots; 25 Reds in-game billboards and a pre-produced interview with Reds host and an Ohio spokesperson.
    - For the Fall period beginning in August, FOXSPORTSOHIO included
      - 30 in game :30 Reds spots and 30 post game spots; a "matching" bank of 60 :30 spots (80 GRPS)
  - STO reaches 2.7 million homes in primarily Northern Ohio. The network's coverage includes not only Cleveland, but also homes in Toledo, Lima, Columbus, Zanesville, and Youngstown. Programming consists of pre and post Indians game broadcasts as well as other local sports events or sports syndicated programs. STO has been extremely liberal with bonus airings in the past and we would expect a heavy PSA's to continue through 2016.
    - Similar to the last couple years, the April-mid-May Spring campaign on STO will include:
      - 17 Indians in-game :30 spots (approx. 1x per each game broadcast during that period) and 22 Bruce Drennan "All Bets are Off" <u>live</u> reads (which are usually stretched out to provide more value than a :30 spot). This program is daily from 4pm-6pm. The host announcer is a motorcycle enthusiast and supporter of motorcycle safety, reflected in his live reads. A "matching" bank of :30 spots will run ROS throughout other STO evening programming. Est. 70 GRPS
    - The Fall flight will be placed at a lower level of 40 GRPS or approx. 9 Indians games and supporting programming.

Cable Television	Spring 2016	Fall 2016	Total
FOXSPORTSOHIO	$50,000	$33,000	$83,000
STO	$24,500	$17,000	$41,500
Total	**$74,500**	**$50,000**	**$124,500**

- Radio is an excellent support or reminder medium (since there can be no visual treatment). It is efficiently priced to help build frequency in a selected "lifestyle" programming format in a market. We recommend a combination of ONN Network radio for statewide rural reach and local spot market radio to support the Ride Sober message.
  - ONN is a statewide news, weather and sports network with one or two affiliate (AM and/or FM) stations in small rural, medium and major markets in Ohio. ONN currently has 75+ radio station affiliates reaching over 1.1 million adults in all 88 counties in Ohio. A majority of their affiliates are in small towns where their network station is the major, if not only, source of information for that community. It is assumed also that there are many potential motorcyclists that reside in the city, but are weekend warriors who ride away from the city at any opportunity. Historically, this has been an efficient radio buy for Ohio Public Safety messages. For the Spring period, we recommend a schedule of 30 :30 spots ($15,000) and a sustaining schedule of 25 :30 paid spots in the Fall ($10,000). Schedules will be matched at least 1:1 and value added online extension may be considered.
  - Radio spot buys (:30) are planned in the 3 major metro markets. In 2011, the major metros of Cleveland/Akron, Columbus and Cincinnati each had a significant number of "hot spots" identified within their coverage area. Pending 2015 research on the target counties, the markets and budgets recommended in the spot radio buy may be re-visited. Spot radio will be implemented during the spring introductory period only (April). Primary formats considered are Classic Rock, Sports and Country, as appropriate for each market. Promotions and/or online extensions (i.e. the "Hog Report" on the Akron country station) will be explored in 2015 also. 150 total GRPS per market are recommended in April.

Radio	Spring 2016	Fall 2016	Total
ONN Network	$15,000.00	$10,000.00	$25,000.00
Cincinnati	$ 7,000.00	0	$ 7,000.00
Cleveland/Akron	$15,000.00	0	$15,000.00
Columbus	$8,000.00	0	$ 8,000.00
Total	**$45,000.00**	**$10,000**	**$55,000.00**

- Through it's larger than life graphic opportunities, out of home advertising provides the opportunity to remind or impact driving behavior while on the road throughout the motorcycle season. Messaging will be most appropriate for the Share the Road message.
  - The outdoor billboard campaign will provide ongoing awareness from April to September in key locations. Actual poster street locations or maps will be provided for the client's approval near the posting date each month. The paid locations will be matched with as many billboards as possible depending upon availability and the amount of additional posters that the state is willing to print and ship. The estimates will include producing posters for a sufficient matching campaign. Once the key

geographies are identified for this campaign, the outdoor billboards will be an effective media for pinpointing messages as best as possible to locations as near as possible to troublesome crash sites.

- o Truck Tail backs are recommended on trucks travelling targeted and major interstates in Ohio. The maximum investment recommended is $50,000. Within this budget, we expect 30 trucks for 4 months paid and 4 matching no charge months.

Out of Home	Spring 2016	Fall 2016	Total
Billboards	$57,500.00	$57,500.00	$115,000.00
Trucks	$ 35,000.00	$15,000.00	$ 50,000.00
Total	**$92,500.00**	**$72,500.00**	**$165,000.00**

- Digital advertising is recommended this year to support the national effort targeting the highest at risk segment of adults 35-64 and motorcycle owners throughout Ohio. As consumer acceptance of mobile ads continue to increase, a mixture of targeted display awareness banners (35%) and mobile (65%) are recommended. Tracking reports will be available to monitor and adjust this campaign. The plan will be implemented in the first half of the year. In 2015, a mixture of behavioral (motorcycle owners), You Tube and Facebook throughout Ohio for $50,000 budget yielded 4 million impressions.
  - o Creative recommended include a mixture of 300x50; 216x36; 168x28; 120x20; 728x90; 320x50; 924x50; 512x128; 512x512 and :15 video as available by the state.
- Magazine advertising in the statewide publication, *Ridin'On*, is recommended. Field research indicates that magazines are well read by motorcycle enthusiasts in Ohio. Bonus editorial, club coverage and or other marketing opportunities will be explored.   A magazine also offers a long shelf life and potential for high pass along readership.
  - o *Ridin' On* is a free monthly magazine that focuses on all aspects of the motorcycle riding community, covering local stories and related events throughout the region (Ohio, Kentucky, E. Indiana, W. Pennsylvania and N. W. Virginia).   Nearly 20,000 copies are distributed through a network of 850 locations – includes motorcycle dealers, cycle shops and motorcycle businesses. This is a nice quality magazine published on color glossy paper stock, 8.25" x 10.75" format.   Space and material deadlines are one month prior to the issue date.   The agency intends to secure the same rate as heavily discounted since 2011 for 3 ads in the Spring (April, May, June) and 3 more ads in the sustaining period (July, August, Sept.) . Additional this publication produces a "Ride 'N Roll" Summer Long Dice run passport.

	Spring 2016	Fall 2016	Total
Digital	$50,000.00	0	$50,000.00
Magazine	$ 3,000.00	$2,500.00	$ 5,500.00
Total	**$53,000.00**	**$2,500.00**	**$55,500.00**

Media Summary

Media	Spring 2016	Fall 2016	TOTAL Motorcycle 2016
Cable Television *Impaired*	$74,500	$50,000	$124,500
Radio *Impaired*	$45,000	$10,000	$55,000
Digital *Impaired (35%) &* *Share the Road (65%)*	$17,750 $32,250	$0	$50,000
Out of Home *Share the Road*	$92,500	$72,500	$165,000
Magazine *Get Endorsed*	$3,000	$2,500	$ 5,500
GRAND TOTAL	**$265,000.00**	**$135,000.00**	**$400,000.00**

*Includes Agency Fee

Client Approval: _____   Date: _____

Ohio Department of Public Safety
Media Recommendation
2016 "Sustained" Media
January – September 2016

Revised:
November 24, 2015

A budget for "sustaining" media in 2016 will include an allocation to Seat Belt safety messaging for $400,000 and Impaired Driving for $500,000.

The <u>seat belt sustained </u>campaigns may include an all Ohio MLB promotion or a promotion of similar scope as last year. Additionally, sports marketing media buys for the 2nd half of the season and other media entities will be considered.

The <u>impaired sustained</u> campaigns will include messages leading up to the February 7th Super Bowl, March 17th St. Patrick's Day and July 4th holiday.   Additionally, other out of home media platforms, such as transit and ice box wraps will continue to be considered.

SEAT BELT SUSTAINED MEDIA

- **Ohio MLB Promotion - $85,000**
  The Cincinnati Reds play the Cleveland Indians and vie for an Ohio Cup Trophy each year..   This "All Ohio" matchup is a major sporting event in Ohio. It is the intention to make a big impact at this event through a fully integrated promotion between the two teams.   We invested approximately $85,000 last year for a collaborative proposal incorporating the major assets available by each team and the resources available by the client. Last year's program will be evaluated and adjustments made in 2016 as deemed necessary. This promotion would also offer an opportunity to bring other state partners on board to market their services at an event in each market.
- **HUDDLE TICKETS $80,000**
  - Huddle High Schools, Inc. distributes high school tickets for regular season events (sports, plays, etc.) for high schools throughout Ohio.   Last year Ohio Public Safety cosponsored 137 high schools (2 million ticket backs) in southeast Ohio, Columbus and Cleveland markets with a <u>seat belt safety</u> message during the school year. In 2015, we added Dayton high schools and expect bonus delivery in high schools in Lima and Zanesville.

- **LIVE NATION $40,000**
  - Live Nation supports major concert venues in the Cleveland/Akron area – House of Blues, Blossom Music Center and Jacobs Pavillion Nautica. A promotion will be explored to promote Click it for a Ticket in 2016. The agency is in preliminary discussions and it is expected that a proposal will be negotiated after the first of the year and refined once concert schedules are available.
- **MOORE BUS SHELTERS - $34,000**
  - The agency recommends continuation of the 50 rural bus shelter locations statewide that promote "Buckle up in your truck".
- **GSTV - $15,000.00**
  - Gas Station Television Advertising is available in Speedway stations in Cleveland, Cincinnati and Dayton. A :30 seat belt television commercial airs at the pump as the broadcast delivers news programming. A $15,000 investment will yield approximately 30 gas stations, 250 screens and an adjacency to ESPN sports programming. These funds extend the reach of the CIOT campaign to drivers in the month of May and June.
- **SPORTS MARKETING PARTNERSHIPS - $146,000**

Sports marketing partnerships with the Cincinnati Reds, Cleveland Indians, Columbus Clippers and Columbus Crew are recommended to maintain awareness through the 2nd half of the 2016 season for each. Most buys include radio and television spots, as well as, interior and exterior signage and all include a matching public service commitment. The combination of the teams' coverage also generally includes a broad fan base and radio network in the region beyond just the metro market that it primarily serves. The agency does not expect these annual sponsorship costs to increase from previous investment levels.
  - The Cincinnati Reds (MLB) buy is primarily radio and includes :30 spots, live drop-in billboards on their radio network in pre, in-game, and post game broadcasts. Also included for $58,500 2nd half season package are rotational signs (with television broadcast visibility) and other signage throughout the park from July through the end of the season. Budget of $64,800 includes possibility of playoff game. The sports marketing partnership negotiated for the CIOT campaign includes the opportunity to use their broadcast talent for PSA messaging and a car seat promotion for a "talent" and promotion fee of $11,000. Total $75,800
  - An agreement with WLW also includes a 3x/week morning drive sponsorship with the voices of the Reds "Tom and Marty Brennaman". The Reds have established a very positive relationship with the state through various public service opportunities with the team. Budget is $18,500.
  - The Cleveland Indians (MLB) buy is also primarily radio. It includes a :30 spot and open/close billboards in pre/in/post game coverage on WTAM and its associated radio network. Additional exposure includes 2 spots per week in the local Tribe Talk radio

program and Stadium Scoreboard and PA messaging. Total $31,000.
- o The Columbus Clippers Minor League team includes a :30 radio spots in/post game on WMNI.   They also include concourse signs, program ad, and video board signage at the stadium. A television spot is also aired on the closed circuit televisions for home games. Total $13,000.
- o The Columbus Crew (MLS) includes four :30 (or two :60) spots in each of their <u>Spanish</u> radio game broadcasts, as well as signage at the stadium gates and traffic exits. Total $7,700.

SEAT BELT SUSTAINED MEDIA	BUDGET*
All Ohio MLB Promotion	$85,000.00
Huddle Tickets	$80,000.00
Live Nation Promotion	$40,000.00
Moore Bus Shelters	$34,000.00
Gas Station Advertising	$15,000.00
Sports Marketing	$146,000.00
GRAND TOTAL	**$400,000.00**

*Agency fee is included

Client Approved: _____   Date: _____

IMPAIRED SUSTAINED MEDIA

o **1ST QUARTER 2016 SUPER BOWL AND ST. PATRICKS CAMPAIGNS**
The following recommends a media investment strategy to support an advertising program on behalf of the Ohio Public Safety's "responsible alcohol" campaigns. The general objective of the advertising program is create awareness of enforcement efforts to reduce impaired driving statewide leading up to and including the Super Bowl and through the March 17th St. Patrick's Day celebrations.

Givens
The following parameters have been agreed to:
- The total budget will not exceed $235,000
- The advertising should provide coverage throughout the state of Ohio
- Flight dates are January 1 – March 17, 2016
- Creative units available include a: 30 television spot; :30 radio spot and 728x90 animated banners.
- PSA units (unpaid media) will be negotiated to at least match the paid schedule
- Media will complement the national NHTSA media buy once made available as best as possible.
  .

Target Audience
The target audience has been identified as Men 21-34 years of age throughout the state of Ohio.   Qualitative research information has generally identified the younger men (16-24 years) within this demographic as the most "at risk" impaired drivers and passengers.

Markets
There are 9 television markets (Nielsen DMAs) that cover every county in Ohio. The major markets of Cleveland (32%), Columbus (20%) and Cincinnati (20%) comprise 73% of the television homes in Ohio.   The smaller markets will only be included as budget permits since the national media plan will provides umbrella throughout Ohio,

SUPER BOWL
- The Super Bowl is a high profile event.   The television broadcast is the most watched program and the commercials are stars. Super Bowl parties celebrate the event.
  - o A television Super Bowl package will provide an excellent opportunity to maximize the reach of the alcohol safety message in Ohio, both geographically and demographically.
    - o Spot TV is recommended on the station in the major metro markets broadcasting the Super Bowl.   A

min. 100 GRP packaged buy will include programming up to and including the Super Bowl. Value added digital opportunities may also be considered.   These budgets may fluctuate depending on the NFL team advancing and or whether the Cincinnati Bengals or Cleveland Browns advance beyond the regular season into championship games in January. All scenarios will be reviewed with the client at the end of the year.

TV Market	Budget Recommended
Cincinnati	$ 50,000
Cleveland	$ 50,000
Columbus	$ 30,000
Spot TV Total	**$130,000**

ST. PATRICK'S DAY

- Cable Television provides the best opportunity to deliver frequency of exposure to our target in local sports programming. To extend the reach statewide and include the more rural areas that may not be reached through spot television, schedules on FOXSPORTSOHIO is recommended leading up to St. Patrick's Day.

  - FOXSPORTSOHIO reaches 3.7 million homes in Ohio (with some additional coverage in northern Kentucky and South Indiana).   This cable network broadcasts the Cleveland Cavaliers (NBA), Columbus Blue Jackets (NHL). Additionally, statewide, it carries other well-known pertinent programming for this target, such as coach's shows, automotive and other major local, regional and national sports events. 40 GRPS equates to approx. 42 pre/in/post games and 42 Bonus :30's.

Television	Budget Recommended
FOXSPORTSOHIO	$15,000
Cable TV Total	**$15,000**

- Radio is an excellent support or reminder medium (since there can be no visual treatment). Radio is also a very effective means to reach a "mobile" audience – offering the potential to immediately impact or affect seat belt behavior. It is efficiently priced to help build frequency in a selected "lifestyle" programming format in a market and provides an opportunity to participate in local promotions or advertise on regionally owned stations that may not be part of a national radio network.   We recommend a combination of local spot market radio and ONN Network radio leading up to St. Patrick's Day.

- o Radio spot buys (:30) are planned in the 3 major metro markets in Ohio. A 100 Total Paid GRP goal is recommended per market. The daypart mix planned is 25% Morning Drive; 25% Midday,: 25% Afternoon Drive; 10% in Evenings and 15% on Weekends. Primary formats planned are Active Rock, Classic Rock and Sports.
- o ONN is a statewide news, weather and sports network with one or two affiliate (AM and/or FM) stations in small rural, medium and major markets in Ohio. ONN currently has 75+ radio station affiliates reaching over 1.1 million adults in all 88 counties in Ohio. Station formats cannot be cherry picked within the ONN Network. It is purchased as a whole and will provide umbrella coverage throughout the state. A majority of their affiliates are in small towns where their network station is the major, if not only, source of information for that community. Historically, this has been an efficient radio buy for Ohio Public Safety messages. A minimum schedule of 15 spots over the flight week (M-Sa 6a-7p) and matching PSA schedule is recommended.
- o Pandora is a free, personalized streaming radio service. It plays musical selections of a certain genre based on the user's artist selection. Throughout Ohio, Pandora has 600,636 Men 18-34 registered and offers the ability to geo-target beyond the normal Ohio DMA markets. We recommend Pandora to extend the reach in the major metro markets and the counties of the 4 year Universities where the younger 18-24 year old male resides.

Radio	Budget Recommended
Cincinnati	$4,500
Cleveland	$8,000
Columbus	$5,000
ONN Network	$5,500
Pandora	$4,000
Radio Total	**$27,000**

- Digital advertising is recommended this year to support the national effort targeting the highest at risk segment of young men 18-34 with an emphasis on 16-24 throughout Ohio. As consumer acceptance of mobile ads continue to increase, a mixture of targeted display awareness banners (35%) and mobile (65%) are recommended. Tracking reports will be available to monitor and adjust this campaign. The plan (minimum 2.8 million impressions/$33,000 budget) includes Facebook, EA.com, ESPN.com and MobileFuse.com and Yahoo Mobile.

- o Creative recommended include a mixture of 300x50; 216x36; 168x28; 120x20; 728x90; 320x50; 924x50; 512x128; 512x512 and :15 video as available by the state.
  - o AllOver Media provides an out of home platform to reach restaurant and bar patrons via 17" x 22" posters in restrooms of selected venues throughout the state. 2 posters per location (1 Men's/1 Women's) at 37 venues in Cleveland, 37 in Columbus and 37 in Cincinnati for a total of 222 posters and 1.6 million impressions for the month. Total budget for all 3 markets is $30,000.

1st Quarter Budget: $235,000

Following is a budget summary for the paid media schedule recommended for these two alcohol safety campaigns:

Media	Super Bowl Media $ *	St. Patrick's Day Media $ *
Television	$130,000.00	$15,000
Radio		$27,000
Digital		$33,000
Out Of Home-Restaurants		$30,000
GRAND TOTAL	**$130,000**	**$105,000**

*Includes Agency Fee

- o **SUMMER IMPAIRED DRIVING CAMPAIGN**
  The following recommends a media investment strategy to support an advertising program on behalf of the Ohio Public Safety's alcohol safety campaign through the July 4th holiday.

  #### Givens
  The following parameters have been agreed to:
  - The budget goal is no more than $100,000.
  - The advertising should provide coverage statewide as affordable
  - NHTSA Flight weeks are *Monday, June 22– July 5, 2016*
  - Creative units available are :30 English and :30 Hispanic radio spots.
  - The target audience is Men 21-34 years
  - PSA units (unpaid media) should match on 1:1 basis (or better).

  #### Media Tactics
  - Radio is an excellent frequency or reminder medium in the summer. Radio is also a very effective means to reach a "mobile" audience – offering the potential to immediately impact behavior in regards to drinking and driving.
    - o Radio buys (:30) will be planned with a daypart mix of 30% Morning Drive; 10% Midday; 40% Afternoon Drive; 10% in Evenings and 10% on Weekends. Primary formats planned are Rock, Alternative, Rhythmic &

Contemporary Hits, Sports and Country, as appropriate for each market. The markets are the top 3 populated metro markets in Ohio: Cincinnati, Cleveland, and Columbus. 175 paid GRPS are recommended. Additionally, stations with Latino programming will be included within the spot radio budget.

- o ONN is a statewide news, weather and sports network with one or two affiliate (AM and/or FM) stations in small rural, medium and major markets in Ohio. ONN currently has 75+ radio station affiliates reaching over 1.1 million adults in all 88 counties in Ohio. A majority of their affiliates are in small towns where their network station is the major, if not only, source of information for that community. Historically, this has been an efficient radio buy for Ohio Public Safety messages. A one week schedule (12 paid spots) will be matched at least 1:1.

- o Pandora is a free, personalized streaming radio service. It plays musical selections of a certain genre based on the user's artist selection. Throughout Ohio, Pandora has 600,636 Men 18-34 registered and offers the ability to geo-target beyond the normal Ohio DMA markets. We recommend Pandora to extend the reach in the major metro markets to the younger 18-24 male demo.

Radio	Budget Recommended
Cincinnati	$9,000
Cleveland	$13,000
Columbus	$12,000
Hispanic	$2,000
ONN Network	$4,500
Pandora	$4,500
TOTAL	**$45,000**

- There are two statewide television sports networks that broadcast MLB games. The agency recommends an investment in both FOXSPORTSOHIO and STO. FSO has been a good partner with the state in producing promotions and PSA's with their on-air talent and the Reds.
    - o A budget of $20,000 between the two systems ($11,000 FSN and $8,000 STO) will sufficient covers the MLB games broadcasted during this short time period at the end of June.
- In Cleveland, there are 165 free-standing and backlit kiosks available. This opportunity is not available in other Ohio markets. The agency recommends targeting sports arena and bar/nightlife districts, which includes 7 locations in the "warehouse" district, 2 locations in the "tower city" district and 11 locations in the "Gateway" district (Progressive Field & Q Arena). The kiosks are 3 sided with an informational city map on one face and advertising posters on the other 2 faces. The average daily circulation is estimated to be 25,000 per face. The agency intends to negotiate the same rate as allocated since 2010, which included a 20%

discount to book 3 periods in advance.   The 3 periods recommended line up with national "impaired driving" periods - June 7-July 5 (bonus July 5-August 8); August 9-September 5 (bonus September 6-October 3); and December 6 – January 12 (bonus November 8-December 5). The annual cost of 20 locations is $16,200 and will be equally divided between the Summer, Fall and Holiday Impaired campaigns. Additional production costs will be incurred if the creative is changed from the last campaign.

- Digital advertising is recommended this year to support the national effort targeting the highest at risk segment of young men 18-34 with an emphasis on 16-24 throughout Ohio. As consumer acceptance of mobile ads continue to increase, a mixture of targeted display awareness banners (35%) and mobile (65%) are recommended. Tracking reports will be available to monitor and adjust this campaign. The plan (minimum 2.8 million impressions) includes Facebook, EA.com, ESPN.com and MobileFuse.com and Yahoo Mobile.
  - Creative recommended include a mixture of 300x50; 216x36; 168x28; 120x20; 728x90; 320x50; 924x50; 512x128; 512x512 and :15 video as available by the state.

Summer Impaired Driving Media Budget

MEDIA	BUDGET*
RADIO (:30)	$45,000.00
FOXSPORTSOHIO & STO Network Cable TV	$20,000.00
Cleveland Downtown Kiosks	$5,500.00
Digital	$29,500.00
GRAND TOTAL	$100,000.00

*Budget investment includes agency fee.

- **ICE BOX WRAPS $35,000**
  AllOver Media provides an opportunity for an alcohol message on "frozen" billboards in targeted gas station locations in Ohio.   Ice Box wraps are roughly 8'x4'x4" and present a dramatic message regarding alcohol safety while driving to consumers as they are in their car or truck. Their research indicates that consumers spend 3-5 minutes at the gas pump per visit and 67.3% visit their local station 4x per month. The negotiated proposal last year for $31,000 in 2013 included 15 ice boxes in high traffic locations and an additional 10 ice boxes at selected marinas. A 3month paid commitment also included bonus door clings (6"x6") at each of the stations selected and a bonus 4th month. Many of the ice boxes remain wrapped longer than 4 months, but that cannot be guaranteed.
- **BUS/TRANSIT ADVERTISING $130,000**
  The agency recommends Bus Transit advertising in Cleveland in 2016. (Neither Cincinnati or Columbus will accept state advertising).   Bus tail signs (back of busses) are impactful in reaching drivers in traffic and on highways in Cleveland. RTA advertising may help to increase exposure in lower income areas and major sports and casino complexes in and

surrounding the major metros.   The movement, size and color are difficult to ignore and it has the potential to touch many people in different places at different times.   We estimate 40 Busses per month with an impaired driving message.   Similar to last year, it is expected that they will match this paid buy with backlit dioramas in the Tower City, Quicken Loans Arena and Jacobs Field. With the Republican Convention held in July this year in Cleveland, we propose extending the campaign to 6 months, (compared to 3 months last year) to run from April through September.

*Budget investment includes agency fee

IMPAIRED SUSTAINED MEDIA	BUDGET*
1st Quarter Super Bowl/St. Patrick's	$235,000.00
Summer Impaired	$100,000.00
Transit	$130,000.00
Ice Boxes	$35,000.00
GRAND TOTAL	**$500,000.00**

*Budget investment includes agency fee

Client Approved: _____   Date: _____

Revised:
November 24, 2015

The following recommends a media investment strategy to support an advertising program on behalf of the Ohio Public Safety's Impaired Driving campaign during the August – September 2016 national mobilization period.

Givens
The following parameters have been agreed to:
- The total budget will not exceed $500,000
- The advertising should provide broadcast coverage statewide
- Flight weeks are *August 17 through September 5, 2016*
- Creative units available include a: 30 television spot, : 30 English and Hispanic radio spots and various digital ad sizes.
- The target audience is Men 21-34 years
- PSA units (unpaid media) should match on a 1:1 basis (or better) and will be scheduled within the flight as much as possible
- Media will compliment NHTSA media efforts

Media Tactics
- Radio is an excellent frequency or reminder medium (since there can be no visual treatment) to the television efforts executed by NHTSA. Radio is also a very effective means to reach a "mobile" audience – offering the potential to immediately impact behavior in regards to drinking and driving.
  - Radio buys (:30) will be planned with a daypart mix of 30% Morning Drive; 10% Midday; 40% Afternoon Drive; 10% in Evenings and 10% on Weekends. Primary formats planned are Rock, Alternative, Rhythmic & Contemporary Hits, Sports and Country, as appropriate for each of the Ohio markets. A paid buy of 200 GRPS is recommended for Cleveland, Cincinnati, and Columbus.
  - ONN is a statewide news, weather and sports network with one or two affiliate (AM and/or FM) stations in small rural, medium and major markets in Ohio. ONN currently has 75+ radio station affiliates reaching over 1.1 million adults in all 88 counties in

Ohio. Station formats cannot be cherry picked within the ONN Network. It is purchased as a whole and will provide umbrella coverage throughout the state. A majority of their affiliates are in small towns where their network station is the major, if not only, source of information for that community. Historically, this has been an efficient radio buy for Ohio Public Safety messages. A minimum schedule of 12 spots per week (Mon-Sat) for 2 weeks and matching PSA schedule for $8,500 is recommended.

- o A Hispanic radio buy (:30) is recommended on stations that include Latino programming either 24/7 or on weekends.   A maximum of $3,000 would be required for this effort in Cleveland, Columbus, and Cincinnati.

- o Pandora is a free, personalized streaming radio service. It plays musical selections of a certain genre based on the user's artist selection. Throughout Ohio, Pandora has 600,636 Men 18-34 registered and offers the ability to geo-target beyond the normal Ohio DMA markets. We recommend Pandora to extend the reach in the major metro markets to the younger 18-24 male demo.

Radio Markets	Budget Recommendation
Cincinnati	$10,000.00
Cleveland	$16,000.00
Columbus	$13,000.00
ONN Network	$8,500.00
Pandora	$8,000.00
Hispanic	$3,000.00
TOTAL	**$58,500.00**

- o It is understood that <u>television</u> plays a major role in the NHTSA campaign during this period. And the influx of politicals in 2016 makes a spot television buy undesirable due to the high cost and clutter expected in 3rd quarter. Therefore, we do not recommend a spot television buy. However, we do recommend statewide <u>sports</u> cable buys:
    - o There are two statewide TV sports networks that will broadcast the MLB.   We recommend an investment of <u>$30,000</u> on FOXSPORTSOHIO (home of the Reds); and $<u>20,000</u> on STO (home of the Indians). Buys will not be isolated to the MLB baseball games, but will also include other programming throughout the weeks of the flight, such as NASCAR races, coach's shows and other sports entertainment programs. FSO has been a good partner with the state in producing promotions and PSA's with their on-air talent and the Reds. FSO purchased STO last year, but at this time the sales departments are still separate.
- o Sports Marketing partnerships
Pre-season Football is underway during this time frame. Therefore, media and in stadium involvement is very appropriate for a responsible alcohol campaign with the Cleveland Browns, Cincinnati Bengals and Ohio State

University. The combination of all 3 teams will reach fans throughout Ohio via their flagship stations, network affiliates and stadium home game attendance. The recommended investment will be no more than investments in past years and all teams have incorporated matching value added elements in their packages which are generally extensions beyond pre-season.

- A Bengals buy includes television, print and stadium signage. They also have the ability in 2015 to incorporate radio, so the current buy may be tweaked moving forward.
  - Full page ad in the program
  - One :30 TV spots and 1 drop-in in each preseason telecast and one :30 in each of 6 "Bengals Weekly" weekend programs.
  - Two :30's on internal television monitors during all games; Two minutes of LED sideline 4th quarter signage for all games; Concession stand message for one game, exterior stadium signage and an effort to air additional PSA announcements as available.
  - The Bengals have also partnered with the state in the past with providing spokespersons for PSAs.
- The Browns buy includes television, radio, stadium signage and digital.
  - 2 :30's in each of 3 televised pre-season, pre-game shows and an on field graphic in-game for each of 3 preseason games. (Equated to 37 seconds of TV exposure per game last year)
  - Ten :30 <u>network</u> radio spots in the pre-game radio programming. And a radio PSA recorded by Browns player, Cameron Jordan.
  - 200,000 impressions on their website
  - Exterior stadium signage.
- The Ohio State University Football buy includes statewide network radio, and scoreboard messages.
  - One :30 pre-game and one :30 post game radio spot in the IMG radio network for all regular games. (Bowl games are not included.) In game live reads in the first half and fourth quarter of each game.
  - Post-game scoreboard message at each home game.
  - Participation in online/social marketing efforts to the statewide Ohio Buckeye fan base.
  - Inclusion of an onsite tailgate event and supporting media leading up to it.

Cleveland Browns	$62,000
Cincinnati Bengals	$61,000
OSU Football	$88,000
TOTAL	**$211,000.00**

- o Digital advertising is recommended this year to support the national effort targeting the highest at risk segment of young men 18-34 with an emphasis on 16-24 throughout Ohio. As consumer acceptance of mobile ads continue to increase, a mixture of targeted display awareness banners (35%) and mobile (65%) are recommended. Tracking reports will be available to monitor and adjust this campaign. The plan (minimum 3.2 million impressions/$35,000 budget) includes Facebook, EA.com, ESPN.com and MobileFuse.com and Yahoo Mobile.
    - o Creative recommended include a mixture of 300x50; 216x36; 168x28; 120x20; 728x90; 320x50; 924x50; 512x128; 512x512 and :15 video as available by the state..
- o <u>Non-traditional</u> advertising recommendations include the statement stuffers and Kiosk advertising in high traffic downtown Cleveland areas.
    - o Continue advertising on 299,000 <u>payroll paychecks</u> in Ohio that are distributed to hourly employers of Kroger and temporary staffing companies (i.e. Tempay, Inc., , Payroll Solutions, Reserve Staff, CBS Staffing, I Force, Staffmark).. The employee demographics for these hourly employees are overwhelmingly young workers on a weekly pay cycle. (19% are ages 16-20, 44% are 21-30, 21% 31-40, 9% 41-55, and 7% 55+). Through the same firm, we have the opportunity to advertise on 76,000 inserts in the <u>monthly billing</u> to Ohio Safe Auto Car Insurance.   Since these consumers are usually "minimal" car insurance customers it also appears to be well targeted opportunity.   As added value, Ohio Public Safety will receive a no charge quarter page ad re-run on the paychecks in September. Recommended budget is <u>$20,850.00.</u>
    - o In Cleveland, there are 165 free-standing and backlit kiosks available. This opportunity is not available in other Ohio markets. The agency recommends targeting sports arena and bar/nightlife districts, which includes 7 locations in the "warehouse" district, 2 locations in the "tower city" district and 11 locations in the "Gateway" district (Progressive Field & Q Arena). The kiosks are 3 sided with an informational city map on one face and advertising posters on the other 2 faces. The average daily circulation is estimated to be 25,000 per face.   The agency intends to negotiate the same rate as allocated since 2010, which included a 20% discount to book 3 periods in advance.   The 3 periods recommended line up with national "impaired driving" periods - June 7-July 5 (bonus July 5-August 8); August 9-September 5 (bonus September 6-October 3); and December 6 – January 12 (bonus November 8-December 5). The annual cost of 20 locations is $16,200 and will be equally divided between the Summer, Fall and Holiday Impaired campaigns.
    - o A media buy in <u>movie theaters</u> in key rural counties statewide will also help to extend this message to this young male target. As executed the last couple years, this "rural" movie theater campaign

will include a :30 spot before every film in theaters.   The target counties include Athens, Belmont, Erie, Knox, Pickaway, Preble, Richland, Ross, Sandusky, Seneca, Shelby, Trumbull, Tuscarawas, Washington, Wayne and Wood. $54,500 budget allocation is slightly more than the Spring CIOT campaign budget and offers an alternative to spot television at this time.

o Live Nation promotion for Drive Sober message will be investigated similar to extend the reach to music fans. This promotion is in preliminary talks and a proposal will be presented at a $50,000 maximum budget expectation upon more client input and the release of concert schedules in 2016.

Media Budget

MEDIA	BUDGET*
RADIO (:30)	$58,500.00
OHIO CABLE TV	$50,000.00
SPORTS MARKETING	$211,000.00
DIGITAL	$50,000.00
NON-TRADITIONAL	$130,500.00
GRAND TOTAL	**$500,000.00**

*All costs include agency fee.

Client Approved: _____   Date: _____

Appendix O - Glossary

Acronyms and Definitions	
AER	Annual Evaluation Report
AMA	American Motorcycle Association
ARIDE	Advanced Roadside Impaired Driving Enforcement
BAC	Blood Alcohol Content
BSSA	Buckeye State Sheriff's Association
CIOT	Click It or Ticket
CODES	Crash Outcome Data Evaluation System
CPS	Child Passenger Safety
DEC	Drug Evaluation and Classification
DRE	Drug Recognition Expert
DSOGPO	Drive Sober or Get Pulled Over
DUI	Driving Under the Influence
EMS	Emergency Medical Services
ESMD	Electronic Speed Measuring Device
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
HSM	Highway Safety Manual
HSP	Highway Safety Plan
HVEO	High Visibility Enforcement Overtime
LBRS	Location Based Response System
LEL	Law Enforcement Liaison
MAP-21	Moving Ahead for Progress in the 21st Century
MO	Motorcycle Ohio
MORPC	Mid-Ohio Regional Planning Committee
NHTSA	National Highway Traffic Safety Administration
OACP	Ohio Association of Chiefs of Police
OCJS	Office of Criminal Justice Services
ODH	Ohio Department of Health
ODOT	Ohio Department of Transportation
ODPS	Ohio Department of Public Safety
OIU	Ohio Investigative Unit
OLEG	Ohio Law Enforcement Gateway
OPC	Occupant Protection Coordinator
OPOTA	Ohio Peace Officer Training Academy
OPTS	Ohio Partnership for Traffic Safety
OSHP	Ohio State Highway Patrol
OTSO	Ohio Traffic Safety Office
OVI	Operating a Vehicle Impaired
PUCO	Public Utilities Commission
SFST	Standardized Field Sobriety Testing
SHSP	Strategic Highway Safety Plan
SMART	Sober, Motorcycle endorsed, Alert, Right gear, Trained
TRCC	Traffic Records Coordinating Committee
TSRP	Traffic Safety Resource Prosecutor
VMT	Vehicle Miles Traveled
WHYB	What's Holding You Back