

The background of the cover features a scenic view of a two-lane asphalt road with yellow dashed lines, curving through a lush green landscape with trees and hills under a bright, cloudy sky. A semi-transparent map of Ohio is overlaid on the scene, with a grid of small dots. The title text is centered over the map.

# OHIO HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR

# 2016





**State of Ohio**  
**FFY 2016 Highway Safety Plan**  
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## **Mission Statement**

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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**

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### **402 Program**

The Federal Highway Safety Act of 1966 directed the U.S. Department of Transportation to administer various highway safety programs. This grant program provides federal funds administered through the Ohio Department of Public Safety / 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, 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/LEL Coordinator, Special Projects Coordinator, Program Administrator, Management Analyst, three Planners, Grants Coordinator and a Fiscal Specialist. 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 Fiscal Specialist 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, HSP and 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 Works* to ensure the projects selected for funding are evidence based.

The FFY 2016 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 fifty-one grant proposals have been received for FFY 2016. Federal funds have been tentatively allocated to 67 of Ohio's 88 counties representing 92.58 percent of Ohio's population (not counting the Ohio State Highway Patrol, whose grants operate on a statewide basis).

Many components of the FFY 2016 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 representative 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 2013, there were 989 fatalities and 9,232 serious injuries in traffic crashes. The number of fatalities in Ohio has decreased 3.23 percent since 2009 and the number of injuries has decreased 5.56 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 318 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 sixth year of being a Drug Recognition Expert (DRE) state and plans to have 158 DREs by the end of FFY 2016 to help remove drug-impaired drivers from the roads.

### **Occupant Protection**

Reducing unbelted fatalities to 377 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 303 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 151 and un-helmeted fatalities to 107 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 driver 20 or younger that are involved in fatal crashes to 141 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) 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 19 and the number of distracted driving injury crashes to 2,016 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 FFY 2016. Existing projects such as Crash Mapping (accurate / timely crash reporting), Crash Data Export (accurate / timely crash reporting), Citation Tracking (accurate / timely citation reporting), and EMS Rehabilitation Registry (accurate / timely EMS data) will continue until the projects are complete.

### **Bicycle**

Reducing the number of bicycle fatalities to 16 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.





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

# Problem Identification

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## 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 2009, 2010, 2011, 2012 and 2013 and the Ohio Department of Public Safety (ODPS) Ohio Crash Facts calendar years 2009, 2010, 2011, 2012, 2013 and preliminary 2014. 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, 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, 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.

Pre-proposal 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 Seventh Edition, 2013* was reviewed to determine the most effective evidence based programming to address Ohio's problems. See Appendix F 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, 2013 5 – Year Estimates Survey*.

Population	
<b>Total</b>	11,549,590
<b>Male</b>	5,642,666
<b>Female</b>	5,906,924

School Enrollment	
<b>Total</b>	3,038,471
<b>Nursery/Pre-School</b>	188,385
<b>Elementary (grades K-8)</b>	1,355,158
<b>High School (grades 9-12)</b>	638,079
<b>College/Graduate</b>	859,887

Education	
<b>High School or higher</b>	63.3 Percent
<b>Bachelor's or higher</b>	25.1 Percent

Work Commute	
<b>Drove Alone</b>	83.4 Percent
<b>Carpooled</b>	8.1 Percent
<b>Walked</b>	2.3 Percent
<b>Public Transportation</b>	1.7 Percent
<b>Bicycle</b>	0.3 Percent
<b>Work at home</b>	3.5 Percent
<b>Taxi, motorcycle or other</b>	0.8 Percent
<b>Average Commute</b>	23 Minutes

Race	
<b>White</b>	82.9 Percent
<b>Black/African American</b>	12.1 Percent
<b>Hispanic or Latino</b>	3.2 Percent
<b>Asian</b>	1.7 Percent

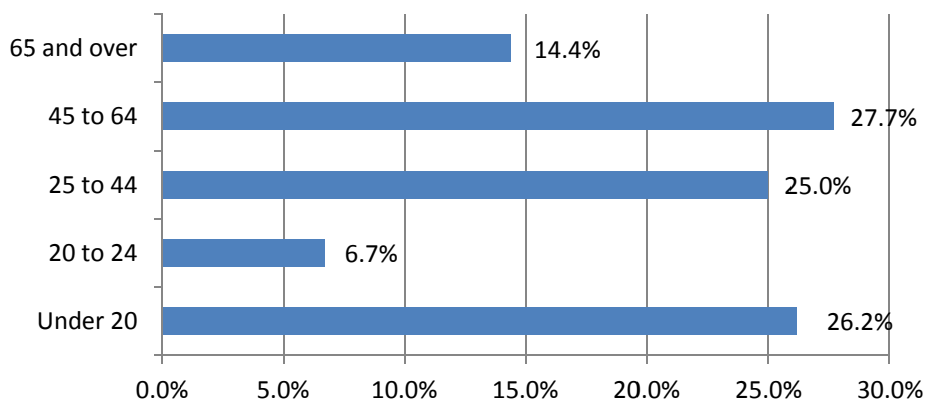
Nativity	
<b>Native Born</b>	96.0 Percent
<b>Foreign Born</b>	4.0 Percent

Language Spoken at Home	
<b>English</b>	93.4 Percent
<b>Other Language</b>	6.6 Percent



Other Language	
<b>Spanish</b>	33.8 Percent
<b>Asian/Pacific Islander</b>	16.8 Percent
<b>Other Language</b>	49.9 Percent
<b>Speak English Less than "Very Well"</b>	35.3 Percent

## Age Distribution of People in Ohio





In the U.S. Census Bureau's *American Community Survey, 2013 5 – Year Estimates Survey*, Ohio has a population of 11,549,590. Ohio has 88 counties, 247 cities, 691 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 1,400 miles are turnpike, state park roads, etc.

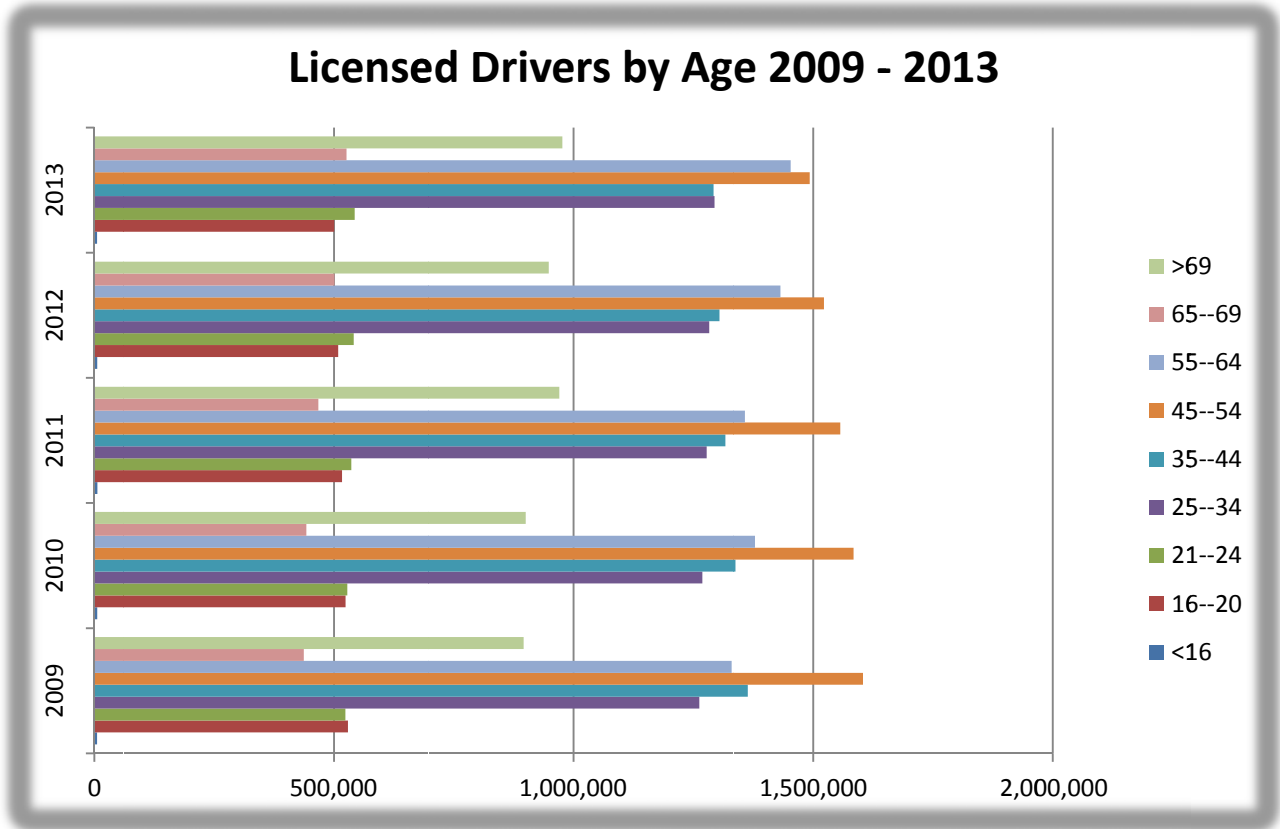
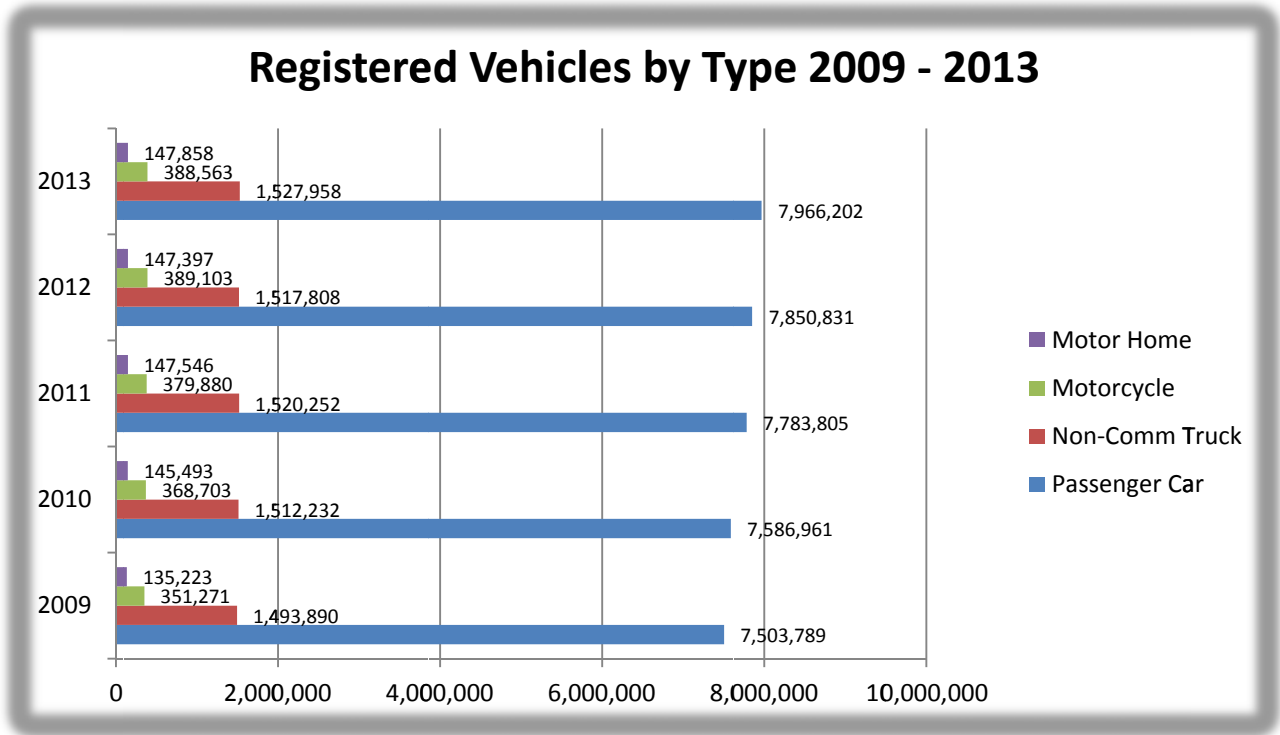
### **Climate**

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 40.27 percent of fatalities and 35.57 percent of serious injuries (2009 – 2013) occurred November – March.

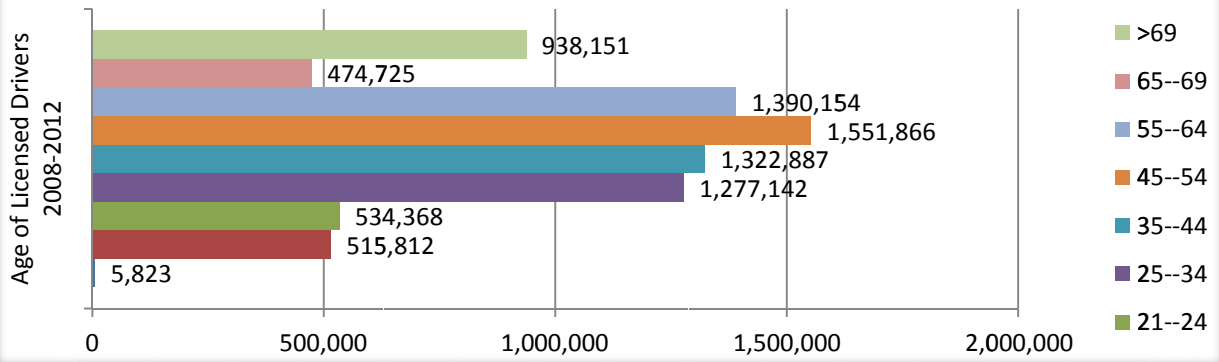
### **Media**

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.

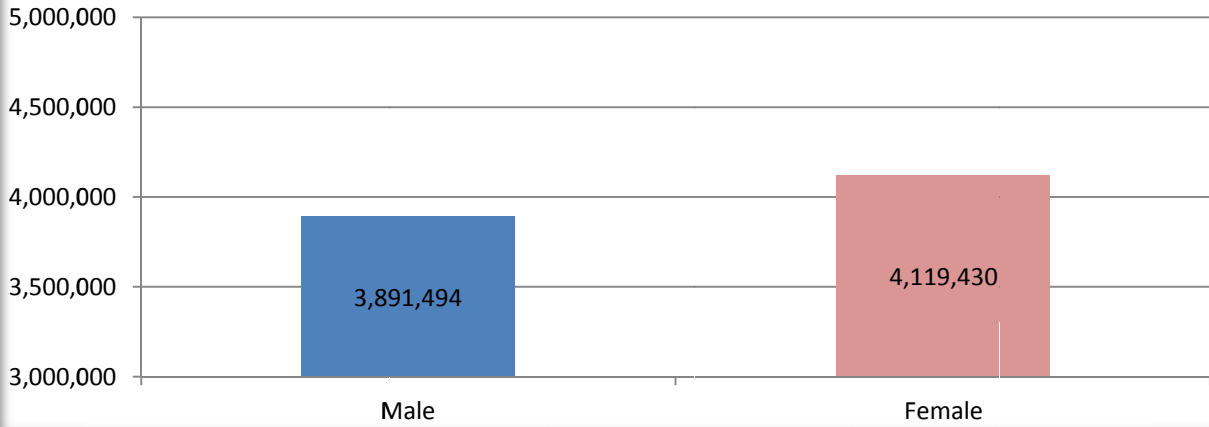
## Vehicle Registration/Driver License Data



### Average Age of Licensed Drivers 2009 - 2013



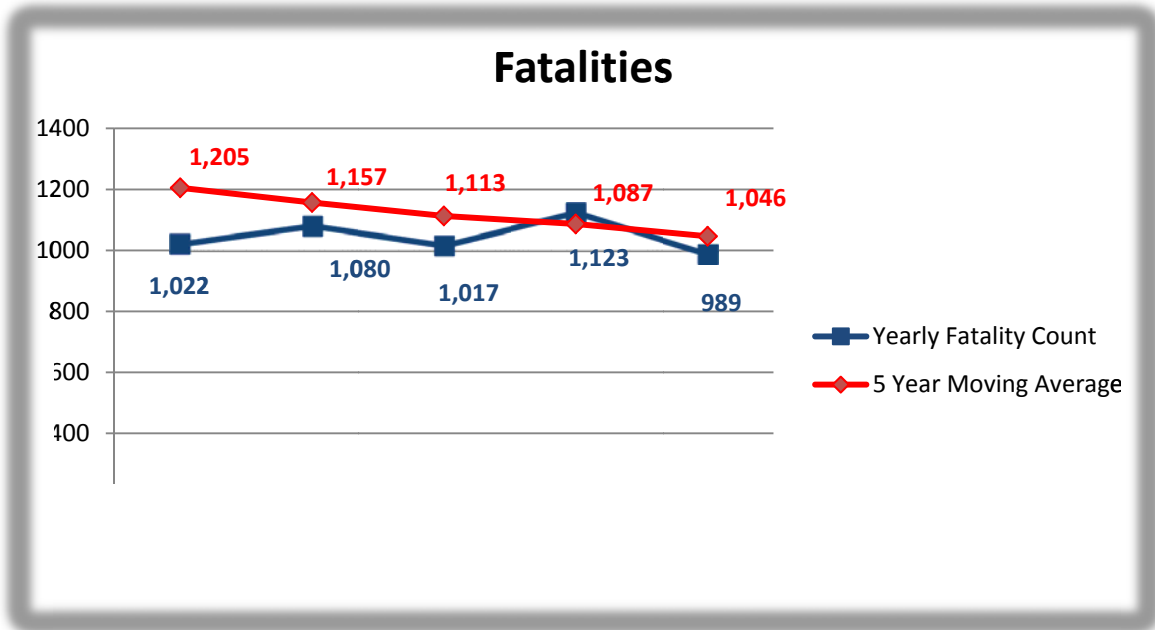
### Average Licensed Drivers by Gender 2009 - 2013



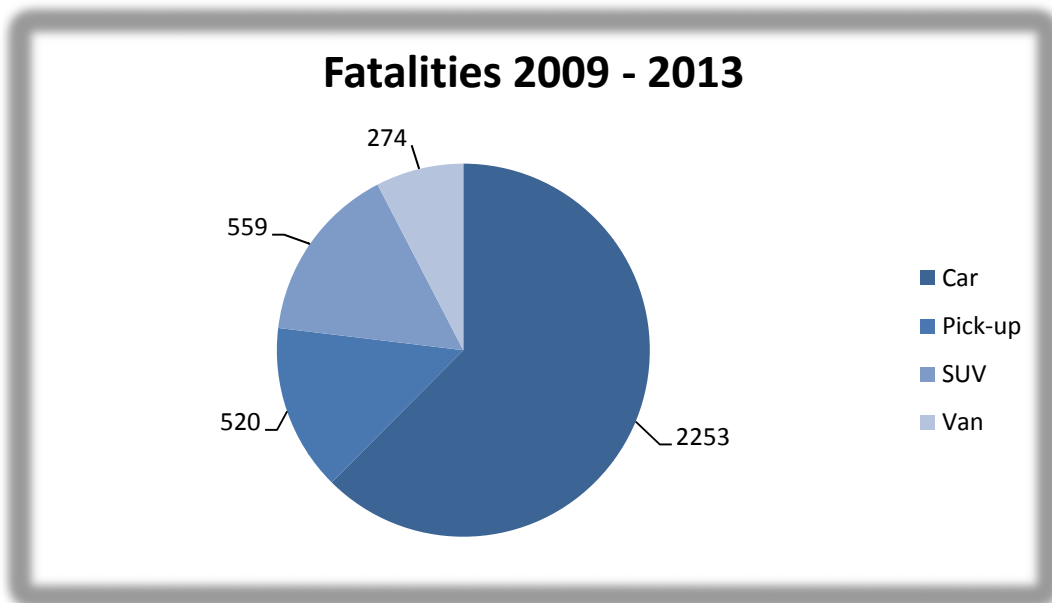
## Ohio Data Analysis and Identified Problem Areas

### Fatality/Serious Injury

The number of traffic fatalities has decreased 3.23 percent over the five-year period (2009 – 2013). The five year average has decreased 13.2 percent since the 2005 – 2009 average. The five year moving average has continued to decline each year.

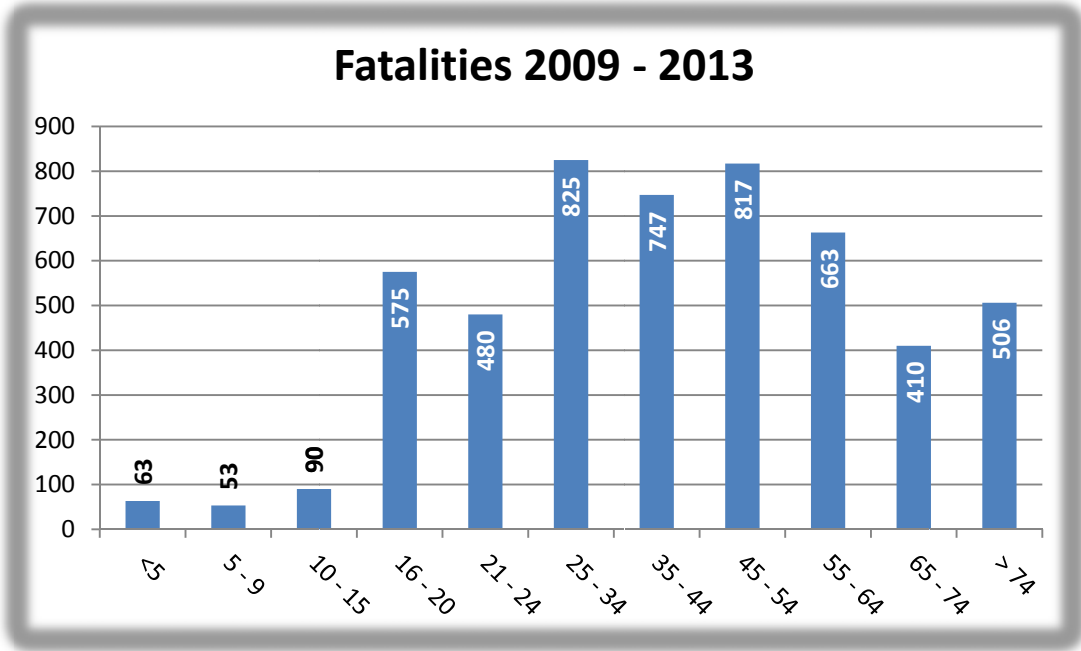


Between 2009 and 2013, 62.48 percent of all fatalities occurred in cars, 15.50 percent in SUVs and 14.42 percent occurred in pick-up trucks. This shows a decrease in passenger car fatalities (2008 – 2012 was 63.11 percent), an increase in SUVs (2008 – 2012 was 14.64 percent) and an increase in pick-up trucks (2008 – 2012 was 14.40 percent).



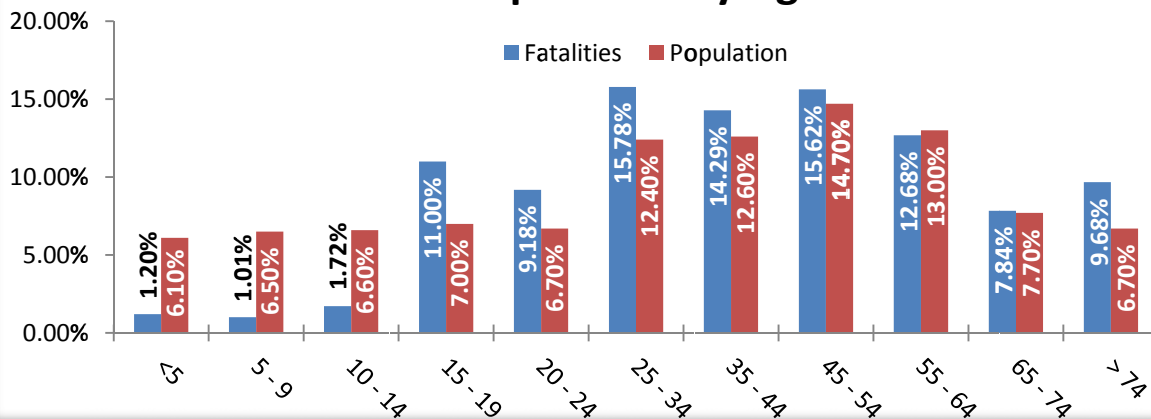


Fatalities occurred most often in the 25 - 34 age group, then the 45 - 54 age group and the 35 - 44 age group. This is similar to the 2008 – 2012 data with the 45 -54 age group then the 25 – 34 and identical with the 2007 - 2011 data. These three age groups 25 – 34, 45 – 54 and 35 – 44 are consistently contain the highest number of fatalities.



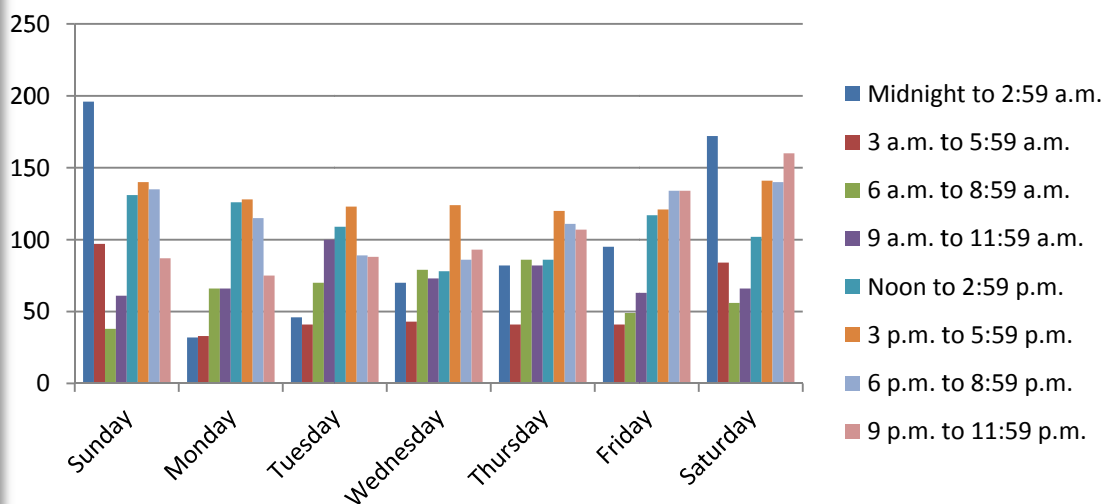
When we reduce the fatalities by age group to the percent of all fatalities then compare that percentage to the percentage that the same age group is of Ohio’s population, we can see what age group is over represented in fatalities. The largest over represented age group is 15 - 19. Next is the 25 - 34 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 7.00 percent of the population, and 11.00 percent of the fatalities. The older driver group is 14.40 percent of the population and 17.52 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 2009 - 2013



Between 2009 and 2013, 7.04 percent of fatal crashes occurred between midnight and 3:00 am on Saturday and Sunday mornings. These times are much higher than any other day of week/time frame. This is down slightly from the 2008 through 2012 percentage of 7.35 and the 2007 through 2011 percentage of 7.14.

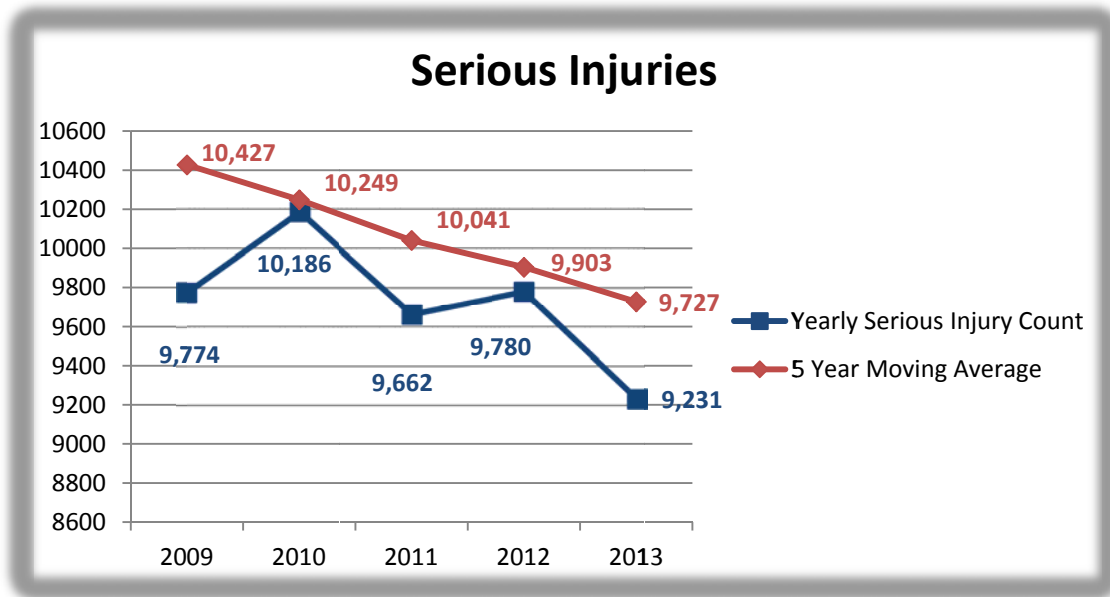
## Fatalities 2009 - 2013



Between 2009 and 2013, 61.61 percent of all fatal crashes occurred on rural roadways. This is down from 63.84 percent of the 2008 – 2012 average.

The 2009-2013 average fatality rate (fatalities/vehicle miles traveled) is 0.93. This is down from the 2008 – 2012 average of 0.98. The fatality rate has decreased 4.35 percent over the five year period (2009 - 2013). The average urban fatality rate is 0.53 (same rate as the 2008 – 2012 average) and has increased 20.40 percent. The average rural fatality rate is 1.78. The rural rate is down from the 2008 – 2012 average of 1.90 and has decreased 15.38 percent during the same time period.

The number of serious injuries has decreased 5.55 percent over the five-year period (2009 – 2013). The five year moving average has decreased 6.69 percent since the 2005 – 2009 average. The five year moving average has continued to decline each year.



## Analysis

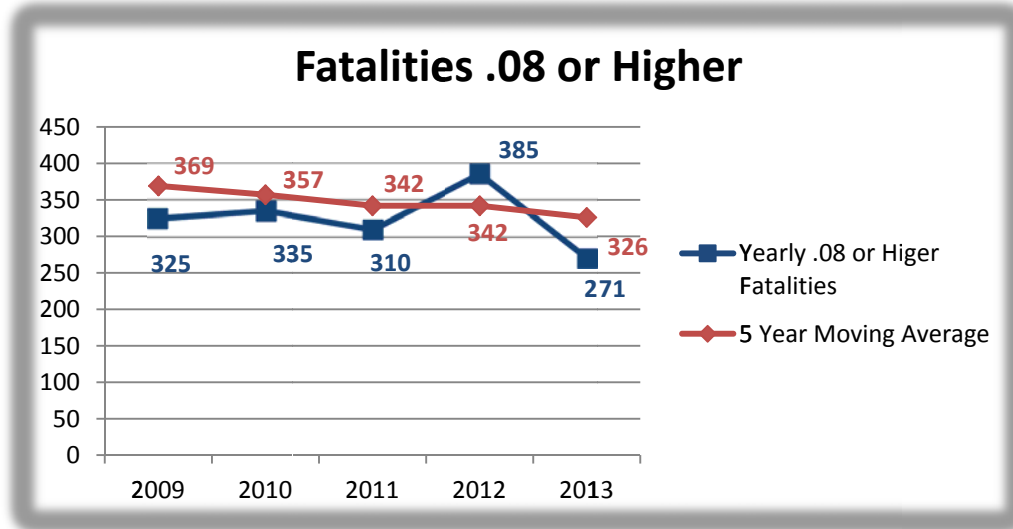
Fatalities decreased 11.78 percent to 989 in 2013; however provisional 2014 numbers show a 1.92 percent decrease to 1008. The five year moving average continues to show a decrease each year. Ohio continues to base funding decisions on a three year trend, however current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Towards Zero Deaths.

Only 29.5 percent of Ohio's Vehicle Miles Traveled (VMTs) are rural, however 61.61 percent of all fatal crashes (2009 – 2013 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 6.69 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues.

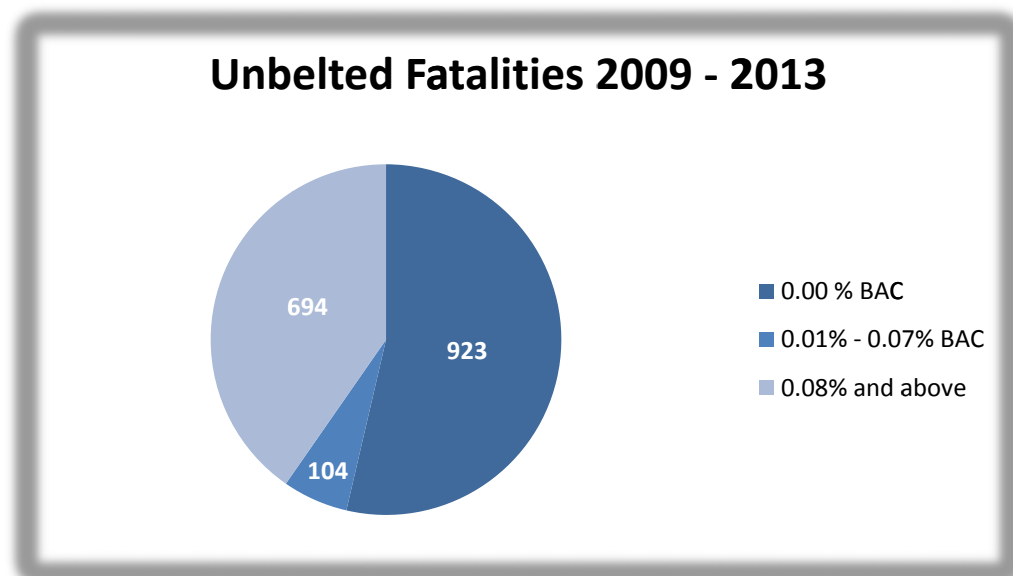
## Impaired Driving

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 16.62 percent over the five-year period (2009 – 2013). The five year moving average has decreased 11.92 percent since the 2005 – 2009 average. The five year moving average has continued to decline each year.



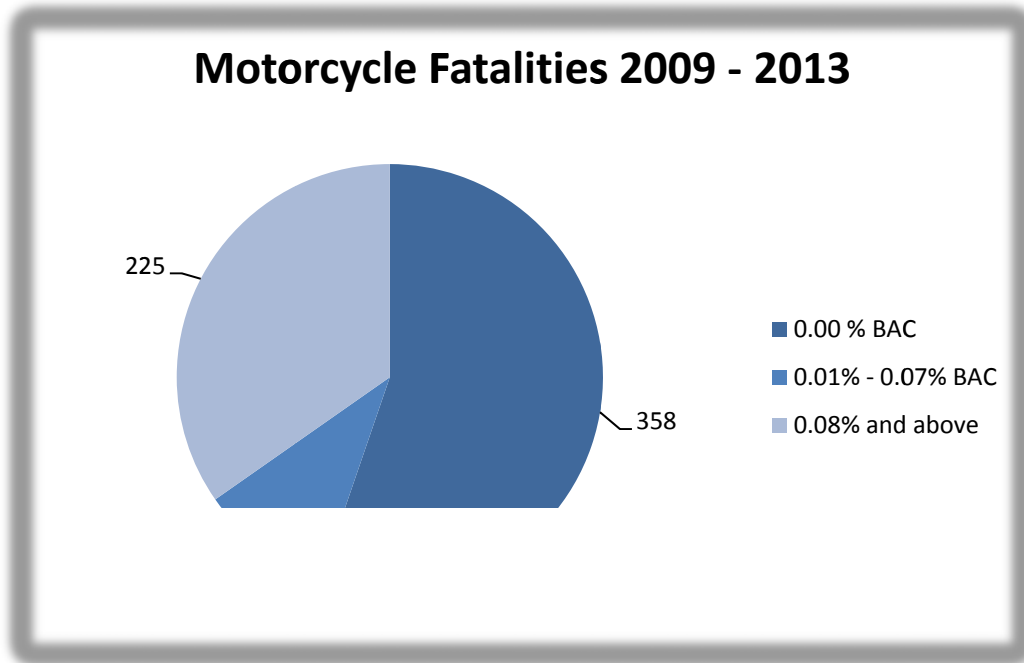
Between 2009 and 2013 Ohio averaged 359 alcohol-related (any impairment level) fatal crashes (Ohio Traffic Crash Facts) in Ohio. The five year moving average has decreased 14.93 percent since the 2005 – 2009 average.

Unbelted fatalities that tested between .01 and .07 BAC accounted for 6.04 percent of all unbelted fatalities between 2009 and 2013. Test results showing 0.00 BAC accounted for 53.63 percent and .08 percent and above accounted for 40.33 percent. Although the overall number of unbelted fatalities that were .08 and above significantly decreased from 845 to 694 (17.87 percent), the portion of unbelted fatalities that are .08 and above only decreased 1.39 percent.

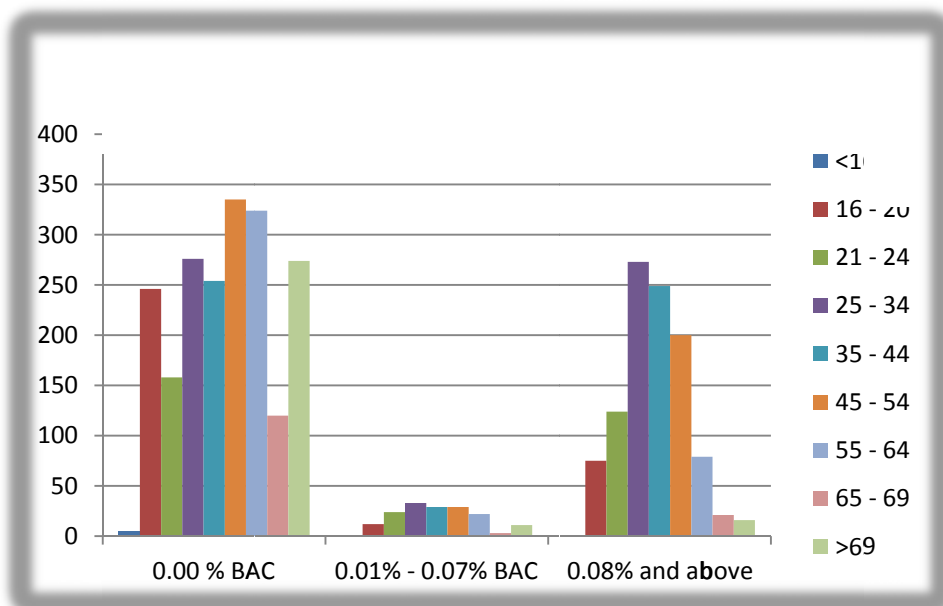




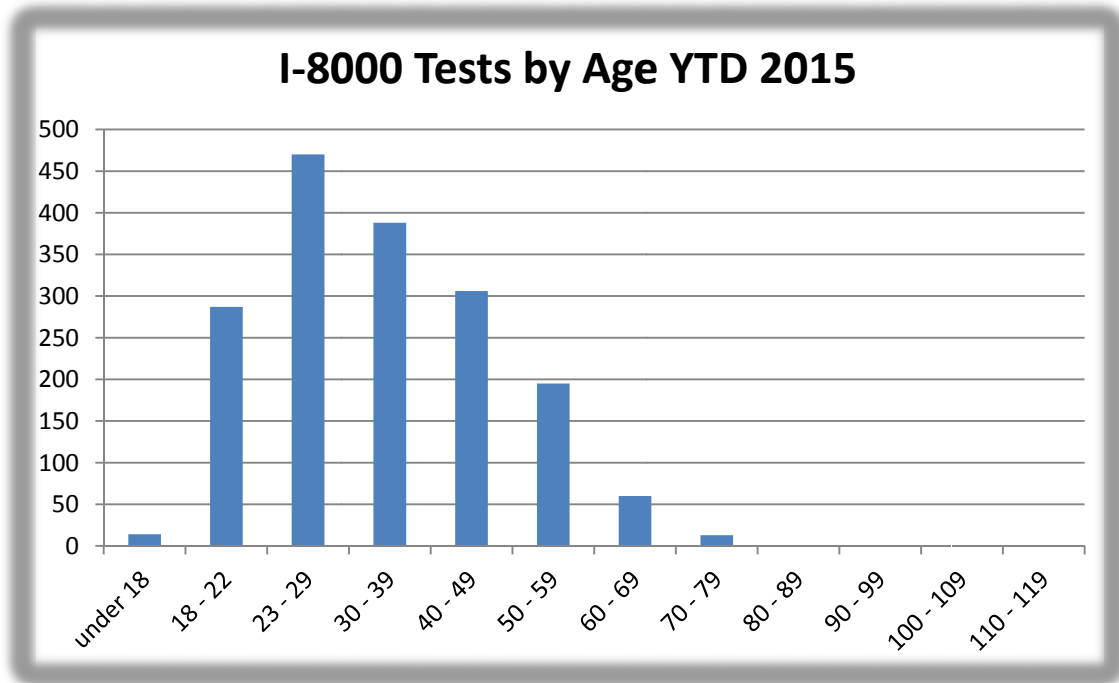
Motorcycle operator fatalities that tested between .01 and .07 BAC accounted for 10.03 percent of all motorcycle fatalities between 2009 and 2013. Test results showing 0.00 BAC accounted for 55.25 percent and .08 and above accounted for 34.72 percent. The overall number of motorcycle fatalities that were .08 and above decreased from the 2008 - 2012 average but .08 and higher now represents a greater portion of the motorcycle fatalities.



Between the years of 2009 and 2013, 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 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).



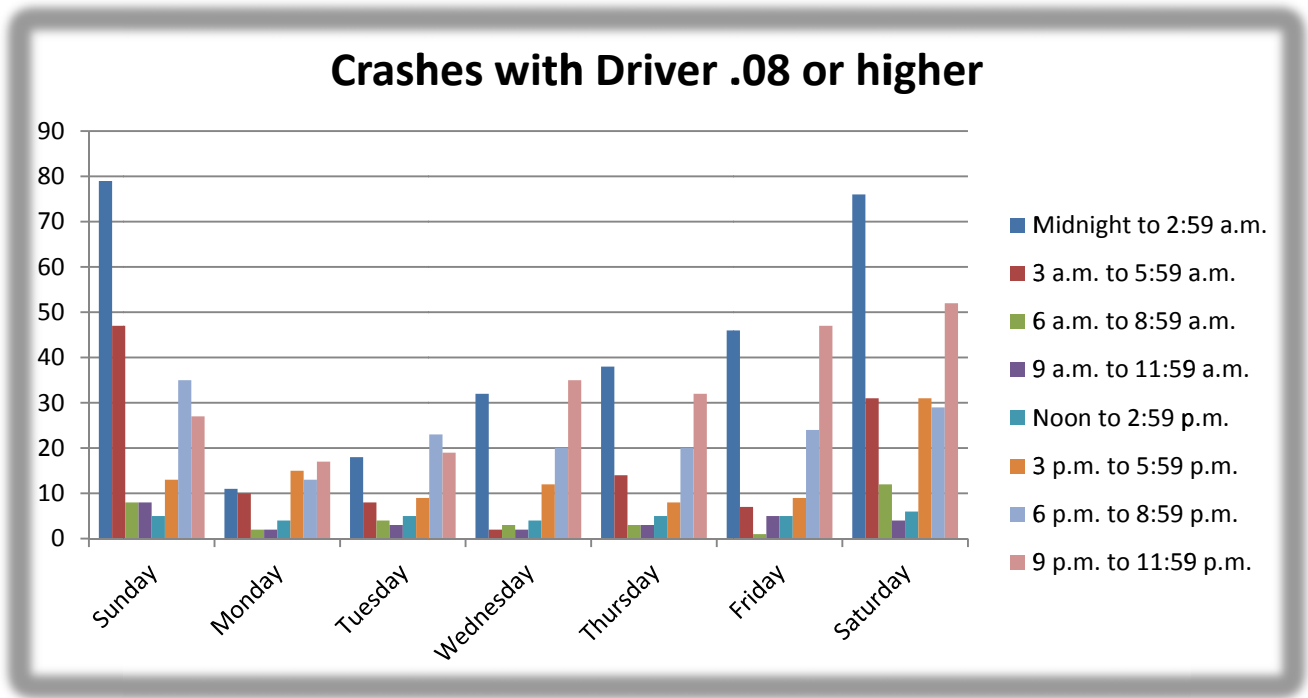
Year to date tests from the I-8000s show the highest age groups tested are 23 – 29 and 30 – 39.



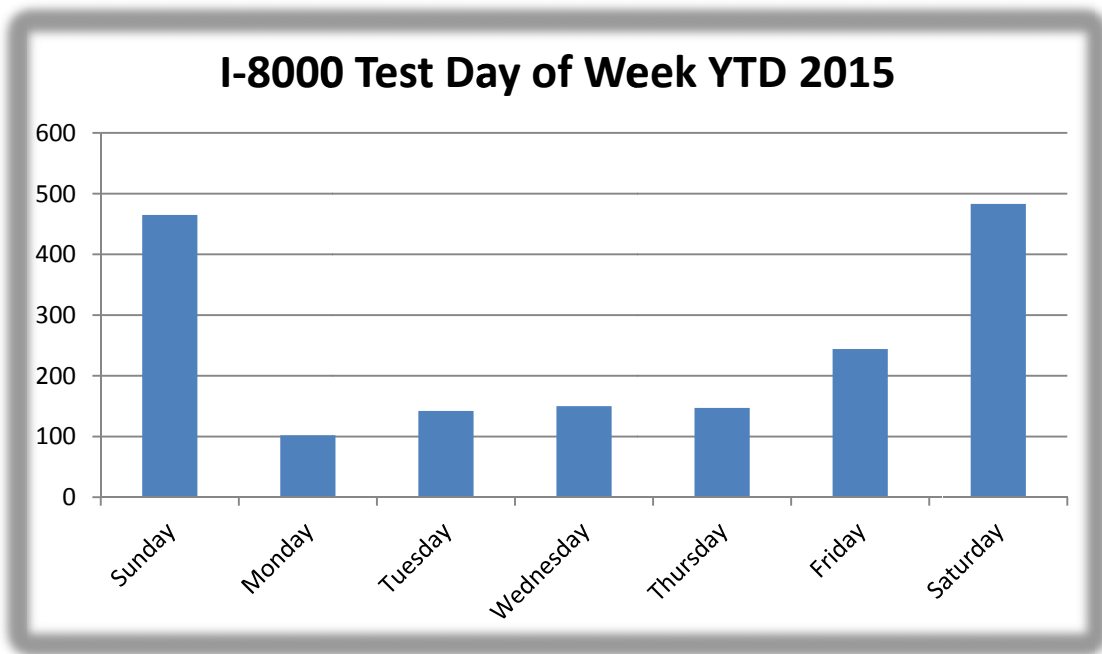
Pedestrian fatalities that tested between .01 and .07 BAC accounted for 15.40 percent of all pedestrian fatalities between 2009 and 2013. Test results showing 0.00 BAC accounted for 52.27 percent and .08 percent and above accounted for 32.32 percent. The percent of pedestrian fatalities that tested .08 and above has increased 13.24 percent since the 2008 – 2012 data while the number of pedestrian fatalities has decreased 3.03 percent. See chart under Pedestrian.

Between 2009 and 2012, 85.88 percent of the crashes involving a driver with a BAC of .08 or higher were male; this is up slightly from the 2008 – 2012 data. Over 60 percent of the crashes involving a driver with a BAC of .08 or higher, occurred on a rural roadway. This is down slightly from the 2008 – 2012 data.

Between 2009 and 2013, 15.45 percent of the crashes involving a driver with a BAC of .08 or higher occurred between midnight and 3:00 am on Saturday and Sunday mornings. This is similar to the 2008 – 2012 and 2007 – 2011 data. 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). Some days/times that are increasing are: Saturday 9:00 pm – 11:59 pm; Wednesday 6:00 pm – 9:00 pm and Tuesday 6:00 pm – 9:00 pm.



Year to date tests from the I-8000s also show Saturday and Sunday are the highest test days in Ohio.



## Analysis

Over 40 percent of all unbelted fatalities tested .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 35 percent of motorcycle operator fatalities tested a .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 2008 – 2012 and 2007 – 2011 data. Year to date test results from the I-8000s also show that the 23 – 29 age group and the 30 – 39 age group are the highest test age groups.

On 85.88 percent of fatal crashes where the driver tested a .08 BAC or higher, the driver was male. Male drivers only account for 48.58 percent of licensed drivers.

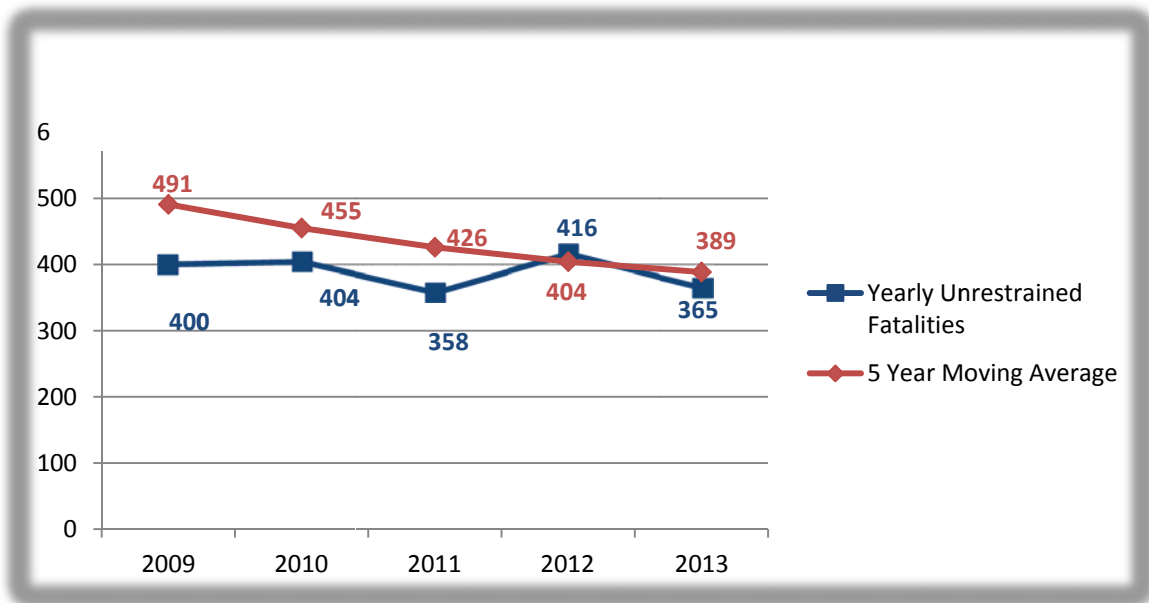
Over 60 percent of crashes that had the driver test a .08 or higher occurred on a rural roadway. Only 29.50 percent of Ohio's VMTs are rural.

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

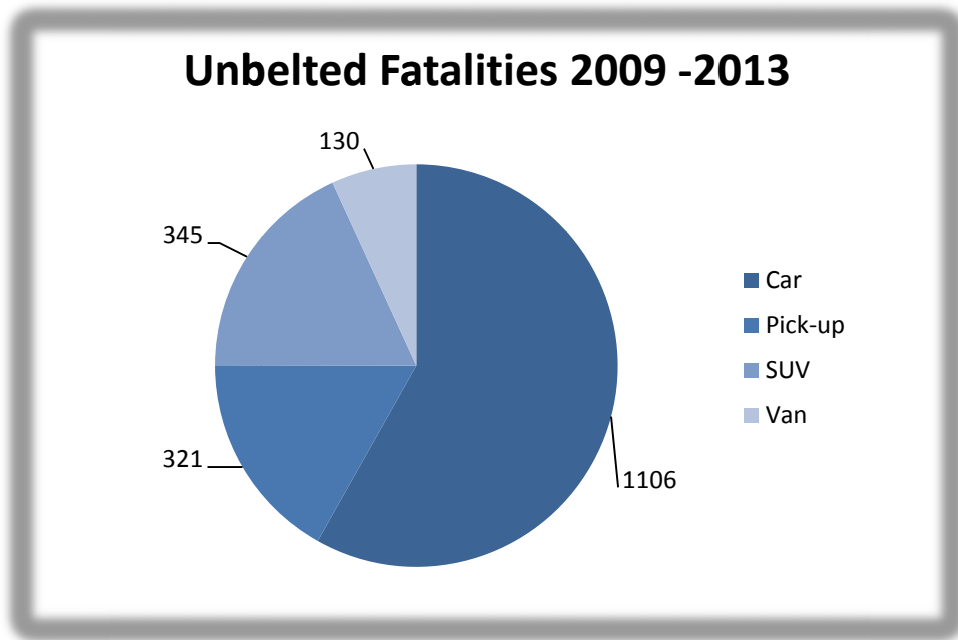
In 2014, Ohio reached an 85.0 percent observed seat belt use rate.

The number of unrestrained fatalities has decreased 8.75 percent over the five-year period (2009 – 2013). The five year average has decreased 20.77 percent since the 2005-2009 average. The five year moving average has continued to decrease each year.

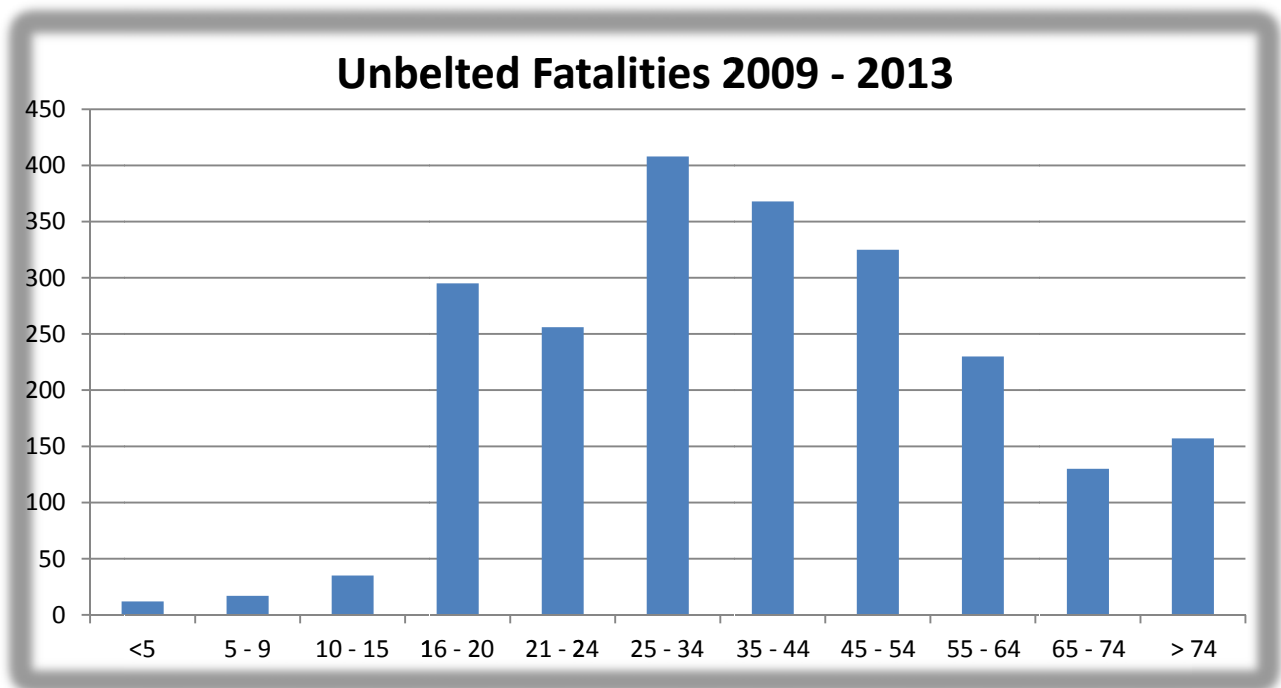




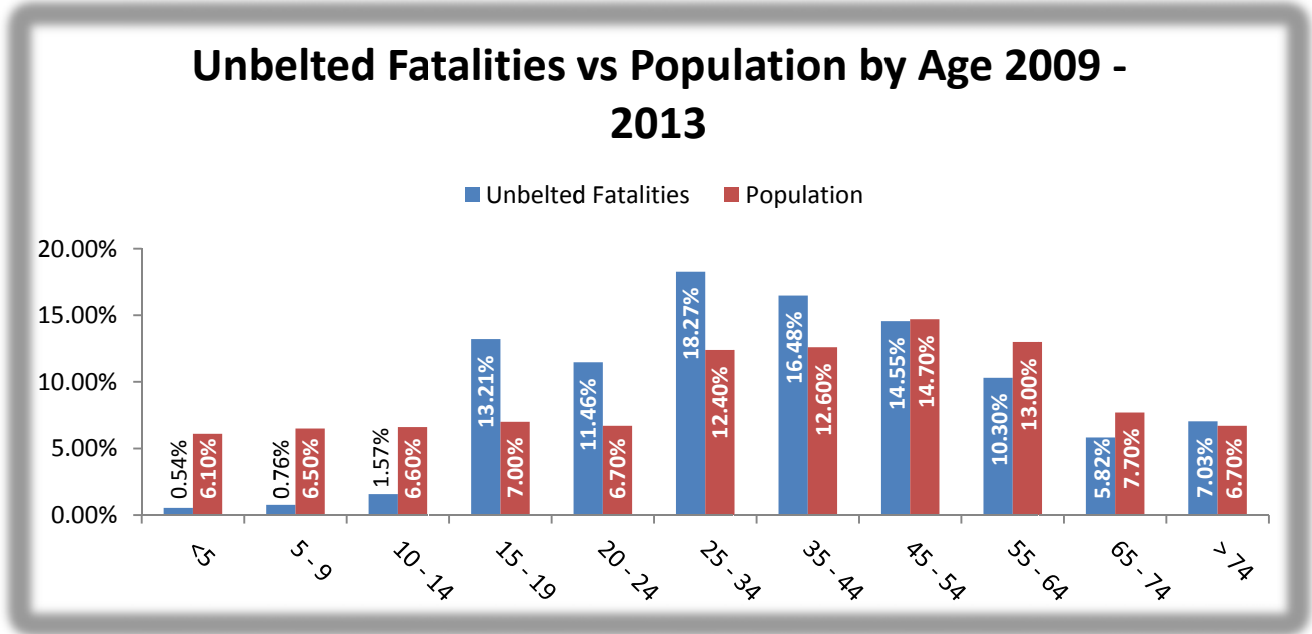
Between 2009 and 2013, 58.15 percent of all unbelted fatalities occurred in cars. This is down from the 2008 – 2012 average of 58.89 percent. Between 2008 and 2013, 16.88 percent occurred in pick-up trucks. This is also down from the 2008 – 2012 average of 17.62 percent. Between 2009 and 2013, 18.14 percent of all unbelted fatalities occurred in SUVs. This is up from the 2008 – 2012 average of 16.37 percent.



Unbelted fatalities occurred most often in the 25 – 34 age group, then the 35 – 44 age group and the 45- 54 age group. This is consistent with the 2008 – 2012 data.

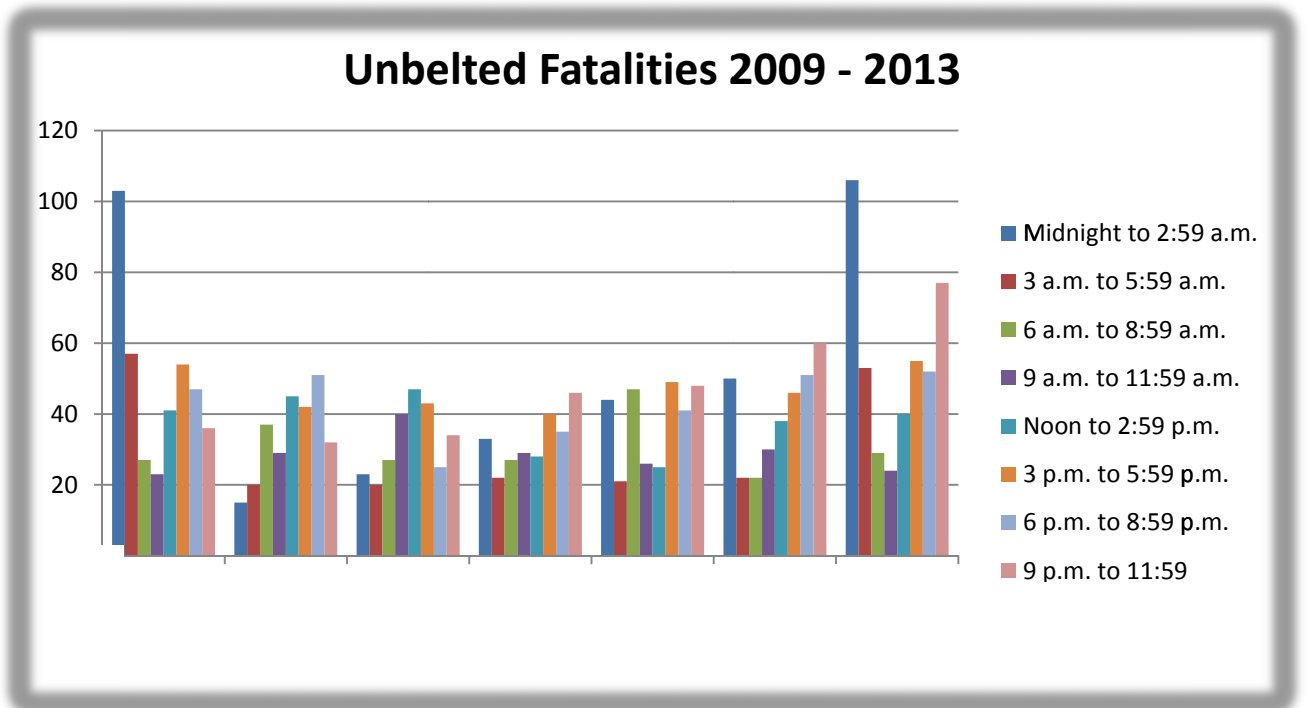


Comparing the unbelted fatalities by age group to the population, the 15 – 19, 20 – 24, 25 – 34 and 35 – 44 are all over-represented.



Between 2009 and 2013, 71.65 percent of unbelted fatalities were male. This is a decrease from the 2008 – 2012 average of 73.57 percent. Between 2009 and 2013, 64.67 percent of all unbelted fatalities occurred on a rural roadway. This is an increase from the 2008 – 2012 average of 64.14 percent.

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



Unbelted fatalities that tested between .01 and .07 BAC accounted for 6.04 percent of all unbelted fatalities between 2009 and 2013. Test results showing 0.00 BAC accounted for 53.63 percent and .08 percent and above accounted for 40.33 percent. Although the overall number of unbelted fatalities that were .08 and above significantly decreased from 845 to 694 (17.87 percent), the portion of unbelted fatalities that are .08 and above only decreased 1.39 percent. See chart under Impaired Driving.

## Analysis

Ohio's observed seat belt usage rate increased from 84.5 percent to 85.0 percent. Ohio will continue to use the model (earned media (education/outreach), paid media, enforcement and evaluation) to increase observed the seat belt usage rate.

Between 2009 and 2013, 58.15 percent of all unbelted fatalities occurred in cars and 16.88 percent occurred in pick-up trucks. These numbers are both down from the 2008 – 2012 data. However, 18.14 percent of all unbelted fatalities occurred in SUVs. This is up from the 2008 – 2012 data. In comparison, 62.48 percent of all fatalities occurred in cars, 14.42 percent occurred in pick-up trucks and 15.50 percent occurred in SUVs. The pick-up truck and SUV categories are over-represented in unbelted fatalities.

Unbelted fatalities are occurring most often in the 25 – 34 age group. However, the 35 – 44 and 45 – 54 are not far behind. Although the 16 - 20 year old age group ranks fourth overall, this age group represents 13.21 percent of all unbelted fatalities but only 7.00 percent of Ohio's population. The age groups between 15 and 44 are all over-represented when compared to the population.

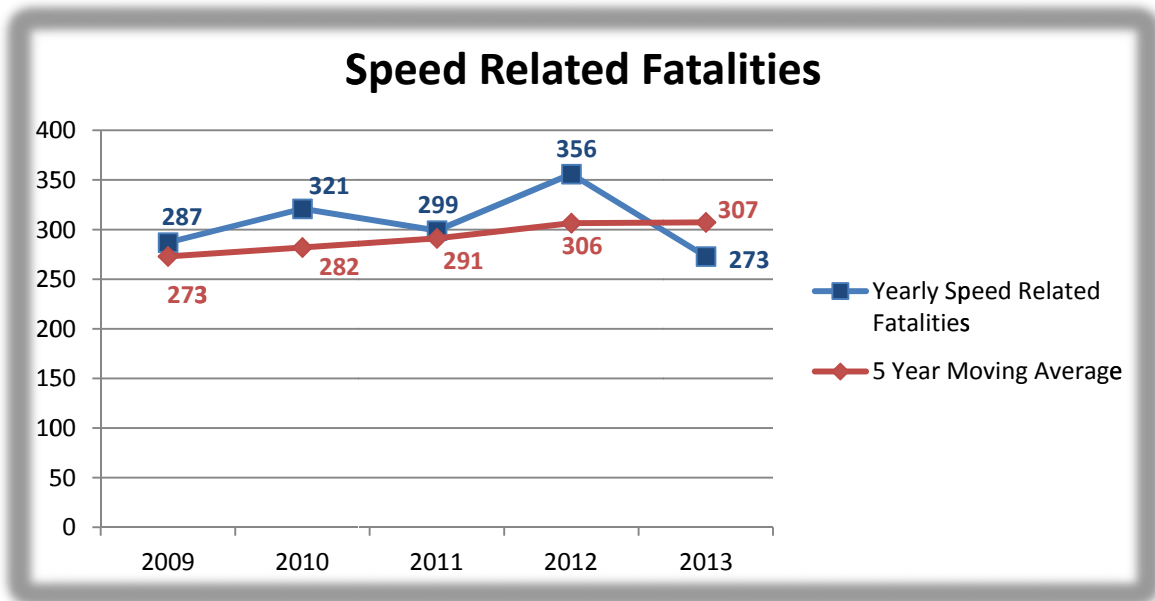
Ohio's population is 48.86 percent male; however 71.65 percent of the unbelted fatalities are male.

Only 29.50 percent of Ohio's VMTs are rural; however 64.67 percent of the unbelted fatalities occurred on rural roadways.

Between the years of 2009 and 2013, 36.90 percent of all fatalities were unbelted. This percent decreased 0.81 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 - 54, males and rural roadways) to decrease the percent of unbelted fatalities.

## Speed

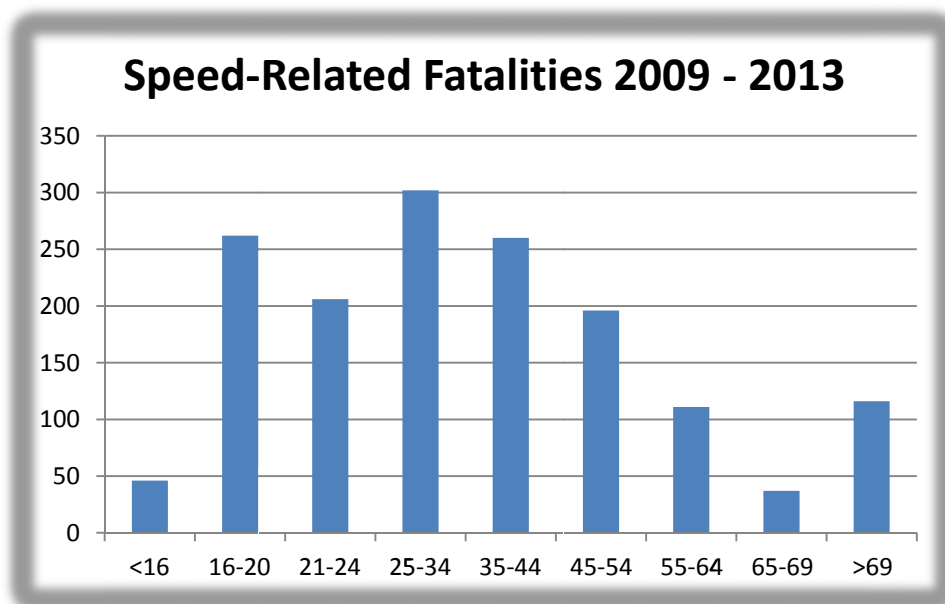
The number of speed related fatalities has increased 0.33 percent over the five-year period (2009 – 2013). The five year average has increased 12.45 percent since 2009.



Speed was a factor in 31.57 percent of the fatal motorcycle crashes between 2009 and 2013.

Speed was a factor in 39.44 percent of the youth (under 20) fatalities between 2009 and 2013.

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 2008 – 2012 data.

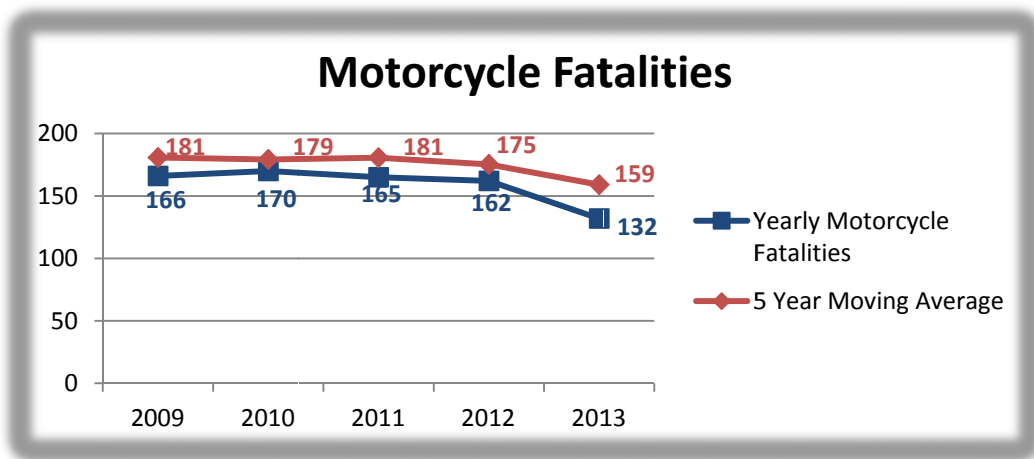


## Analysis

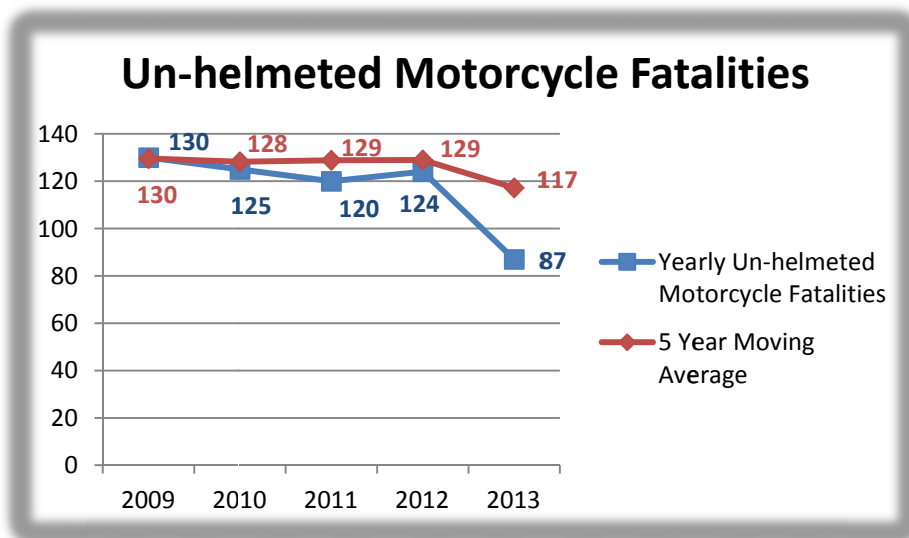
Speed-related fatal crashes have fluctuated in the last five years. Speed is a factor in 31.57 percent of fatal motorcycle crashes and 39.44 percent of youth fatalities. In FFY 2014, Ohio purchased eight speed trailers for use around the state. One trailer is assigned to each patrol district for use by all law enforcement within the district to help battle this issue. Speed-related fatal crashes decreased 23.31 percent from 2012 to 2013. This is the largest yearly change (either increase or decrease) in the last five years. Ohio will continue to address speed-related fatal crashes based on local problem identification.

## Motorcycle Safety

The number of motorcycle fatalities has decreased 20.48 percent over the five-year period (2009 – 2013). The five year average has decreased 12.15 percent since the 2005 – 2009 average.

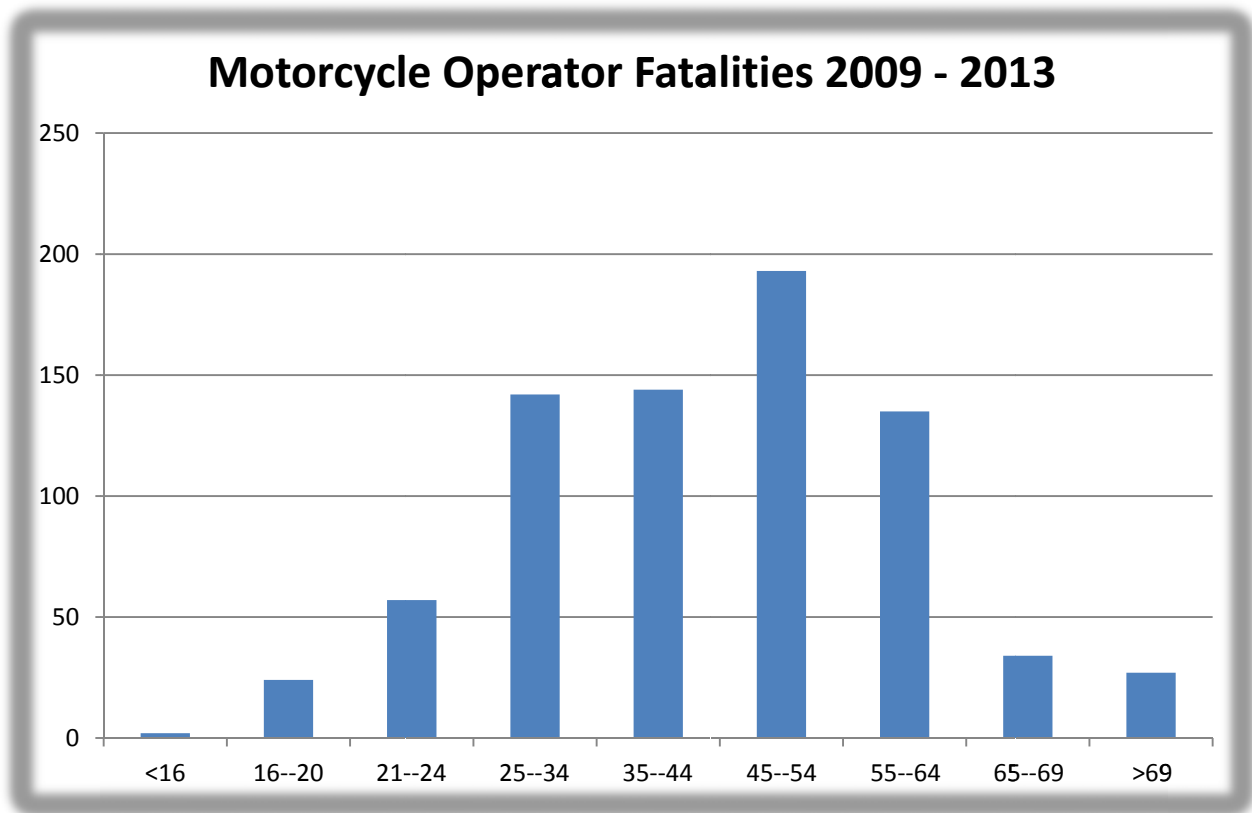


The number of un-helmeted motorcycle fatalities has decreased 33.07 percent over the five-year period (2009 – 2013). The five year average has decreased 10.00 percent since the 2005 – 2009 average.





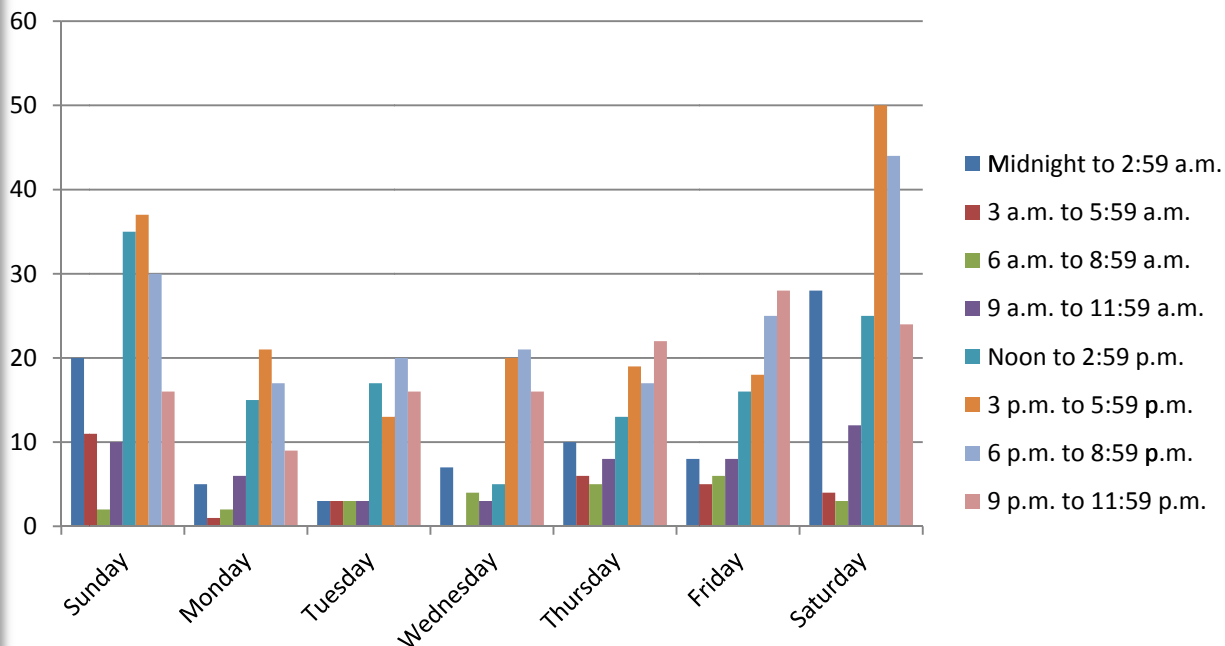
Motorcycle fatalities occurred most often in the 45 - 54 age group, then the 35 – 44 age group and the 25 - 34 age group. These are the same groups and order as the 2008 – 2012 and the 2007-2011 data.



Between 2009 and 2013, 94.61 percent of motorcycle operator fatalities were male. This is 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; down from 62 percent in the 2008 – 2012 data.

Between 2009 and 2013, 6.29 percent of motorcycle fatalities occurred between 3:00 pm and 6:00 pm on Saturday afternoons. This is up from 6.17 percent in the 2008 through 2012 data. The next highest periods are 5.53 percent between 6:00 pm and 9:00 pm Saturday evening, 4.65 percent between 3:00 pm and 6:00 pm Sunday afternoon and 4.40 percent between noon and 3:00 pm on Sunday afternoon. These four time frames make up 20.88 percent of motorcycle fatalities compared to 21.26 percent in the 2008 – 2012 data and 21.09 percent in the 2007 – 2011 data.

## Motorcycle Fatalities 2009 - 2013



Motorcycle operator fatalities that tested between .01 and .07 BAC accounted for 10.03 percent of all motorcycle fatalities between 2009 and 2013. Test results showing 0.00 BAC accounted for 55.25 percent and .08 and above accounted for 34.72 percent. The overall number of motorcycle fatalities that were .08 and above decreased from the 2008 - 2012 average but .08 and higher now represents a greater portion of the motorcycle fatalities. See chart under Impaired Driving.

Speed was a factor in 31.57 percent of the fatal motorcycle crashes between 2009 and 2013.

### 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 73 percent of the motorcycle fatalities between 2009 and 2013 are un-helmeted. This has not changed from the 2008 – 2012 data. The number of motorcycle fatalities has decreased; however motorcycle fatalities represent over 15 percent over Ohio's fatalities compared to just under four percent of Ohio's registered vehicles.

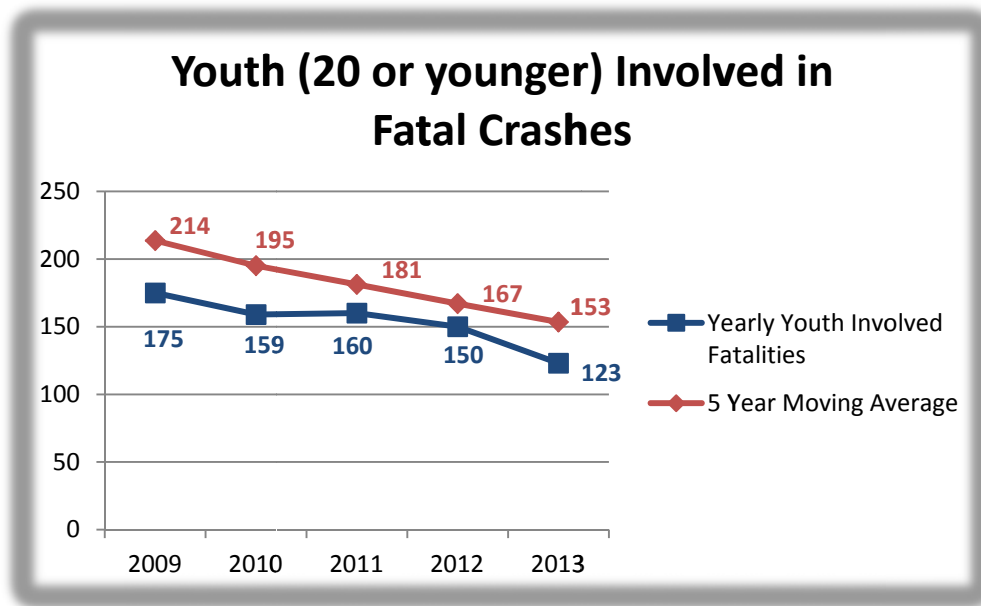
Most of the operator fatalities continue to occur in the following age groups: 45 – 54, 35 – 44 and 25 – 34.

Only 29.50 percent of Ohio's VMTs are rural; however over 57 percent of the motorcycle fatal crashes are occurring on rural roadways. This has declined from over 61 percent in the 2008 – 2012 data.

Based on this data, Ohio will focus its efforts to increase helmet use, reduce impaired riding and speeding among males aged 25 – 54 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 29.71 percent over the five-year period (2009 – 2013). The five year average has decreased 28.50 percent since the 2005 – 2009 average.



Speed was a factor in 39.44 percent of the youth (20 and under) fatalities between 2009 and 2013.

The average number of fatalities with a driver age 20 or younger with a BAC of .08 or higher (2009 – 2013) was 15. This is down 21.88 percent from the 2006 – 2010 average.

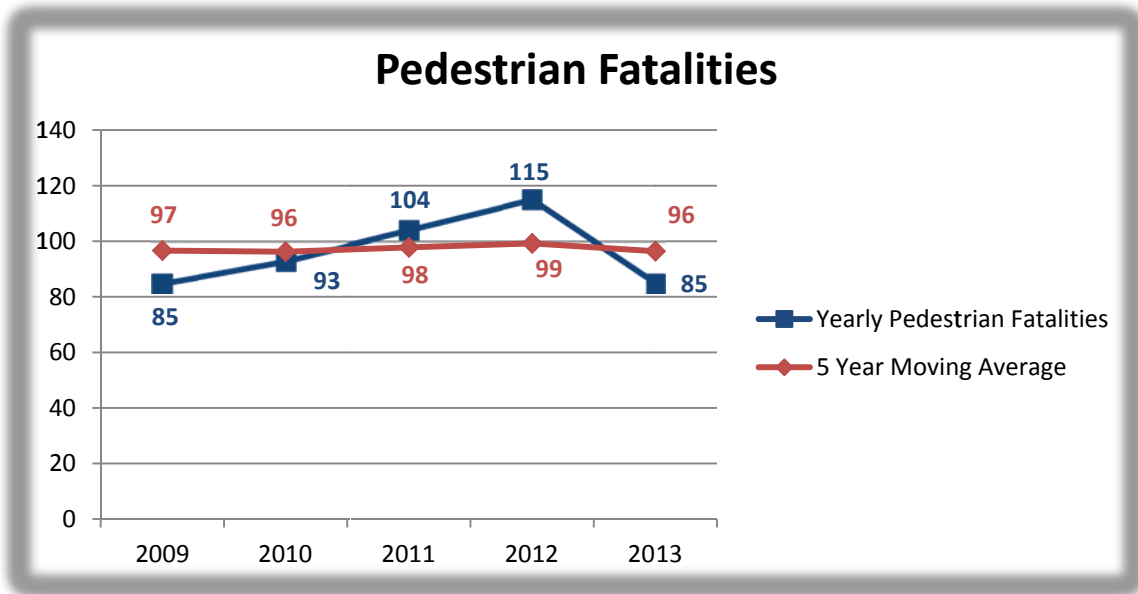
## Analysis

Ohio has reduced the number of drivers aged 20 or younger involved in fatal crashes steadily over the last five years. This number is down over 29 percent. Speed continues to be a problem among youth fatalities (20 and under).

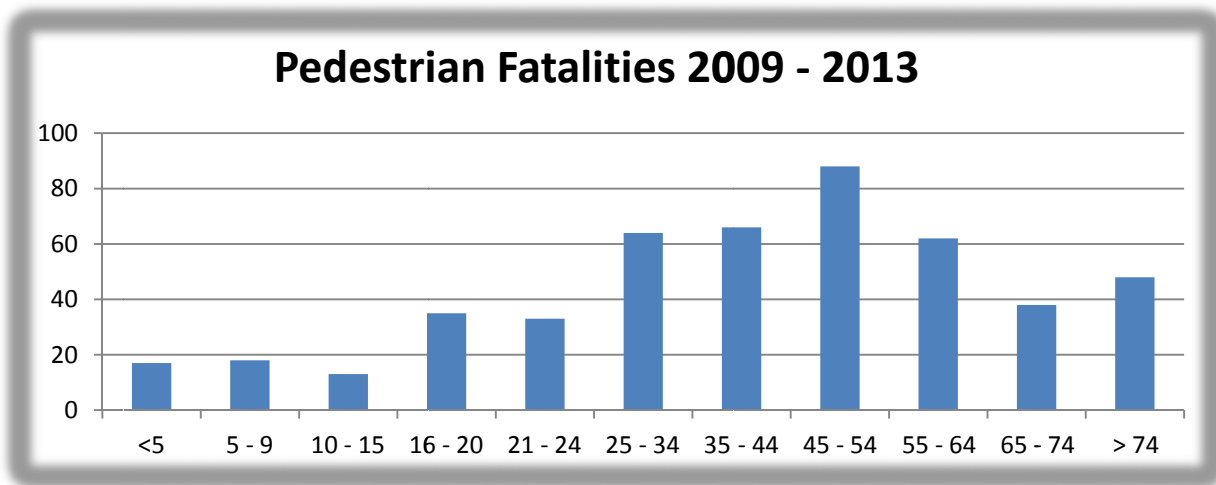
Ohio will continue to focus efforts towards this age group with an emphasis on speed, impaired driving and distracted driving.

## Pedestrian Safety

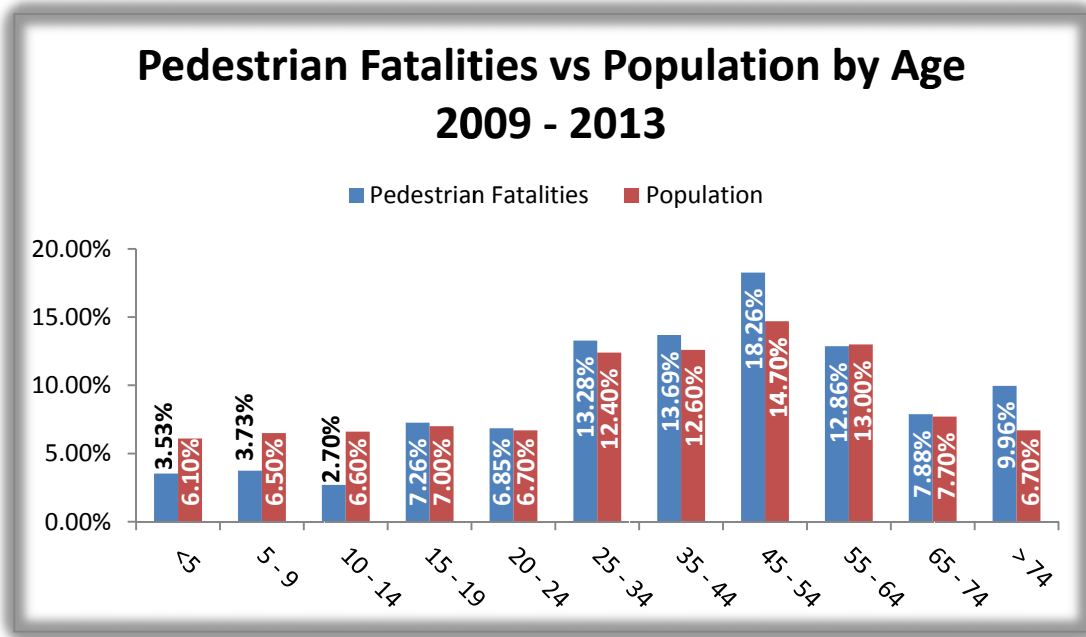
The five year moving average has decreased 1.03 percent since the 2005 – 2009 average.



Pedestrian fatalities occurred most often in the 45 – 54 age group, then the 35 – 44 age group and the 25 – 34 age groups.

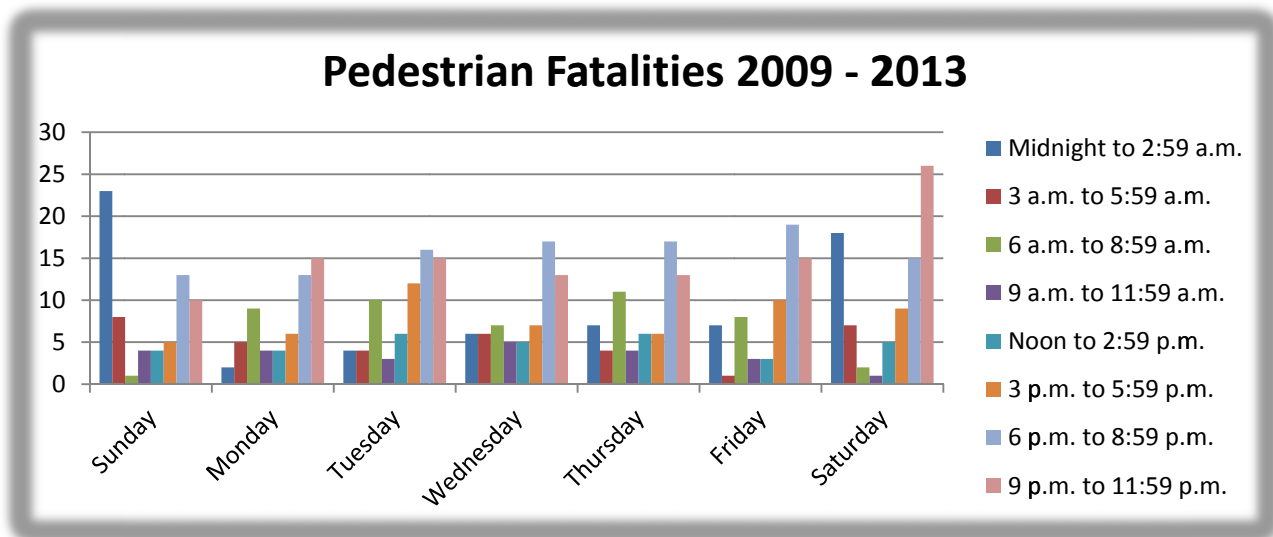


When comparing the pedestrian fatalities by population and age, the 45 – 54 age group is the most over-represented. The over 74 age group is also over-represented. Looking at the senior population (65 +) the difference is even greater.

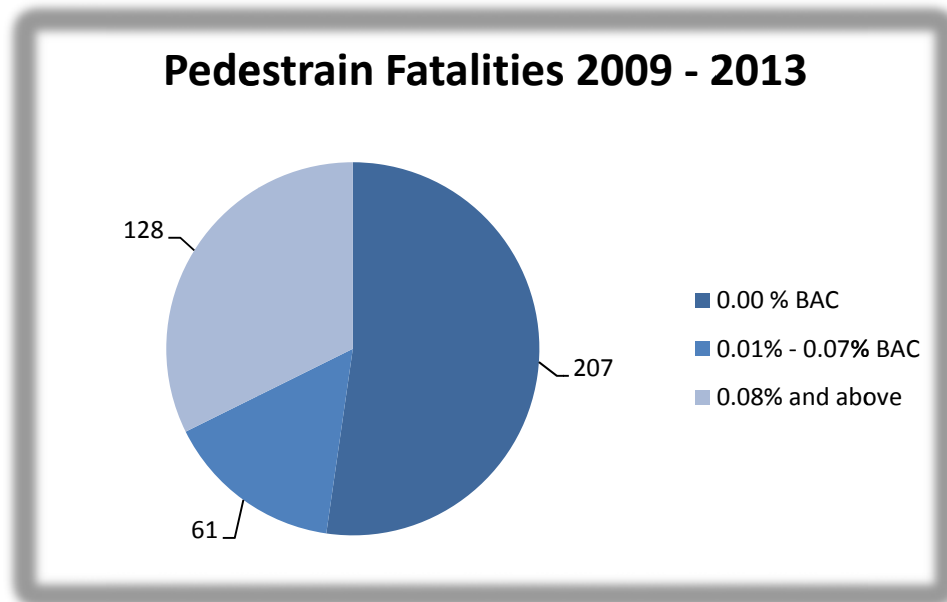


Between 2009 and 2013, 65.98 percent of pedestrian fatalities were male. This is a decrease from the 2008 - 2012 data. Almost 62 percent of the pedestrian fatalities occurred on an urban roadway. This is about the same as the 2008 – 2012 data.

Between 2009 and 2013, 5.43 percent of pedestrian fatalities occurred between 9:00 pm and midnight Saturday night. The next highest periods are 4.80 percent between midnight and 3:00 am Sunday morning, 3.97 percent between 6:00 pm and 9:00 pm Friday evening and 3.76 percent between midnight and 3:00 am Saturday morning. These percentages have all decreased from the 2008 – 2011 data.



Pedestrian fatalities that tested between .01 and .07 BAC accounted for 15.40 percent of all pedestrian fatalities between 2009 and 2013. Test results showing 0.00 BAC accounted for 52.27 percent and .08 percent and above accounted for 32.32 percent. The percent of pedestrian fatalities that tested .08 and above has increased 13.24 percent since the 2008 – 2012 data while the number of pedestrian fatalities has decreased 3.03 percent.



## Analysis

After increases each year 2010 through 2012, 2013 decreased back to 85 (2009 number). The five year moving average has remained fairly consistent between 96 and 99. Pedestrian fatalities are occurring most often in the 45 – 54 age group. Fatalities in the next age groups (35 – 44 and 25 – 34) are significantly lower than those in the 45 – 54 age group. When looking at senior pedestrian fatalities (65 +), this population is over-represented based on population.

Ohio's population is 48.85 percent male; however 65.98 percent of pedestrian fatalities are male.

Over 64 percent of pedestrian fatalities occur on urban roadways.

Over 47 percent of all pedestrian fatalities tested some level of alcohol: 15.40 percent .01 - .07 BAC and 32.32 percent .08 BAC or higher. The percent .01 - .07 decreased 36.10 percent from the 2008 – 2012 data, however the percent .08 or higher increased 13.24 percent.

Pedestrian fatalities occur most often between 9:00 pm and midnight on Saturday night. The next highest day/time frames are between midnight and 3:00 am Sunday morning and between 6:00 pm and 9:00 pm Friday evening.

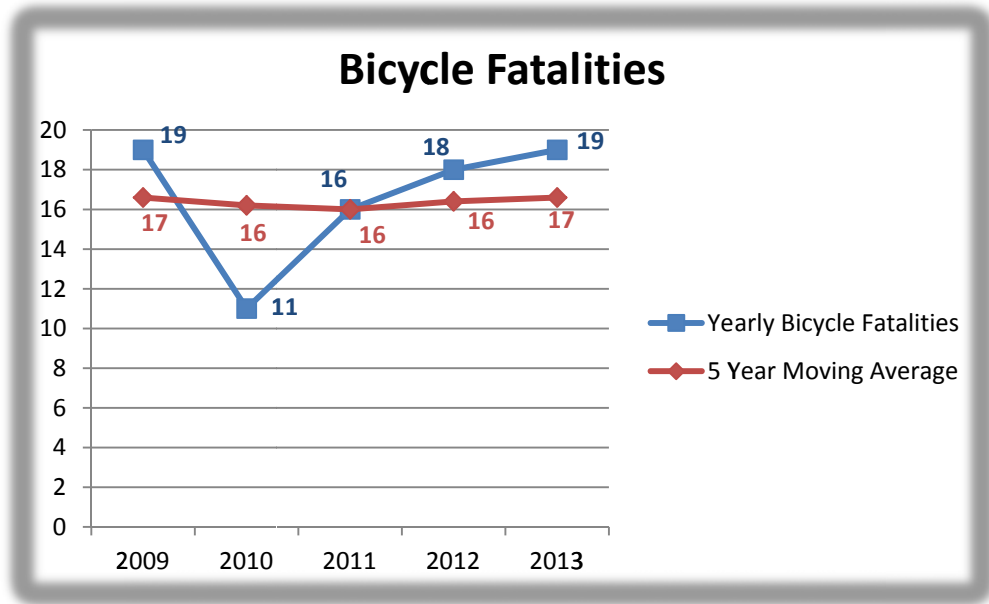
Looking at the statistics statewide, the pedestrian problem appears to be among adults, in urban areas, that have some level of alcohol involvement on the weekends. However, since pedestrian fatalities are only 9.18 percent of all fatalities, Ohio will fund local projects that have pedestrian fatality problems based on local problem identification. In FFY 2016,



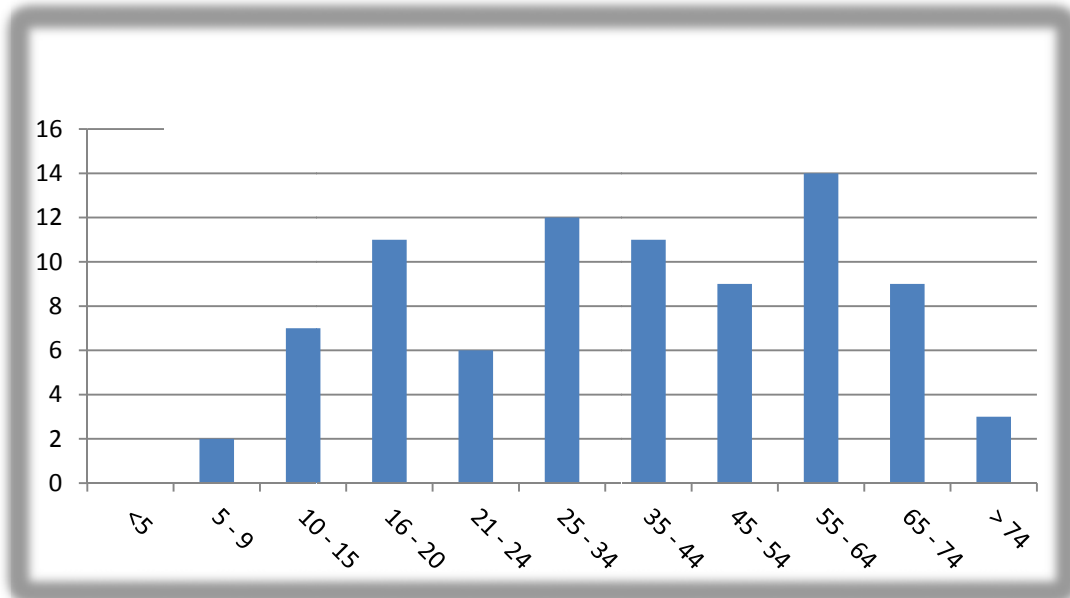
Columbus Health Department (Franklin County) and Bethesda North Hospital (Hamilton County) requested funding for pedestrian activities in their Safe Communities proposals. Franklin and Hamilton Counties had 68 pedestrian fatalities between 2011 – 2013. These fatalities are 22.4 percent of the statewide pedestrian fatalities in those years.

### Bicycle Safety

The number of bicycle fatalities has fluctuated between 11 and 19 over the five-year period (2009 – 2013). The five year average has remained constant at 16 or 17 since the 2008 – 2009 average.

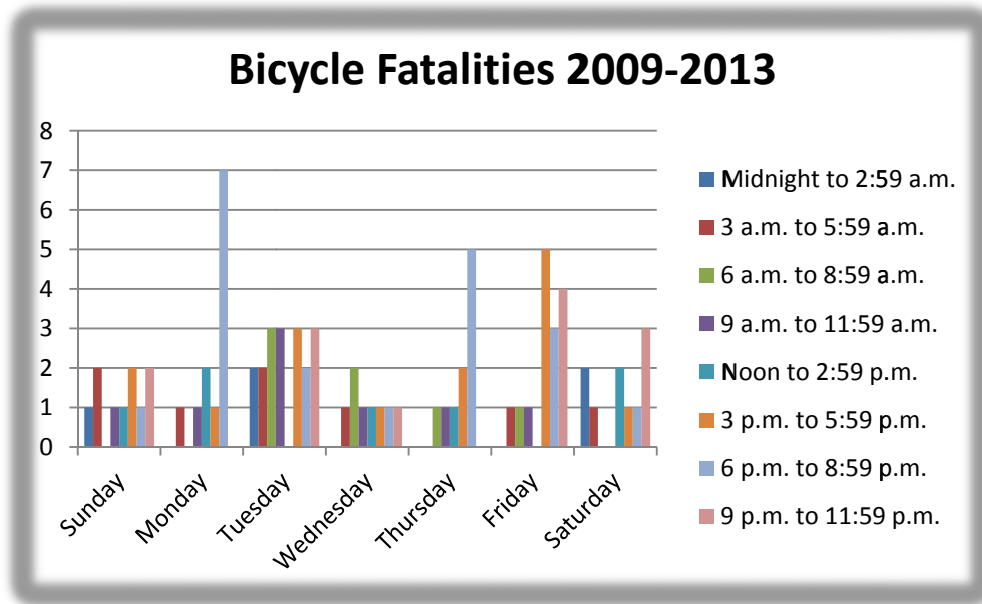


Bicycle fatalities occurred most often in the 55 - 64 age group, closely followed by the 25-34 and 35 – 44 and 16 - 20 age groups.



Between 2009 and 2013, 80.72 percent of bicycle fatalities were male. Over 65 percent of the bicycle fatalities occurred on an urban roadway.

Between 2009 and 2013, 8.43 percent of bicycle fatalities occurred between 6:00 pm and 9:00 pm Monday evenings. The next highest periods are 6:00 pm to 9:00 pm Thursday evenings and 3:00 pm to 6:00 pm Friday afternoons with 6.02 percent each.



Bicycle fatalities that tested between .01 and .07 accounted for 6.90 percent (up slightly from 6.56 percent) of tested bicycle fatalities between 2009 and 2013. Test results showing 0.00 BAC accounted for 74.14 percent (up from 73.77 percent) and .08 and above accounted for 18.97 percent (down from 18.97 percent).

## Analysis

Ohio has remained fairly constant in bicycle fatalities with a five year average of 16 or 17 since the 2005 – 2009 data. Although the fatalities are occurring most often in the 55 - 64 age group, the next highest groups (25-34 and 35 – 44 and 16 - 20) are each only one fatality behind. So the fatalities are occurring between ages 16-20 and 25-64.

Over 74 percent of the tested bicycle fatalities tested .00 BAC. Over 80 percent are male and over 65 percent occur on urban roadways.

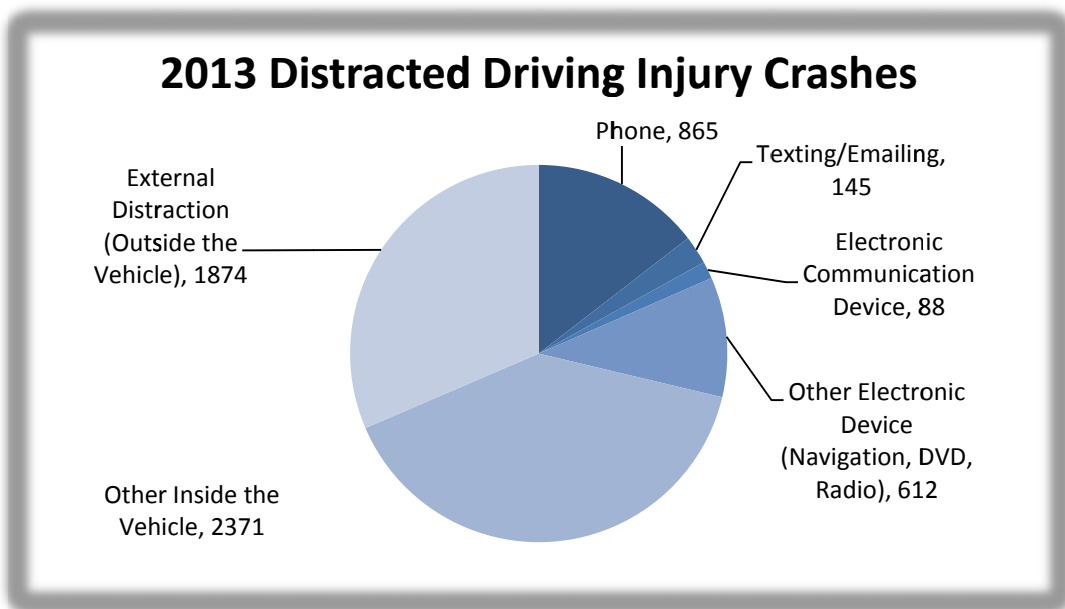
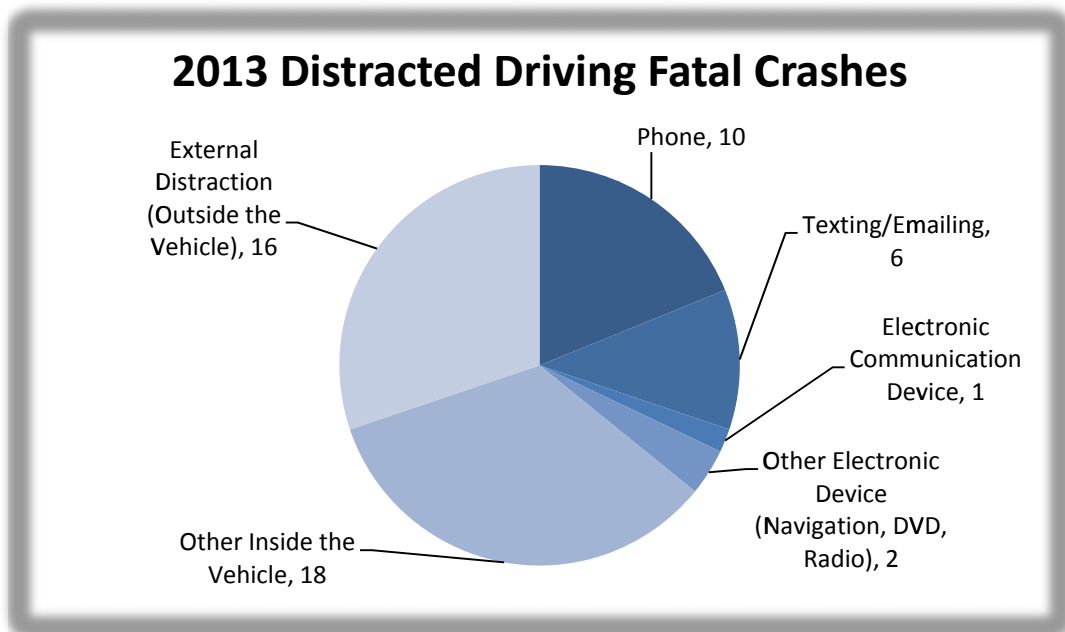
In regards to the time of day/day of week, even though the data shows 6:00 pm to 9:00 pm on Monday as the time when most of the fatalities are occurring; the next two time periods mentioned (6:00 to 9:00 pm Thursday and 3:00 pm to 6:00 pm Fridays) are each only two fatalities behind. The total number of bicycle fatalities between 2009 and 2013 for all three time frames is 17.

Looking at the statistics statewide, the bicycle problem appears to be mainly among adults, in urban areas. However, since bicycle fatalities are only 1.63 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 2009 – 2013 five year average for fatal crashes attributed to distracted driving is 20 and the average for the same time period for injury crashes is 2,341. 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 to the data.



## 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 improvement were possible. The TRCC meets every other month 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, Citation Tracking, and EMS Rehabilitation Registry. 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 1,046 (2009 – 2013 average) to 1,025 by 2016.\*
- C-2) Reduce serious traffic injuries 2.00 percent from 9,727 (2009 – 2013 average) to 9,532 by 2016.\*
- C-3a) Reduce fatalities/VMT rate by 2.00 percent from 0.93 (2009 – 2013 average) to 0.91 by 2016.\*
- C-3b) Reduce rural fatalities/VMT rate by 3.80 percent from 1.78 (2009 – 2013 average) to 1.71 by 2016.
- C-3c) Reduce urban fatalities/VMT rate by 0.53 percent from .53 (2009 – 2013 average) to .52 by 2016.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 2.39 percent from 386 (2009 – 2013 average) to 377 by 2016.
- C-5) Reduce alcohol impaired driving fatalities (.08 and above) by 2.45 percent from 323 (2009 – 2013 average) to 317 by 2016.
- Increase the number of DRE evaluations 5.00 percent from 648 (2012 – 2013 average) to 680 by 2016.\*\*
- Increase the number of DREs from 112 (2014 baseline) to 158 by 2016.
- C-6) Reduce speeding-related fatalities by 1.25 percent from 307 (2009 – 2013 average) to 303 by 2016.\*\*\*
- C-7) Reduce motorcyclist fatalities by 5.22 percent from 159 (2009 – 2013 average) to 151 by 2016.
- C-8) Reduce un-helmeted motorcyclist fatalities by 8.59 percent from 117 (2009 – 2013 average) to 107 by 2016.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 8.19 percent from 153 (2009 – 2013 average) to 141 by 2016.
- C-10) Reduce pedestrian fatalities by 1.25 percent from 96 (2009 – 2013 average) to 95 by 2016.\*\*\*
- C-11) Reduce bicycle fatalities by 1.25 percent from 17 (2009 – 2013 average) to 16 by 2015.\*\*\*
- Reduce distracted driving fatal crashes 1.25 percent from 20 (2009 – 2013 average) to 19 by 2016.\*\*\*\*
- Reduce distracted driving injury crashes 1.25 percent from 2,340 (2009 – 2013 average) to 2,311 by 2016.\*\*\*\*
- B-1) Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.4 percentage points from 85.0 percent in 2014 to 85.4 percent in 2016.
- Currently 46 percent of Ohio's crash reports are submitted electronically. Ohio's goal is to increase this to 48 percent by December 31, 2016.
- Revise the TRCC Strategic Plan by December 31, 2016.
- Ohio will process sub-recipient reimbursement claims in an average of 6 days. In FFY 2014, the average was 9.3 days.

- Ohio will award at least 45 percent of awarded grant funds to local benefit. Currently 54.1 percent is awarded to local benefit.
- Ohio will liquidate 60 percent of its funds in FFY 2016. In FFY 2014, Ohio liquidated 40.19 percent.\*\*\*\*\*
- Ohio will increase mobilization reporting to 85 percent from 64 percent in FFY 2014.

\*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 35.

\*\*\*The trends for speed, pedestrian, and bicycle were increases. A standard 1.25 percent per year from 2009 – 2013 average reduction was used for each of these goals to ensure the goal was a reduction by 2016.

\*\*\*\* 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 2016, 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			2009	2010	2011	2012	2013
C-1	Traffic Fatalities (FARS)	Annual	1,022	1,080	1,017	1,121	989
		5-Year Moving Average	1,205	1,157	1,113	1,086	1,046
Reduce total fatalities by 2.00 percent from 1,046 (2009-2013 average) to 1,025 by 2016.							
C-2	Serious Injuries in Traffic Crashes (State Crash Data)	Annual	9,774	10,186	9,662	9,780	9,231
		5-Year Moving Average	10,427	10,249	10,041	9,902	9,727
Reduce serious traffic injuries by 2.00 percent from 9,727 (2009 – 2013 Average) to 9,532 by 2016.							
C-3a	Fatalities/VMT (FARS/FHWA)	Annual	0.92	0.97	0.91	0.99	0.88
		5-Year Moving Average	1.09	1.05	1.01	0.98	0.93
Reduce fatalities/VMT by 2.00 percent from 0.93 (2009 – 2013 Average) to 0.91 by 2016.							
C-3b	Rural Fatalities/VMT (FARS/FHWA)	Annual	1.82	1.97	1.82	1.75	1.54
		5-Year Moving Average	2.14	2.09	2.00	1.90	1.78
Reduce rural fatalities/VMT by 3.80 percent from 1.78 (2009 – 2013 Average) to 1.71 by 2016.							
C-3c	Urban Fatalities/VMT (FARS/FHWA)	Annual	0.49	0.48	0.47	0.63	0.59
		5-Year Moving Average	0.57	0.54	0.52	0.53	0.53
Reduce urban fatalities/VMT by 1.25 percent from 0.53 (2009 – 2013 Average) to 0.52 by 2016.							
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	400	404	358	416	352
		5-Year Moving Average	491	455	426	404	386
Reduce unrestrained passenger vehicle occupants fatalities, all seat positions by 2.39 percent from 386 (2009 – 2013 Average) to 377 by 2016.							
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	325	335	310	385	271
		5-Year Moving Average	369	357	342	342	326
Reduce alcohol impaired driving fatalities by 2.45 percent from 326 (2009 – 2013 Average) to 318 by 2016.							
C-6	Speeding-Related Fatalities (FARS)	Annual	287	321	299	354	273
		5-Year Moving Average	273	282	291	306	307
Reduce speeding-related fatalities by 1.25 percent from 307 (2009 – 2013 Average) to 303 by 2016.							
C-7	Motorcyclist Fatalities (FARS)	Annual	166	170	165	162	132
		5-Year Moving Average	181	179	181	175	159
Reduce motorcyclist fatalities by 5.22 percent from 159 (2009 – 2013 Average) to 151 by 2016.							

CORE OUTCOME MEASURES			2009	2010	2011	2012	2013
C-8	Un-helmeted Motorcyclist Fatalities (FARS)	Annual	130	125	120	124	87
		5-Year Moving Average	130	128	129	129	117
	Reduce un-helmeted motorcyclist fatalities by 8.59 percent from 117 (2009 – 2013 Average) to 107 by 2016.						
C-9	Drivers Age 20 or Younger involved in Fatal Crashes (FARS)	Annual	175	159	160	150	123
		5-Year Moving Average	214	195	181	167	153
	Reduce drivers age 20 and younger involved in fatal crashes by 8.19 percent from 153 (2009 – 2013 Average) to 141 by 2016.						
C-10	Pedestrian Fatalities (FARS)	Annual	85	93	104	115	85
		5-Year Moving Average	97	96	98	99	96
	Reduce pedestrian fatalities by 1.25 percent from 96 (2009 – 2013 Average) to 95 by 2016.						
C-11	Bicyclist Fatalities (FARS)	Annual	19	11	16	18	19
		5-Year Moving Average	17	16	16	16	17
	Reduce bicyclist fatalities by 1.25 percent from 17 (2009 – 2013 Average) to 16 by 2016.						

CORE BEHAVIOR MEASURES			2010	2011	2012	2013	2014
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
	Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.4 percentage points from 85.0 percent in 2014 to 85.4 percent in 2016.						

CORE ACTIVITY MEASURES		2010	2011	2012	2013	2014
A-1	Number of seat belt citations (Ohio GRANTS)	37,163	39,714	41,397	46,135	37,881
A-2	Number of impaired driving arrests (Ohio GRANTS)	7,185	8,079	8,298	8,140	7,155
A-3	Number of speeding citations issued (Ohio GRANTS)	126,127	128,464	128,488	150,142	266,995

OHIO VEHICLE MILES OF TRAVEL	
2009	110,775,675,000 (Ohio Department of Transportation)
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)

## Performance Measure and Target Setting

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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 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. 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

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The assigned regional Planner preformed 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 is compared to *Countermeasures that Work* to ensure the project proposed is evidence based. County Fact Sheets that provide detailed problem identification information for the county were reviewed to ensure activities proposed were aligned with local problem identification. These fact sheets are developed by ODOT and were provided to the sub-recipient along with the most recent *Countermeasure that Work* during the proposal process. The team reviewed the Risk Assessment questions. Management determines 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/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

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### Target:

- C-1) Reduce total fatalities by 2.00 percent from 1,046 (2009 – 2013 average) to 1,025 by 2016.\*
- C-2) Reduce serious traffic injuries 2.00 percent from 9,727 (2009 – 2013 average) to 9,532 by 2016.\*
- C-3a) Reduce fatalities/VMT rate by 2.00 percent from 0.93 (2009 – 2013 average) to 0.91 by 2016.\*
- C-3b) Reduce rural fatalities/VMT rate by 3.80 percent from 1.78 (2009 – 2013 average) to 1.71 by 2016.
- C-3c) Reduce urban fatalities/VMT rate by 0.53 percent from .53 (2009 – 2013 average) to .52 by 2016.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 2.39 percent from 386 (2009 – 2013 average) to 377 by 2016.
- C-5) Reduce alcohol impaired driving fatalities (.08 and above) by 2.45 percent from 326 (2009 – 2013 average) to 318 by 2016.
- C-6) Reduce speeding-related fatalities by 1.25 percent from 307 (2009 – 2013 average) to 303 by 2016.\*\*\*
- C-7) Reduce motorcyclist fatalities by 5.22 percent from 159 (2009 – 2013 average) to 151 by 2016.
- C-8) Reduce un-helmeted motorcyclist fatalities by 8.59 percent from 117 (2009 – 2013 average) to 107 by 2016.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 8.19 percent from 153 (2009 – 2013 average) to 141 by 2016.
- C-10) Reduce pedestrian fatalities by 1.25 percent from 96 (2009 – 2013 average) to 95 by 2016.\*\*\*
- C-11) Reduce bicycle fatalities by 1.25 percent from 17 (2009 – 2013 average) to 16 by 2015.\*\*\*
- Reduce distracted driving fatal crashes 1.25 percent from 20 (2009 – 2013 average) to 19 by 2016.\*\*\*\*
- Reduce distracted driving injury crashes 1.25 percent from 2,340 (2009 – 2013 average) to 2,311 by 2016.\*\*\*\*
- B-1) Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.4 percentage points from 85.0 percent in 2014 to 85.4 percent in 2016.

\*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 speed, pedestrian, and bicycle were increases. A standard 1.25 percent per year from 2009 – 2013 average reduction was used for each of these goals to ensure the goal was a reduction by 2016.

\*\*\*\* 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 2016, however the goals may need to be re-evaluated as the new data becomes available.

**Project Number:** SA-2016-00-00-00

**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 FFY 2016, 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 2012, 2013 and 2014. New programs had to have a minimum of a 3 year average of 2 fatal crashes to be eligible for funding. For FFY 2016, Ohio will fund 46 countywide Safe Communities programs which will involve more than 1,300 communities. These counties reach 81.6 percent of Ohio’s population. Over 72 percent of the fatal crashes between 2012 and 2014 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 meeting to ensure all activities are highly visible and are based on problem identification.

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
UHHS Memorial Hospital of Geneva	Ashtabula	101,497	Miami Co. Health District	Miami	102,506
University of Cincinnati	Brown	44,846	Miami Valley Hospital – Injury Prevention Center	Montgomery	535,153

Safety Council of Southwestern Ohio	Butler	368,130	Zanesville-Muskingum Co. Health Dept.	Muskingum	86,074
Carroll Co. General Health District	Carroll	28,836	Perry County EMA	Perry	36,058
Clark Co. Combined Health	Clark	138,333	Pickaway County 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	Family & Community Services	Portage	161,419
Delaware General Health District	Delaware	174,214	Putnam County Health Department	Putnam	34,499
Erie Co. Health Dept.	Erie	77,079	Richland Public Health	Richland	124,475
Columbus Health Dept.	Franklin	1,163,414	Ross Co. Health District	Ross	78,064
Fulton Co. Health Dept.	Fulton	42,698	Sandusky Co. Health Dept.	Sandusky	60,944
Greene Co. Combined Health District	Greene	161,573	Mental Health and Recovery Services Board of Seneca, Sandusky and Wyandot Counties	Seneca	56,745
Bethesda North Hospital	Hamilton	802,374	Stark Co. Sheriff's Office	Stark	375,586
Anazao Community Partners	Holmes	42,366	Summit Co. Div. of Public Safety	Summit	541,781
Knox Co. Health Dept.	Knox	60,921	Fowler Twp. Police Dept.	Trumbull	210,312
Lake Co. General Health	Lake	230,041	Union Co. Health District	Union	52,300
Licking Co. Health Dept.	Licking	166,492	Atrium Medical Center	Warren	212,693
Lorain Co. General Health District	Lorain	301,356	Anazao Community Partners	Wayne	114,520
Educational Service Center of Lake Erie West	Lucas	441,815	Williams Co. Combined Health Dept.	Williams	37,642
Madison Co. London City Health District	Madison	43,435	Bowling Green State University	Wood	125,488
			Wyandot Co. Health Dept.	Wyandot	22,615

**Evidence-Based Traffic Safety Enforcement Plan:** See Appendix F page 338 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:**

<b>Funding Level</b>	<b>\$2,400,000</b>	<b>Funding Source</b>	<b>402 SA</b>	<b>Local Benefit</b>	<b>\$2,400,000</b>
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**Project Number:** RS-2016-00-00-00

**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 FFY 2016 include: Alternative Intersections and



Interchanges; Access Management; Signalized Intersection Guidebook Workshop; Geometric Design: Applying Flexibility and Risk Management.

**Budget:**

<b>Funding Level</b>	<b>\$158,000</b>	<b>Funding Source</b>	<b>402 RS</b>	<b>Local Benefit</b>	<b>\$158,000</b>
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**Fatal/Serious Injury Strategies: Program and Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Funding Level</b>	<b>Funding Source</b>
SA-2016-00-00-00	Safe Communities	\$2,400,000	402 SA
<b>Subtotal</b>		<b>\$2,400,000</b>	<b>402 SA</b>
RS-2016-00-00-00	Roadway Safety Training	\$ 158,000	402 RS
<b>Subtotal</b>		<b>\$ 158,000</b>	<b>402 RS</b>
<b>Total Funding Fatal/Serious Injury Program Area</b>		<b>\$2,558,000</b>	

**Impaired Driving Program Area**

**Target:**

- C-5) Reduce alcohol impaired driving fatalities (.08 and above) by 2.45 percent from 323 (2009 – 2013 average) to 317 by 2016.
- Increase the number of DRE evaluations 5.00 percent from 648 (2012 – 2013 average) to 680 by 2016.\*
- Increase the number of DREs from 112 (2014 baseline) to 158 by 2016.

\*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 35.

**Project Number:** NF-2016-00-00-00

**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/C	Local Benefit	\$0
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**Project Number:** M6OT-2016-00-00-00

**Project Title:** Impaired Driving Outreach/Educational Materials

**Description:**

Impaired driving outreach/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 2016 crackdown scheduled tentatively for August 19 – September 5, 2016. This money will be spent to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with outreach/educational materials (e.g., banners, signs, bumper magnets etc.) that will be distributed in a systematic manner to promote the message through earned media. Outreach/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	M6OT	Local Benefit	\$250,000
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**Project Number:** K8PM-2016-00-00-00

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

**Description:**

Paid media is a big 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 2016 crackdown scheduled tentatively for August 19 – September 5, 2016.

The goal of the paid media plan for the 2016 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 2016, 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 2015 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 2016 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 2015.
- Flight weeks will be 8/17/2016 – 9/5/2016.
- Creative units available will include a :30 television spot and :30 radio spots.
- The target audience will be men 18 – 34 years.
- 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 2016 can be found in Attachment P. The plan will be adjusted, based upon feedback from NHTSA's media buyer, Ohio's current crash data and information received from the 2015 telephone survey analysis.

**Evidence-Based Traffic Safety Enforcement Plan:** See Appendix F page 340 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:**

<b>Funding Level</b>	<b>\$400,000</b>	<b>Funding Source</b>	<b>410 PM</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Number:** M6OT-2016-00-00-00

**Project Title:** Drive Sober or Get Pulled Over Mobilization

**Description:**

Ohio will continue to implement and expand the national impaired driving mobilization efforts in FFY 2016. Following the national model, campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation.

OTSO will work to increase the level of law enforcement participation, partner reporting levels and expand its partnership network. More than 570 agencies are expected to participate in the 2016 enforcement mobilization.

With approximately 671 law enforcement agencies in the state, OTSO is unable to fund high visibility enforcement overtime for all agencies to support the mobilizations. Offering equipment rewards has been proven to be an effective incentive to participate and generates a large amount of earned media during the national mobilization. Traffic safety related equipment will continue to be awarded to agencies who participate in the 2015 national mobilizations. Awards will be based on the level of involvement, including high visibility enforcement, media outreach and timely reporting. The DSOGPO evaluation strategy is detailed under evaluation strategies. The following funding level is for law enforcement equipment only; it does not include the paid media described in the previous section or the evaluation strategies. Any equipment over \$5,000 will not be purchased until after OTSO receives approval of submitted written request.

**Evidence-Based Traffic Safety Enforcement Plan:** See Appendix F page 340 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	\$100,000	Funding Source	M6OT	Local Benefit	\$0
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**Project Number:** K8PM-2016-00-00-00

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

**Description:**



Paid media is a big component of Ohio’s communication and outreach strategies to inform the public of the dangers of impaired driving. The goal of the paid media plan for the December/January crackdown 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 2016, 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 2015 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 \$150,000.
- 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.
- 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 2016 can be found in Attachment P. The plan will be adjusted, based upon feedback from NHTSA’s media buyer, Ohio’s current crash data and information received from the 2015 telephone survey analysis.

**Evidence-Based Traffic Safety Enforcement Plan:** See Appendix F page 340 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:**

<b>Funding Level</b>	<b>\$150,000</b>	<b>Funding Source</b>	<b>410 PM</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Number:** K8PM-2016-00-00-00

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

**Description:**

Paid media is a big component of Ohio’s communication and outreach strategies to inform the public of the dangers of impaired driving. In FFY 2016, 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 FFY 2016, Ohio will be incorporating 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 F page 340 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:**

<b>Funding Level</b>	<b>\$600,000</b>	<b>Funding Source</b>	<b>410 PM</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Number:** 164AL-2016-00-00-00

**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 .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. Almost 44 percent of all the alcohol related fatal crashes in 2012, 2013 and 2014 (427 of 977) occurred in the 11 counties eligible to apply for funding.

Butler County	Medina County
Cuyahoga County	Montgomery County
Franklin County	Stark County
Hamilton County	Summit County
Lucas County	Trumbull County
Mahoning County	

These 11 counties represent 43.71 percent of the alcohol related fatal crashes and 53.13 percent of Ohio’s population. Each Countywide OVI Task Force is required to conduct a minimum of 16 checkpoints\* (2 during the Drive Sober or Get Pulled Over Crackdown), 3 press events (1 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 meeting to ensure all activities are highly visible and are based on problem identification.

\*Medina and Mahoning County did not meet the eligibility requirements for a task force. Both counties are being funded through an exit strategy. Medina County is funded at 50 percent of the FFY2013 level (6 checkpoints) and Mahoning County is funded at FFY 2015 level (16 checkpoints).

**Evidence-Based Traffic Safety Enforcement Plan:** See Appendix F pages 338 - 339 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:**

<b>Funding Level</b>	<b>\$2,500,000</b>	<b>Funding Source</b>	<b>164 AL</b>	<b>Local Benefit</b>	<b>\$2,500,000</b>
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**Project Number:** 164AL-2016-00-00-00

**Project Title:** Metro Checkpoint Grant

**Description:**

There were 135 alcohol related fatal crashes and 2,271 alcohol related injury crashes in Franklin County between 2009 and 2013. Of these, 93 fatal (68.89 percent) and 1,521 injury (66.97 percent) crashes occurred inside Columbus city limits. Until late FFY 2010, checkpoints were not conducted inside the city limits. In FFY 2016, Columbus Police Department is planning 23 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 F page 339 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:**

<b>Funding Level</b>	<b>\$225,000</b>	<b>Funding Source</b>	<b>164 AL</b>	<b>Local Benefit</b>	<b>\$225,000</b>
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**Project Number:** M6OT-2016-00-00-00

**Project Title:** Impaired Driving Enforcement Program (IDEP)

**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 2012, 2013 and 2014. 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.). 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 meeting to ensure all activities are highly visible and are based on problem identification.

<b>Dates</b>	<b>Blitz/National Campaign</b>
October 23 – October 31, 2015	Halloween
November 20 – November 29, 2015	Thanksgiving
December 11, 2015 – January 2, 2016	Christmas/New Years
February 7 – February 8, 2016	Super Bowl
March 12 – March 18, 2016	St. Patrick’s Day
April – May 2016	Prom
July 1 – July 5, 2016	4 <sup>th</sup> of July
August 19 – September 5, 2016	Drive Sober or Get Pulled Over
October 2015 and/or September 2016	Homecoming



## Awarded agencies

Agency	County	Population	Agency	County	Population
Allen County Sheriff's Office	Allen	106,331	Lorain Co. Sheriff's Office	Lorain	301,356
Lima Police Department	Allen		Lucas Co. Sheriff's Office	Lucas	
Ashland Co. Sheriff's Office	Ashland	53,139	Sylvania Twp. Police Dept.	Lucas	
Athens Co. Sheriff's Office	Athens	64,757	Toledo Co. Sheriff's Office	Lucas	
Auglaize Co. Sheriff's Office	Auglaize	45,949	Mahoning Co. Sheriff's Office	Mahoning	238,823
Belmont Co. Sheriff's Office	Belmont	70,400	Boardman Police Dept.	Mahoning	
Brown Co. Sheriff's Office	Brown	44,846	Youngstown Police Dept.	Mahoning	
Butler Co. Sheriff's Office	Butler	368,130	Marion Co. Sheriff's Office	Marion	66,501
Hamilton Police Dept.	Butler		Medina Co. Sheriff's Office	Medina	172,332
Middletown Police Dept.	Butler		Mercer Co. Sheriff's Office	Mercer	40,814
Carroll Co. Sheriff's Office	Carroll	28,836	Miami Co. Sheriff's Office	Miami	102,506
Clark Co. Sheriff's Office	Clark	138,333	Monroe Co. Sheriff's Office	Monroe	14,642
Springfield Police Dept.	Clark		Montgomery Co. Sheriff's Office	Montgomery	535,153
Clermont Co. Sheriff's Office	Clermont	197,363	Dayton Police Dept.	Montgomery	
Union Twp. Police Dept.	Clermont		Miami Twp. Police Dept.	Montgomery	
Crawford Co. Sheriff's Office	Crawford	43,784	Moraine Police Division	Montgomery	
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,280,122	Trotwood Police Dept.	Montgomery	
Cleveland Police Dept.	Cuyahoga		Morrow Co. Sheriff's Office	Morrow	34,827
Euclid Police Dept.	Cuyahoga		Muskingum Co. Sheriff's Office	Muskingum	86,074
North Olmsted 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	Pickaway Co. Sheriff's Office	Pickaway	55,698
Perkins Twp. Police Dept.	Erie		Portage Co. Sheriff's Office	Portage	161,419
Franklin Co. Sheriff's Office	Franklin	1,163,414	Putnam Co. Sheriff's Office	Putnam	34,499
Columbus Police Dept.	Franklin		Richland Co. Sheriff's Office	Richland	124,475
Fulton Co. Sheriff's Office	Fulton	42,698	Sandusky Co. Sheriff's Office	Sandusky	60,944
Geauga Co. Sheriff's Office	Geauga	93,389	Scioto Co. Sheriff's Office	Scioto	79,499
Greene Co. Sheriff's Office	Greene	161,573	Seneca Co. Sheriff's Office	Seneca	56,745
Beavercreek Police Dept.	Greene		Stark Co. Sheriff's Office	Stark	375,586
Guernsey Co. Sheriff's Office	Guernsey	40,087	Canton Police Dept.	Stark	
Hamilton Co. Sheriff's Office	Hamilton	802,374	Jackson Twp. Police Dept.	Stark	
Cincinnati Police Dept.	Hamilton		Summit Co. Sheriff's Office	Summit	541,781
Colerain Twp. Police Dept.	Hamilton		Akron Police Dept.	Summit	
Springfield Twp. Police Dept.	Hamilton		Cuyahoga Falls Police Dept.	Summit	
Hancock Co. Sheriff's Office	Hancock	74,782	Trumbull Co. Sheriff's Office	Trumbull	210,312
Hardin Co. Sheriff's Office	Hardin	32,058	Howland Twp. Police Dept.	Trumbull	
Harrison Co. Sheriff's Office	Harrison	15,864	Tuscarawas Co. Sheriff's Office	Tuscarawas	92,582
Highland Co. Sheriff's Office	Highland	43,589	Warren Co. Sheriff's Office	Warren	212,693
Holmes Co. Sheriff's Office	Holmes	42,366	Clearcreek Twp. Police Dept.	Warren	
Jefferson Co. Sheriff's Office	Jefferson	69,709	Washington Co. Sheriff's Office	Washington	61,778
Knox Co. Sheriff's Office	Knox	60,921	Wayne Co. Sheriff's Office	Wayne	114,520
Lake Co. Sheriff's Office	Lake	230,041	Williams Co. Sheriff's Office	Williams	37,642
Licking Co. Sheriff's Office	Licking	166,492	Wood Co. Sheriff's Office	Wood	125,488
Newark Police Dept.	Licking		Wyandot Co. Sheriff's Office	Wyandot	22,615

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 tentatively been approved in 59 of Ohio's 88 counties and represent 81.42 percent of the fatal crashes in 2012, 2013 and 2014 (2,331 of 2,863), 82.40 percent of the alcohol fatal crashes in 2012, 2013 and 2014 (805 of 977) and 88.39 percent of Ohio's population.

**Evidence-Based Traffic Safety Enforcement Plan:** See Appendix F page 339 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:**

<b>Funding Level</b>	<b>\$2,500,000</b>	<b>Funding Source</b>	<b>405d</b>	<b>Local Benefit</b>	<b>\$2,500,000</b>
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**Project Number:** M6OT-2016-00-00-00

**Project Title:** Statewide Impaired Driving Enforcement and Training

**Description:**

There were 1,794 alcohol related fatal crashes and 26,718 alcohol related injury crashes in Ohio between 2009 and 2013. In FFY 2016, 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.

**Evidence-Based Traffic Safety Enforcement Plan:** See Appendix F page 339 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:**

<b>Funding Level</b>	<b>\$1,200,000</b>	<b>Funding Source</b>	<b>405d</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Number:** M6OT-2016-00-00-00

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

**Description:**

The Attorney General's Office/Ohio Peace Officer Training Academy (OPOTA) will offer Basic Standardized Field Sobriety Testing (SFST) 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:**

<b>Funding Level</b>	<b>\$40,000</b>	<b>Funding Source</b>	<b>405d</b>	<b>Local Benefit</b>	<b>\$40,000</b>
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**Project Number:** M6OT-2016-00-00-00

**Project Title:** Trace Back Program

**Description:**

The guide states that enforcement of alcohol service laws is key, but often lacking. The Ohio State Highway Patrol, Ohio Investigative Unit (OIU) will continue to implement a statewide Trace Back Program that was initiated in FFY 2013 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:**

<b>Funding Level</b>	<b>\$81,000</b>	<b>Funding Source</b>	<b>405d</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Number:** NF-2016-00-00-00

**Project Title:** Drugged Driving Pilot

**Description:**

Recording Artists, Actors and Athletes Against Drunk Driving (RADD) is piloting the nation’s first Teen Model Driving Under the Influence of Drugs (DUID) campaign in Ohio, “Drugged Driving = Done Driving”. RADD is partnering with the Office of National Drug Control Policy (ONDCP), Governor’s Highway Safety Association (GHSA), Nationwide Insurance, Ford Driving Skills for Life and the Ohio Traffic Safety Office (OTSO) to launch the pilot Fall 2016. A public forum was held in Columbus, Ohio in July, 2014 with government leaders, scientific experts, law enforcement, teens and community leaders.

Students Against Destructive Decisions (SADD) will assist RADD with getting the campaign into high schools. Drugged Driving enforcement messaging (paid media) will be placed at times that Ohio will be increasing Drug Recognition Expert (DRE) evaluations.

**Budget:**

<b>Funding Level</b>	<b>\$0</b>	<b>Funding Source</b>	<b>N/C</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Number:** M6OT-2016-00-00-00

**Project Title:** Drug Recognition Expert (DRE) Program

**Description:**

Ohio currently has 112 certified DREs. Three DRE classes are planned in FFY 2016, meaning Ohio will have as many as 158 certified DREs by the end of FFY 2016. Twenty Advance Roadside Impairment Driving Enforcement (ARIDE) courses are planned to train 400 officers. Ohio currently has 12 DRE instructors. OSHP/OTSO is in the planning phase of purchasing tablets for the DRE Program modeled after New York's program. Research will be done to determine if tablets that are made/assembled in the United States. If not, a waiver will be submitted. Tablets will not be purchased until a waiver has been approved. The OSHP is the statewide DRE Coordinator.

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

**Budget:**

<b>Funding Level</b>	<b>\$400,000</b>	<b>Funding Source</b>	<b>405d</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Number:** M6OT-2016-00-00-00

**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. FFY 2015 was the final year of full funding for these costs. FFY 2016 covers 75 percent and FFY 2017 will be the final year at 50 percent.

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

**Budget:**

<b>Funding Level</b>	<b>\$137,000</b>	<b>Funding Source</b>	<b>405d</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Number:** M6OT-2016-00-00-00

**Project Title:** Mothers Against Drunk Driving

**Description:**

Mothers Against Drunk Driving (MADD) will train volunteers in advanced data collection, tracking/disseminating results to increase courtroom visibility and collect 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, Wood, Noble, Montgomery, Butler, Warren, Hamilton and Washington Counties.

**Evidence of Effectiveness:** CTW, Chapter 1: Section 3.3

**Budget:**

<b>Funding Level</b>	<b>\$29,000</b>	<b>Funding Source</b>	<b>405d</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Number:** SF-2016-00-00-00

**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:**

<b>Funding Level</b>	<b>\$50,000,000</b>	<b>Funding Source</b>	<b>State</b>	<b>Local Benefit</b>	<b>\$0</b>
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Impaired Driving: Program and Budget Summary

Project Number	Project Title	Funding Level	Funding Source
NF-2016-00-00-00	DSOGPO Earned Media Plan	\$ 0	N/A
NF-2016-00-00-00	Drugged Driving Pilot	\$ 0	N/A
164AL-2016-00-00-00	OVI Task Force Program	\$2,500,000	164 AL
164AL-2016-00-00-00	Metro Checkpoint Grant	\$ 225,000	164 AL
	<b>Subtotal</b>	<b>\$2,725,000</b>	<b>164 AL</b>
M6OT-2016-00-00-00	Impaired Driving Materials	\$ 250,000	405d
M6OT-2016-00-00-00	DSOGPO Mobilization	\$ 100,000	405d
M6OT-2016-00-00-00	Impaired Driving Enforcement Program	\$2,500,000	405d
M6OT-2016-00-00-00	Statewide Impaired Driving Enforcement	\$1,200,000	405d
M6OT-2016-00-00-00	Officer Training	\$ 40,000	405d
M6OT-2016-00-00-00	Trace Back Program	\$ 81,000	405d
M6OT-2016-00-00-00	DRE Program	\$ 400,000	405d
M6OT-2016-00-00-00	OVI Toxicology Program	\$ 137,000	405d

M6OT-2016-00-00-00	Mothers Against Drunk Driving	\$ 29,000	405d
<b>Subtotal</b>		<b>\$4,737,000</b>	<b>405d</b>
K8PM-2016-00-00-00	DSOGPO Paid Media	\$ 400,000	410 PM
K8PM-2016-00-00-00	Holiday DSPGPO Paid Media	\$ 150,000	410 PM
K8PM-2016-00-00-00	Sustained Impaired Driving Paid Media	\$ 600,000	410 PM
<b>Subtotal</b>		<b>\$1,150,000</b>	<b>410 PM</b>
SF-2016-00-00-00	State Funded Impaired Driving	\$50,000,000	State
<b>Total Funding Impaired Driving Program Area</b>		<b>\$58,612,000</b>	

## Occupant Protection Program Area

### Target:

- C-4) Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 2.39 percent from 386 (2009 – 2013 average) to 377 by 2016.
- B-1) Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.4 percentage points from 85.0 percent in 2014 to 85.4 percent in 2016.

**Project Number:** NF-2016-00-00-00

**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 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 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 2: Sections 3, 6

**Budget:**

Funding Level	\$0	Funding Source	N/C	Local Benefit	\$0
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**Project Number:** OP-2016-00-00-00

**Project Title:** Seat Belt Outreach/Educational Materials

**Description:**



In FFY 2016, Ohio will continue to use the CIOT 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 outreach/educational materials (e.g., banners, signs, posters, etc.) that will be distributed in a systematic manner to promote seat belt use through earned media. Outreach/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
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**Project Number:** M2X-2016-00-00-00

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

**Description:**

Ohio will continue to implement and expand the national seat belt mobilization model in FFY 2016. 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 FFY 2016, 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's 2014 Observational Survey of Safety Belt Use, younger drivers/passengers (ages 15 ½ - 25) and men are less likely to use seat belts. Throughout 2016, 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 2016 CIOT campaign.

The following parameters will be adhered to:

- The total budget will not exceed \$600,000.
- The advertising will provide broadcast coverage in the major Ohio markets to Cleveland, Cincinnati, Columbus and Dayton.
- Flight weeks are 5/16/2016– 5/30/2016.
- Creative units available will include a :30 television spot and :30 radio spots.
- The target audience will be men 18 – 34 years.
- 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 2016, can be found in Attachment P. The plan will be adjusted based upon feedback from NHTSA's media buyer, Ohio's current crash data and information received from the 2015 telephone survey analysis.

**Evidence-Based Traffic Safety Enforcement Plan:** See Appendix F page 340 for description of Paid Media in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

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

**Budget:**

<b>Funding Level</b>	<b>\$600,000</b>	<b>Funding Source</b>	<b>405b</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Number:** PT-2016-00-00-00

**Project Title:** Click It or Ticket Mobilization

**Description:**

Ohio will continue to implement and expand the national seat belt mobilization efforts in FFY 2016. Following the national model, campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation.

OTSO will work to increase the level of law enforcement participation, partner reporting levels and expand its partnership network. More than 570 agencies are expected to participate in the 2016 enforcement mobilization. Click It or Ticket – Day or Night will continue to be emphasized during the mobilization.

With approximately 671 law enforcement agencies in the state, OTSO is unable to fund high visibility enforcement overtime for all agencies to support the mobilizations. Offering equipment has been proven to be an effective incentive to participate and generates a large amount of earned media during the national mobilization. Traffic safety related equipment will continue to be awarded to agencies who participate in the 2015 national mobilizations. Type of equipment will be based on the level of involvement, including high visibility enforcement, media outreach and timely reporting. The CIOT evaluation strategy is detailed under evaluation strategies. The following funding level is for law enforcement equipment only; it does not include the paid media described in the previous section or the evaluation strategies. If any equipment over \$5,000 each will be purchased, a request will be submitted to NHTSA for approval prior to the purchase.

**Evidence-Based Traffic Safety Enforcement Plan:** See Appendix F page 340 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:**

<b>Funding Level</b>	<b>\$300,000</b>	<b>Funding Source</b>	<b>402 PT</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Number:** M2X-2016-00-00-00

**Project Title:** Sustained Belt Paid Media Plan

**Description:**

In FFY 2016, 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 already branded and 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: 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 MLB (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, 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 F page 340 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:**

<b>Funding Level</b>	<b>\$250,000</b>	<b>Funding Source</b>	<b>405b</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Number:** M2X-2016-00-00-00

**Project Title:** State Seat Belt Tac Squads

**Description:**

Based on the FFY 2015 pilot results, 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 that high numbers of unbelted fatalities.

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

**Budget:**

<b>Funding Level</b>	<b>\$350,000</b>	<b>Funding Source</b>	<b>405b</b>	<b>Local Benefit</b>	<b>\$398,800</b>
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**Project Number:** M2X-2016-00-00-00

**Project Title:** Occupant Protection Coordinator (OPC) Program

**Description:**

In FFY 2016, 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. In addition, a statewide Instructor Support Consultant will be funded through a contract to add support as needed throughout the state with training, closes, and car seat checks. 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 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, 7.3

**Budget:**

<b>Funding Level</b>	<b>\$428,000</b>	<b>Funding Source</b>	<b>405b</b>	<b>Local Benefit</b>	<b>\$398,800</b>
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**Project Number:** M2X-2016-00-00-00

**Project Title:** Observational Seat Belt Survey

**Description:**

Miami University of Ohio (MU) will oversee the observational seat belt survey. In FFY 2016 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 new established methodology.
- Collecting and analyzing observational seat belt survey data to determine countywide usage rates.

**Budget:**

<b>Funding Level</b>	<b>\$240,000</b>	<b>Funding Source</b>	<b>405b</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Number:** SF-2016-00-00-00

**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:**

<b>Funding Level</b>	<b>\$380,000</b>	<b>Funding Source</b>	<b>State</b>	<b>Local Benefit</b>	<b>\$0</b>
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Occupant Protection: Program and Budget Summary

Project Number	Project Title	Funding Level	Funding Source
NF-2016-00-00-00	CIOT Earned Media	\$ 0	N/A
PT-2016-00-00-00	CIOT Mobilization	\$ 300,000	402 PT
<b>Subtotal</b>		<b>\$ 300,000</b>	<b>402 PT</b>
M2X-2016-00-00-00	Seat Belt Materials	\$ 250,000	405b
M2X-2016-00-00-00	CIOT Paid Media	\$ 600,000	405b
M2X-2016-00-00-00	Sustained Belt Paid Media	\$ 250,000	405b
M2X-2016-00-00-00	State Seat Belt Tac Squads	\$ 350,000	405b
M2X-2016-00-00-00	OP Coordinator Program	\$ 428,000	405b
M2X-2016-00-00-00	Observational Seat Belt Survey	\$ 240,000	405b
<b>Subtotal</b>		<b>\$ 2,118,000</b>	<b>405b</b>
SF-2016-00-00-00	State Funded Seat Belt Enforcement	\$ 380,000	State
<b>Total Funding Occupant Protection Program Area</b>		<b>\$2,498,000</b>	

**Speed Program Area**

**Target:**

- C-1) Reduce total fatalities by 2.00 percent from 1,046 (2009 – 2013 average) to 1,025 by 2016.\*
- C-2) Reduce serious traffic injuries 2.00 percent from 9,727 (2009 – 2013 average) to 9,532 by 2016.\*

- C-3a) Reduce fatalities/VMT rate by 2.00 percent from 0.93 (2009 – 2013 average) to 0.91 by 2016.\*
- C-3b) Reduce rural fatalities/VMT rate by 3.80 percent from 1.78 (2009 – 2013 average) to 1.71 by 2016.
- C-3c) Reduce urban fatalities/VMT rate by 0.53 percent from .53 (2009 – 2013 average) to .52 by 2016.
- C-6) Reduce speeding-related fatalities by 1.25 percent from 307 (2009 – 2013 average) to 303 by 2016.\*\*\*
- C-7) Reduce motorcyclist fatalities by 5.22 percent from 159 (2009 – 2013 average) to 151 by 2016.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 8.19 percent from 153 (2009 – 2013 average) to 141 by 2016.

\*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 speed, pedestrian, and bicycle were increases. A standard 1.25 percent per year from 2009 – 2013 average reduction was used for each of these goals to ensure the goal was a reduction by 2016.

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**Project Number:** PT-2016-00-00-00

**Project Title:** Selective Traffic Enforcement Program (STEP)

**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 2012, 2013 and 2014. 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 STEP sub-recipients are required to also submit for the Impaired Driving Enforcement (IDEP) grant to conduct impaired driving related overtime activities. 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.

Dates	Blitz/National Campaign
November 20 – November 29, 2015	Thanksgiving
April – May 2016	Prom
May 23 – June 5, 2016	Click It or Ticket
October 2015 and/or September 2016	Homecoming

## Awarded agencies

Agency	County	Population	Agency	County	Population
Allen County Sheriff's Office	Allen	106,331	Lorain Co. Sheriff's Office	Lorain	301,356
Lima Police Department	Allen		Lucas Co. Sheriff's Office	Lucas	
Ashland Co. Sheriff's Office	Ashland	53,139	Sylvania Twp. Police Dept.	Lucas	
Athens Co. Sheriff's Office	Athens	64,757	Toledo Co. Sheriff's Office	Lucas	
Auglaize Co. Sheriff's Office	Auglaize	45,949	Mahoning Co. Sheriff's Office	Mahoning	238,823
Belmont Co. Sheriff's Office	Belmont	70,400	Boardman Police Dept.	Mahoning	
Brown Co. Sheriff's Office	Brown	44,846	Youngstown Police Dept.	Mahoning	
Butler Co. Sheriff's Office	Butler	368,130	Marion Co. Sheriff's Office	Marion	66,501
Hamilton Police Dept.	Butler		Medina Co. Sheriff's Office	Medina	172,332
Middletown Police Dept.	Butler		Mercer Co. Sheriff's Office	Mercer	40,814
Carroll Co. Sheriff's Office	Carroll	28,836	Miami Co. Sheriff's Office	Miami	102,506
Clark Co. Sheriff's Office	Clark	138,333	Monroe Co. Sheriff's Office	Monroe	14,642
Springfield Police Dept.	Clark		Montgomery Co. Sheriff's Office	Montgomery	535,153
Clermont Co. Sheriff's Office	Clermont	197,363	Dayton Police Dept.	Montgomery	
Union Twp. Police Dept.	Clermont		Miami Twp. Police Dept.	Montgomery	
Crawford Co. Sheriff's Office	Crawford	43,784	Moraine Police Division	Montgomery	
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,280,122	Trotwood Police Dept.	Montgomery	
Cleveland Police Dept.	Cuyahoga		Morrow Co. Sheriff's Office	Morrow	34,827
Euclid Police Dept.	Cuyahoga		Muskingum Co. Sheriff's Office	Muskingum	86,074
North Olmsted 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	Pickaway Co. Sheriff's Office	Pickaway	55,698
Perkins Twp. Police Dept.	Erie		Portage Co. Sheriff's Office	Portage	161,419
Franklin Co. Sheriff's Office	Franklin	1,163,414	Putnam Co. Sheriff's Office	Putnam	34,499
Columbus Police Dept.	Franklin		Richland Co. Sheriff's Office	Richland	124,475
Fulton Co. Sheriff's Office	Fulton	42,698	Sandusky Co. Sheriff's Office	Sandusky	60,944
Geauga Co. Sheriff's Office	Geauga	93,389	Scioto Co. Sheriff's Office	Scioto	79,499
Greene Co. Sheriff's Office	Greene	161,573	Seneca Co. Sheriff's Office	Seneca	56,745
Beavercreek Police Dept.	Greene		Stark Co. Sheriff's Office	Stark	375,586
Guernsey Co. Sheriff's Office	Guernsey	40,087	Canton Police Dept.	Stark	
Hamilton Co. Sheriff's Office	Hamilton	802,374	Jackson Twp. Police Dept.	Stark	
Cincinnati Police Dept.	Hamilton		Summit Co. Sheriff's Office	Summit	541,781
Colerain Twp. Police Dept.	Hamilton		Akron Police Dept.	Summit	
Springfield Twp. Police Dept.	Hamilton		Cuyahoga Falls Police Dept.	Summit	
Hancock Co. Sheriff's Office	Hancock	74,782	Trumbull Co. Sheriff's Office	Trumbull	210,312
Hardin Co. Sheriff's Office	Hardin	32,058	Howland Twp. Police Dept.	Trumbull	
Harrison Co. Sheriff's Office	Harrison	15,864	Tuscarawas Co. Sheriff's Office	Tuscarawas	92,582
Highland Co. Sheriff's Office	Highland	43,589	Warren Co. Sheriff's Office	Warren	212,693
Holmes Co. Sheriff's Office	Holmes	42,366	Clearcreek Twp. Police Dept.	Warren	
Jefferson Co. Sheriff's Office	Jefferson	69,709	Washington Co. Sheriff's Office	Washington	61,778
Knox Co. Sheriff's Office	Knox	60,921	Wayne Co. Sheriff's Office	Wayne	114,520
Lake Co. Sheriff's Office	Lake	230,041	Williams Co. Sheriff's Office	Williams	37,642
Licking Co. Sheriff's Office	Licking	166,492	Wood Co. Sheriff's Office	Wood	125,488
Newark Police Dept.	Licking		Wyandot Co. Sheriff's Office	Wyandot	22,615

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 tentatively been approved in 59 of Ohio's 88 counties and represent 81.42 percent of the fatal crashes in 2012, 2013 and 2014 (2,331 of 2,863) and 88.39 percent of Ohio's population.



**Evidence-Based Traffic Safety Enforcement Plan:** See Appendix F pages 339-340 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:**

<b>Funding Level</b>	<b>\$1,800,000</b>	<b>Funding Source</b>	<b>402 PT</b>	<b>Local Benefit</b>	<b>\$1,700,000</b>
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**Project Number:** PT-2016-00-00-00

**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, Electronic Speed Measuring Device (ESMD), ESMD Instructor, ESMD Judicial Seminar, Below 100; to train law enforcement officers throughout the state.

**Evidence-Based Traffic Safety Enforcement Plan:** See Appendix F pages 339-340 for description of statewide STEP participation in Ohio's Evidence-Based Traffic Safety Enforcement Plan.

**Evidence of Effectiveness:** CTW, Chapter 2: Sections 2.2

**Budget:**

<b>Funding Level</b>	<b>\$675,000</b>	<b>Funding Source</b>	<b>402 PT</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Number:** PT-2016-00-00-00

**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:**

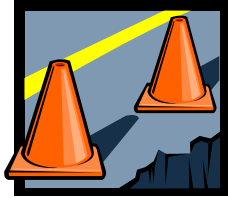
<b>Funding Level</b>	<b>\$80,000</b>	<b>Funding Source</b>	<b>402 PT</b>	<b>Local Benefit</b>	<b>\$80,000</b>
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**Project Number:** SF-2016-00-00-00

**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 FFY 2016. Between 2009 and 2013, there have been 63 fatal crashes and 6,538 injury crashes in construction zones.



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

**Budget:**

<b>Funding Level</b>	<b>\$400,000</b>	<b>Funding Source</b>	<b>ODOT</b>	<b>Local Benefit</b>	<b>\$240,000</b>
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**Project Number:** SF-2016-00-00-00

**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: Sections 2.2

**Budget:**

<b>Funding Level</b>	<b>\$159,620,000</b>	<b>Funding Source</b>	<b>State</b>	<b>Local Benefit</b>	<b>\$0</b>
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## Speed: Program and Budget Summary

Project Number	Project Title	Funding Level	Funding Source
PT-2016-00-00-00	Selective Traffic Enforcement Program	\$1,800,000	402 PT
PT-2016-00-00-00	Statewide STEP	\$ 675,000	402 PT
PT-2016-00-00-00	Officer Training	\$ 80,000	402 PT
<b>Subtotal</b>		<b>\$2,555,000</b>	<b>402 PT</b>
SF-2016-00-00-00	Construction Zone Project	\$ 400,000	ODOT
<b>Subtotal</b>		<b>\$ 400,000</b>	<b>ODOT</b>
SF-2016-00-00-00	State Funded High Visibility Enforcement	\$159,620,000	State
<b>Subtotal</b>		<b>\$159,620,000</b>	<b>State</b>
<b>Total Funding Speed Program Area</b>		<b>\$162,575,000</b>	

## Motorcycle Safety Program Area

### Target:

- C-7) Reduce motorcyclist fatalities by 5.22 percent from 159 (2009 – 2013 average) to 151 by 2016.
- C-8) Reduce un-helmeted motorcyclist fatalities by 8.59 percent from 117 (2009 – 2013 average) to 107 by 2016.

**Project Number:** NF-2016-00-00-00

**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 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 5: Sections 2.2, 4

**Budget:**

Funding Level	\$0	Funding Source	N/A	Local Benefit	\$0
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**Project Numbers:** K6-2016-00-00-00  
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 FFY 2016, any remaining Section 2010 Funding and Section 405f funding will be used to purchase motorcycle awareness outreach/educational materials (e.g., banners, magnets, yard signs, etc.) 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. Outreach/educational materials are distributed in a systematic manner to promote the message through earned media. 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	\$60,000	Funding Source	2010	Local Benefit	\$60,000
	\$160,000		405f		\$160,000

**Project Number:** MC-2016-00-00-00

**Project Title:** Motorcyclist Safety Outreach/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 2010 and 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 outreach/educational materials (e.g., banners, signs, posters, etc.) to promote motorcyclist safety messages (Ride SMART – Sober, Motorcycle Endorsed, Alert, Right gear, Trained) through earned media. Outreach/educational materials are evaluated in several ways: knowledge surveys, gross impressions; numbers distributed and telephone surveys.

**Evidence of Effectiveness:** CTW, Sections 2.2, 4.2

**Budget:**

<b>Funding Level</b>	<b>\$50,000</b>	<b>Funding Source</b>	<b>402 MC</b>	<b>Local Benefit</b>	<b>\$50,000</b>
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**Project Number:** PM-2016-00-00-00

**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 2016, can be found in Attachment P. The plan will be adjusted based upon feedback from NHTSA’s media buyer, Ohio’s current crash data and information received from the 2015 telephone survey analysis.

**Evidence of Effectiveness:** CTW, Chapter 5: Sections 2.2, 4.2

**Budget:**

<b>Funding Level</b>	<b>\$400,000</b>	<b>Funding Source</b>	<b>402 PM</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Number:** SA-2016-00-00-00

**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**

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**Project Number:** SF-2016-00-00-00

**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 (40 ranges), eight mobile training ranges and 15 private providers (21 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 experienced rider course is offered at seven of these sites, while 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 2015.

**Evidence of Effectiveness:** *CTW, Chapter 5: Section 3*

**Budget:**

<b>Funding Level</b>	<b>\$3,280,563</b>	<b>Funding Source</b>	<b>State</b>	<b>Local Benefit</b>	<b>N/A</b>
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**Project Number:** PT-2016-00-00-00

**Project Title:** Selective Traffic Enforcement Program

**Description:**

See Speed 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:**

<b>Funding: Included in Speed Program Area</b>
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**Project Number:** M6OT-2016-00-00-00

**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:**

<b>Funding: Included in Impaired Driving Program Area</b>
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**Project Number:** CP-2016-00-00-00

**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-2016-00-00-00	Motorcycle Safety Earned Media	\$ 0	N/A
K6-2016-00-00-00	Motorcycle Awareness	\$ 60,000	2010
	<b>Subtotal</b>	<b>\$ 60,000</b>	<b>2010</b>
MC-2016-00-00-00	Motorcyclist Safety Materials	\$ 50,000	402 MC
	<b>Subtotal</b>	<b>\$ 50,000</b>	<b>402 MC</b>
PM-2016-00-00-00	Motorcycle Safety Paid Media	\$ 400,000	402 PM
	<b>Subtotal</b>	<b>\$ 400,000</b>	<b>402 PM</b>
M9MA-2016-00-00-00	Motorcycle Awareness	\$ 160,000	405f
	<b>Subtotal</b>	<b>\$ 160,000</b>	<b>405f</b>
SF-2016-00-00-00	Motorcycle Ohio Program	\$3,280,563	State
	<b>Subtotal</b>	<b>\$3,280,563</b>	<b>State</b>
SA-2016-00-00-00	Safe Communities	Incl. in Fatal/Injury Program Area	
PT-2016-00-00-00	STEP Grants	Incl. in Speed Program Area	
M6OT-2016-00-00-00	IDEP Grants	Incl. in Impaired Driving Program Area	
CP-2016-00-00-00	Motorcycle Campaign Evaluation	Incl. in Traffic Safety Program Mgmt	
<b>Total Funding Motorcycle Safety Program Area</b>		<b>\$3,950,563</b>	

## Youthful Driver Program Area

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### Target:

- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 8.19 percent from 153 (2009 – 2013 average) to 141 by 2016.
- Reduce distracted driving fatal crashes 1.25 percent from 20 (2009 – 2013 average) to 19 by 2016.\*\*\*\*
- Reduce distracted driving injury crashes 1.25 percent from 2,340 (2009 – 2013 average) to 2,311 by 2016.\*\*\*\*

\*\*\*\* 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 2016, however the goals may need to be re-evaluated as the new data becomes available.

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**Project Number:** TSP-2016-00-00-00

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

### Description:

Students Against Destructive Decision (SADD) will conduct programming statewide in FFY 2016. Ohio SADD will use evidence-based programming to facilitate peer-to-peer education. SADD will assist RADD with getting the campaign into high schools. Drugged Driving enforcement messaging (paid media) will be placed at times that Ohio will be increasing Drug Recognition Expert (DRE) evaluations.

### Budget:

<b>Funding Level</b>	<b>\$120,000</b>	<b>Funding Source</b>	<b>402 TSP</b>	<b>Local Benefit</b>	<b>\$100,000</b>
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**Project Number:** SA-2016-00-00-00

**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 FFY 2014. 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:

<b>Funding:</b> Included in Fatal/Injury Program Area
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**Project Number:** PT-2016-00-00-00

**Project Title:** Selective Traffic Enforcement Program

**Description:**

See Speed 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.

**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 Speed Program Area**

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**Project Number:** M6OT-2016-00-00-00

**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**

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## Youthful Driver: Program and Budget Summary

Project Number	Project Title	Funding Level	Funding Source
TSP-2016-00-00-00	SADD	\$ 120,000	402 TSP
<b>Subtotal</b>		<b>\$ 120,000</b>	<b>402 TSP</b>
SA-2016-00-00-00	Safe Communities	Incl. in Fatal/Injury Program Area	
PT-2016-00-00-00	STEP Grants	Incl. in Speed Program Area	
M6OT-2016-00-00-00	IDEP Grants	Incl. in Impaired Driving Program Area	
<b>Total Funding Youthful Driver Program Area</b>		<b>\$ 120,000</b>	

## Pedestrian Safety Program Area

### Target:

- C-10) Reduce pedestrian fatalities by 1.25 percent from 96 (2009 – 2013 average) to 95 by 2016.\*\*\*

\*\*\*The trends for speed, pedestrian, and bicycle were increases. A standard 1.25 percent per year from 2009 – 2013 average reduction was used for each of these goals to ensure the goal was a reduction by 2016.

**Project Number:** SA-2016-00-00-00

**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. Franklin County has proposed pedestrian activities in their grant to address their pedestrian issues. Franklin County had 25 pedestrian fatalities in 2011, 13 in 2012 and 12 in 2013. Hamilton County had 5 pedestrian fatalities in 2011, 8 in 2012 and 5 in 2013. These fatalities are 22.37 percent of the statewide pedestrian fatalities in those years. 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-2016-00-00-00

**Project Title:** SHSP Pedestrian Programs

**Description:**

Through the 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. 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 1; Sections 1, 2, 4.4

**Budget:**

Funding Level	\$0	Funding Source	N/A	Local Benefit	\$
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**Pedestrian Safety: Program and Budget Summary**

Project Number	Project Title	Funding Level	Funding Source
SA-2016-00-00-00	Safe Communities	Incl. in Fatal/Injury Program Area	
NF-2016-00-00-00	SHSP Pedestrian Programs	\$0	
<b>Total Funding Pedestrian Safety Program Area</b>		<b>\$0</b>	

**Distracted Driving Program Area**

**Target:**

- Reduce distracted driving fatal crashes 1.25 percent from 20 (2009 – 2013 average) to 19 by 2016.\*\*\*\*
- Reduce distracted driving injury crashes 1.25 percent from 2,340 (2009 – 2013 average) to 2,311 by 2016.\*\*\*\*

\*\*\*\* 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 2016, however the goals may need to be re-evaluated as the new data becomes available.

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**Project Number:** NF-2016-00-00-00

**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/C	Local Benefit	\$0
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**Project Number:** DD-2016-00-00-00

**Project Title:** Distracted Driving Outreach/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 outreach/educational materials (e.g. banners, signs, posters, etc.) to promote the distracted driving message through earned media. Outreach/educational materials are evaluated in several ways: knowledge surveys; gross impressions; numbers distributed and telephone surveys.



**Evidence of Effectiveness:** CTW, Chapter 4: Section 2.2

**Budget:**

<b>Funding Level</b>	<b>\$250,000</b>	<b>Funding Source</b>	<b>402 DD</b>	<b>Local Benefit</b>	<b>\$250,000</b>
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**Project Number:** PM-2016-00-00-00

**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 2016, can be found in Attachment P. The plan will be adjusted based upon feedback from NHTSA’s media buyer, Ohio’s current crash data and information received from the 2015 telephone survey analysis.

**Evidence of Effectiveness:** CTW, Chapter 4: Section 2.2

**Budget:**

<b>Funding Level</b>	<b>\$100,000</b>	<b>Funding Source</b>	<b>402 PM</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Number:** PT-2016-00-00-00

**Project Title:** Selective Traffic Enforcement Program

**Description:**

See Speed 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 Speed Program Area**

**Project Number:** PT-2016-00-00-00

**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-2016-00-00-00

**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-2016-00-00-00

**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-2016-00-00-00	Distracted Earned Media	\$ 0	N/A
PM-2016-00-00-00	Distracted Driving Paid Media	\$ 100,000	402 PM
	<b>Subtotal</b>	<b>\$ 100,000</b>	<b>402 PM</b>
DD-2016-00-00-00	Distracted Driving Materials	\$ 250,000	402 DD
	<b>Subtotal</b>	<b>\$ 250,000</b>	<b>402 DD</b>
SA-2016-00-00-00	Safe Communities	Incl. in Fatal/Serious Injury Program Area	
PT-2016-00-00-00	STEP Grants	Incl. in Speed Program Area	

PT-2016-00-00-00	Statewide STEP and Training	Incl. in Speed Program Area
CP-2016-00-00-00	Distracted Driving Campaign Eval	Incl. in Traffic Safety Program Mgt
<b>Total Funding Distracted Driving Program Area</b>		<b>\$ 350,000</b>

## Traffic Records Program Area

### Target:

- Currently 46 percent of Ohio's crash reports are submitted electronically. Ohio's goal is to increase this to 48 percent by December 31, 2016.
- Revise the TRCC Strategic Plan by December 31, 2016.

**Project Number:** NF-2016-00-00-00

**Project Title:** Traffic Records Coordinating Committee (TRCC)

### Description:

The TRCC is comprised of state, local and federal agencies who are stakeholders in the traffic crash records system. Committee members oversee implementations of the Traffic Records Strategic Plan. OTSO participates in the TRCC working group which meets at least bi-monthly. In FFY 2016, the TRCC will 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
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**Project Number:** K9-2016-00-00-00

**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:**

<b>Funding Level</b>	<b>\$295,000</b>	<b>Funding Source</b>	<b>408</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Numbers:** M3DA-2016-00-00-00

**Project Title:** TRCC 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 2014, 45 percent of all crash reports were received electronically. Currently 46 percent of all crash reports are received electronically. This shows an increase of nine percent. Electronic crash reporting increases accuracy and timeliness. - **\$200,000.00**

**EMS Rehabilitation Registry**

The project will upgrade the Rehabilitation Registry to the same standards and the Trauma Registry. - **\$200,000.00**

**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 FFY 2016 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 equipment. - **\$4,166,106.58**

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

**Budget:**

<b>Funding Level</b>	<b>\$4,566,200</b>	<b>Funding Source</b>	<b>405c</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Number:** SF-2016-00-00-00

**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:**

<b>Funding Level</b>	<b>\$400,000</b>	<b>Funding Source</b>	<b>State</b>	<b>Local Benefit</b>	<b>\$0</b>
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Traffic Records: Program and Budget Summary

Project Number	Project Title	Funding Level	Funding Source
NF-2016-00-00-00	TRCC	\$ 0	N/A
K9-2016-00-00-00	Crash Mapping	\$ 295,000	408
<b>Subtotal</b>		<b>\$ 295,000</b>	<b>408</b>
M3DA-2016-00-00-00	TRCC Projects Grant	\$4,566,200	405c
<b>Subtotal</b>		<b>\$4,566,200</b>	<b>405c</b>
SF-2016-00-00-00	State Funded Traffic Records	\$ 400,000	State
<b>Subtotal</b>		<b>\$ 400,000</b>	<b>State</b>
<b>Total Funding Traffic Records Program Area</b>		<b>\$5,261,200</b>	

**Bicycle Safety Program Area**

**Target:**

- C-11) Reduce bicycle fatalities by 1.25 percent from 17 (2009 – 2013 average) to 16 by 2015.\*\*\*

\*\*\*The trends for speed, pedestrian, and bicycle were increases. A standard 1.25 percent per year from 2009 – 2013 average reduction was used for each of these goals to ensure the goal was a reduction by 2016.

**Project Number:** NF-2016-00-00-00

**Project Title:** SHSP Bicycle Programs

**Description:**

Through the 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. 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	\$
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**Bicycle Safety: Program and Budget Summary**

Project Number	Project Title	Funding Level	Funding Source
NF-2016-00-00-00	SHSP Bicycle Programs	\$ 0	N/A
<b>Subtotal</b>		<b>\$ 0</b>	<b>N/A</b>
<b>Total Funding Bicycle Safety Program Area</b>		<b>\$0</b>	

**Traffic Safety Program Management Program Area**

**Target:**

- Ohio will process sub-recipient reimbursement claims in an average of 6 days. In FFY 2014, the average was 9.3 days.
- Ohio will award at least 45 percent of awarded grant funds to local benefit. Currently 54.1 percent is awarded to local benefit.
- Ohio will liquidate 60 percent of its funds in FFY 2016. In FFY 2014, Ohio liquidated 40.19 percent. \*\*\*\*\*
- Ohio will increase mobilization reporting to 85 percent from 64 percent in FFY 2014.

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

**Project Numbers:** PA-2016-00-00-00  
 CP-2016-00-00-00

**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%		
Management Analyst	100%		
Fiscal Specialist	AHW*		

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

**Budget:**

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**Project Number:** PA-2016-00-00-00

**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 FFY 2006. 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. In FFY 2016, the grant management



system begins the eleventh year of use. The funding allocated to this project is for maintenance service, training and system enhancements.

**Budget:**

<b>Funding Level</b>	<b>\$109,500</b>	<b>Funding Source</b>	<b>402 PA</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Number:** NF-2016-00-00-00

**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 FFY 2016.

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 FFY 2016 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:**

<b>Funding Level</b>	<b>\$0</b>	<b>Funding Source</b>	<b>N/A</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Number:** NF-2016-00-00-00

**Project Title:** Ohio Strategic Highway Safety Plan (SHSP) Coordinating Committee

**Description:**

Ohio’s SHSP identifies the State’s most critical traffic safety issues and problems, countermeasures being implemented and partners contributing resources to impact those

problems and issues. OTSO participates in the SHSP coordinating committee and chairs the High-Risk Behaviors/Drivers subcommittee. 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
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**Project Number:** CP-2016-00-00-00

**Project Title:** Traffic Safety Resource Prosecutor Program (TSRP)

**Description:**

A TSRP’s 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 FFY 2015 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
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**Project Numbers:** PT-2016-00-00-00  
PA-2016-00-00-00

**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 role is to:

- Seek commitments from agencies to participate in the national mobilizations;
- Increase participation in the mobilizations to more than 570 agencies in 2016;
- Increase percentage of agencies reporting in the mobilizations to 85% in 2016. 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;
- Maintain federally funded equipment database to include physically inspecting equipment;
- Assist with TSRP/DRE Training (i.e., ARIDE, Cops In Court, Judges & Prosecutors, etc.);
- DRE Recruitment.

**Budget:**

<b>Funding Level</b>	<b>\$360,000</b>	<b>Funding Source</b>	<b>402 PT</b>	<b>Local Benefit</b>	<b>\$0</b>
	<b>\$ 90,000</b>		<b>402 PA</b>		<b>\$0</b>

**Project Number:** CP-2016-00-00-00

**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 FFY 2016, 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 FFY 2016.

**Budget:**

<b>Funding Level</b>	<b>\$240,000</b>	<b>Funding Source</b>	<b>402 CP</b>	<b>Local Benefit</b>	<b>\$0</b>
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**Project Number:** SF-2016-00-00-00

**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. OCJS'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:**

<b>Funding Level</b>	<b>\$1,099,500</b>	<b>Funding Source</b>	<b>State</b>	<b>Local Benefit</b>	<b>\$0</b>
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Traffic Safety Program Mgmt: Program and Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Funding Level</b>	<b>Funding Source</b>
NF-2016-00-00-00	Regional Strategy	\$ 0	N/A
PA-2016-00-00-00	Traffic Safety Grant Management	\$ 900,000	402 PA
PA-2016-00-00-00	Web Based Grants Management	\$ 109,500	402 PA
PA-2016-00-00-00	Law Enforcement Liaison	\$ 90,000	402 PA
<b>Subtotal</b>		<b>\$1,099,500</b>	<b>402 PA</b>
CP-2016-00-00-00	Traffic Safety Grant Management	\$ 315,000	402 CP
CP-2016-00-00-00	TSRP Program	\$ 225,000	402 CP
CP-2016-00-00-00	University Evaluation	\$ 240,000	402 CP
<b>Subtotal</b>		<b>\$ 780,000</b>	<b>402 CP</b>
PT-2016-00-00-00	Law Enforcement Liaison	\$ 360,000	402 PT
<b>Subtotal</b>		<b>\$360,000</b>	<b>402 PT</b>
SF-2016-00-00-00	State Match 402 PA	\$1,099,500	State Match
<b>Subtotal</b>		<b>\$1,099,500</b>	<b>State Match</b>
<b>Total Funding Traffic Safety Program Mgmt. Area</b>		<b>\$3,339,000</b>	

# Performance Report

CORE OUTCOME MEASURES			2008	2009	2010	2011	2012	2015 Goal	2013* Actual
C-1	Traffic Fatalities (FARS)	Annual	1,191	1,022	1,080	1,017	1,123	1,006	989
		5-Year Moving Average	1,258	1,205	1,157	1,113	1,086	N/A	1,046
C-2	Serious Injuries in Traffic Crashes (State Crash Data)	Annual	10,113	9,774	10,175	9,665	9,781	9,234	9,232
		5-Year Moving Average	10,855	10,422	10,246	10,039	9,902	N/A	9,725
C-3a	Fatalities/VMT (FARS/FHWA)	Annual	1.10	0.92	0.97	0.91	0.99	0.92	0.88
		5-Year Moving Average	1.14	1.09	1.05	1.01	0.98	N/A	0.93
C-3b	Rural Fatalities/VMT (FARS/FHWA)	Annual	2.15	1.82	1.97	1.82	1.75	1.79	1.54
		5-Year Moving Average	2.19	2.14	2.09	2.00	1.90	N/A	1.78
C-3c	Urban Fatalities/VMT (FARS/FHWA)	Annual	0.59	0.49	.048	0.47	0.63	0.50	0.59
		5-Year Moving Average	0.61	0.57	0.54	0.52	0.53	N/A	0.53
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	443	400	404	358	416	392	352
		5-Year Moving Average	529	491	455	426	404	N/A	386
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	351	325	335	310	385	328	271
		5-Year Moving Average	383	369	357	342	341	N/A	325
C-6	Speeding-Related Fatalities (FARS)	Annual	269	287	321	299	356	295	273
		5-Year Moving Average	250	273	282	291	306	N/A	307
C-7	Motorcyclist Fatalities (FARS)	Annual	213	166	170	165	162	145	132
		5-Year Moving Average	174	181	179	181	175	N/A	159
C-8	Un-helmeted Motorcyclist Fatalities (FARS)	Annual	146	130	125	120	124	115	87
		5-Year Moving Average	123	130	128	129	129	N/A	117
C-9	Drivers Age 20 or Younger involved in Fatal Crashes (FARS)	Annual	191	175	159	160	150	140	123
		5-Year Moving Average	234	214	195	181	167	N/A	153
C-10	Pedestrian Fatalities (FARS)	Annual	99	85	93	104	115	95	85
		5-Year Moving Average	273	282	291	306	307	N/A	96
C-11	Bicyclist Fatalities (FARS)	Annual	18	18	11	16	18	15	19
		5-Year Moving Average	16	16	16	16	16	N/A	17

CORE OUTCOME MEASURES		2009	2010	2011	2012	2013	2015 Goal	2014 Actual
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	83.6	83.8	84.1	82.0	84.5	85.0	85.0

CORE OUTCOME MEASURES		2009	2010	2011	2012	2013	2014
A-1	Number of Seat Belt Citations (Ohio GRANTS)	41,890	37,163	39,714	41,397	46,135	37,881
A-2	Number of Impaired Driving Arrest (Ohio GRANTS)	8,268	7,185	8,079	8,298	8,140	7,155
A-3	Number of Speeding Citations (Ohio GRANTS)	123,447	126,127	128,464	128,488	150,142	266,995

## Appendix A - State Certifications and Assurances

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### APPENDIX A TO PART 1200 – CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: Ohio

Fiscal Year: 2016

Each fiscal year the State must sign these Certifications and Assurances that it 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.)

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

#### GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through 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))

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
- 49 CFR Part 18—Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200—Uniform Procedures for State Highway Safety Grant Programs

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

#### FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](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. 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 subrecipients 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.

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

The State will provide a drug-free workplace by:

- 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;
- 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).
- 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.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

#### BUY AMERICA ACT

(APPLIES TO SUBRECIPIENTS AS WELL AS STATES)

The State 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 of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

#### 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

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

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, 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.

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 the department or agency entering into this transaction.

7. 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.

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, 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*

(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.

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, 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.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "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. (See below)

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, 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:*

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.

**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 Web site at [www.nhtsa.dot.gov](http://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, DC 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 Web site at [www.trafficsafety.org](http://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 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 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.

### ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, 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).

### SECTION 402 REQUIREMENTS

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))

At least 40 percent (or 95 percent, as applicable) 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 the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

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))

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))

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;
- 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;
- 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))

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))

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))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

*June 29, 2015*

\_\_\_\_\_  
Date

John Born

\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety

## **FFY 2016 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; (3) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients 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](http://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 9 (888) 221-0045 or visit its website at [222.trafficsafety.org](http://222.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 Texting 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 testing 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 required 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 23 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, 2016. 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 pages 6-7 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, Incentives, Promotion Items, Educational Materials**

All supplies, materials, incentives, promotional items 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 promotional 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.

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, 2016.

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 so 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**

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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 23 – June 5, 2016
- DSOGPO:** August 19 – September 5, 2016
- 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 15<sup>th</sup> 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. 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 16, 2016 and no later than May 27, 2016. The DSOGPO event must be no earlier than August 12, 2016 and no later than August 26, 2016. 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 15<sup>th</sup> of the month following the ending quarter. For example: Fatalities occurring in October, November and December must be reported by January 15<sup>th</sup>. 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 15<sup>th</sup> 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.

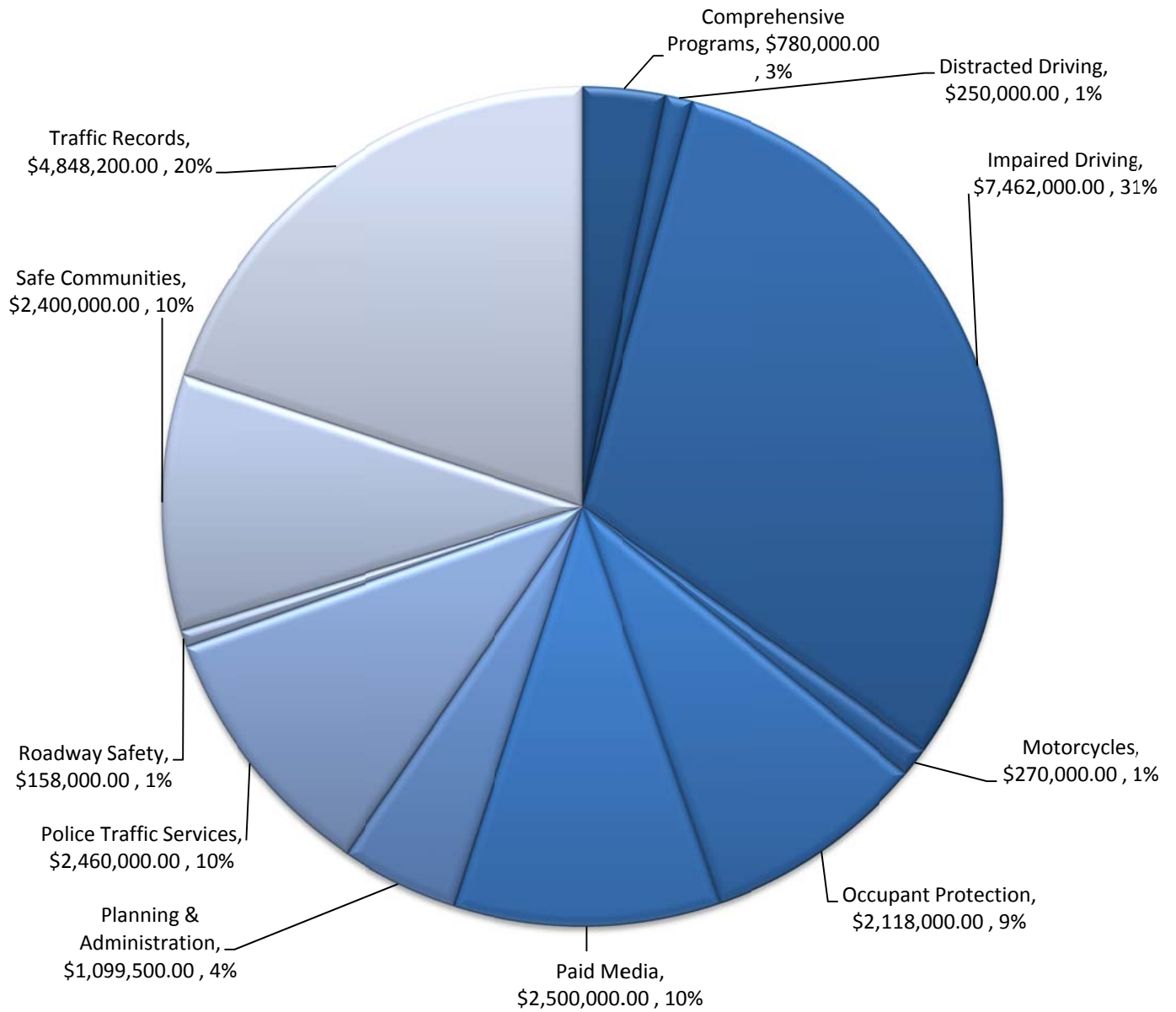
## Appendix B - HSP Cost Summary – HS 217

Program Area	Project	Description	Prior Approved Program	State Funds	Previous Balance	Incr/(Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2016-00-00-00		\$ .00	\$1,099,500.00	\$ .00	\$1,099,500.00	\$1,099,500.00	\$ .00
<b>Planning and Administration Total</b>			<b>\$ .00</b>	<b>\$1,099,500.00</b>	<b>\$ .00</b>	<b>\$1,099,500.00</b>	<b>\$1,099,500.00</b>	<b>\$ .00</b>
<b>Motorcycle Safety</b>								
	MC-2016-00-00-00		\$ .00	\$1,064,500.00	\$ .00	\$50,000.00	\$50,000.00	\$50,000.00
<b>Motorcycle Safety Total</b>			<b>\$ .00</b>	<b>\$1,064,500.00</b>	<b>\$ .00</b>	<b>\$50,000.00</b>	<b>\$50,000.00</b>	<b>\$50,000.00</b>
<b>Police Traffic Services</b>								
	PT-2016-00-00-00		\$ .00	\$615,000.00	\$ .00	\$3,215,000.00	\$3,215,000.00	\$1,880,000.00
<b>Police Traffic Services Total</b>			<b>\$ .00</b>	<b>\$615,000.00</b>	<b>\$ .00</b>	<b>\$3,215,000.00</b>	<b>\$3,215,000.00</b>	<b>\$1,880,000.00</b>
<b>Community Traffic Safety Project</b>								
	CP-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$780,000.00	\$780,000.00	\$ .00
<b>Community Traffic Safety Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$780,000.00</b>	<b>\$780,000.00</b>	<b>\$ .00</b>
<b>Roadway Safety</b>								
	RS-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$158,000.00	\$158,000.00	\$158,000.00
<b>Roadway Safety Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$158,000.00</b>	<b>\$158,000.00</b>	<b>\$158,000.00</b>
<b>Safe Communities</b>								
	SA-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$2,400,000.00	\$2,400,000.00	\$2,400,000.00
<b>Safe Communities Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$2,400,000.00</b>	<b>\$2,400,000.00</b>	<b>\$2,400,000.00</b>
<b>Paid Advertising</b>								
	PM-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$500,000.00	\$500,000.00	\$ .00
<b>Paid Advertising Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$500,000.00</b>	<b>\$500,000.00</b>	<b>\$ .00</b>
<b>Distracted Driving</b>								
	DD-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$250,000.00	\$250,000.00	\$250,000.00
<b>Distracted Driving Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$250,000.00</b>	<b>\$250,000.00</b>	<b>\$250,000.00</b>
<b>Teen Safety Program</b>								
	TSP-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$120,000.00	\$120,000.00	\$ .00
<b>Teen Safety Program</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$120,000.00</b>	<b>\$120,000.00</b>	<b>\$ .00</b>
<b>NHTSA 402 Total</b>			<b>\$ .00</b>	<b>\$2,779,000.00</b>	<b>\$ .00</b>	<b>\$8,572,500.00</b>	<b>\$8,572,500.00</b>	<b>\$4,738,000.00</b>
<b>408 Data Program SAFETEA-LU</b>								
	K9-2016-00-00-00		\$ .00	\$73,750.00	\$ .00	\$295,000.00	\$295,000.00	\$ .00
<b>408 Data Program SAFETEA-LU Total</b>			<b>\$ .00</b>	<b>\$73,750.00</b>	<b>\$ .00</b>	<b>\$295,000.00</b>	<b>\$295,000.00</b>	<b>\$ .00</b>
<b>410 Alcohol SAFETEA-LU Paid Media</b>								
	K8PM-2016-00-00-00		\$ .00	\$3,450,000.00	\$ .00	\$1,150,000.00	\$1,150,000.00	\$ .00
<b>410 Alcohol SAFETEA-LU Paid Media</b>			<b>\$ .00</b>	<b>\$3,450,000.00</b>	<b>\$ .00</b>	<b>\$1,150,000.00</b>	<b>\$1,150,000.00</b>	<b>\$ .00</b>
<b>410 Alcohol SAFETEA-LU Total</b>			<b>\$ .00</b>	<b>\$3,450,000.00</b>	<b>\$ .00</b>	<b>\$1,150,000.00</b>	<b>\$1,150,000.00</b>	<b>\$ .00</b>
<b>2010 Motorcycle Safety</b>								
	K6-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$60,000.00	\$60,000.00	\$60,000.00
<b>2010 Motorcycle Safety Incentive</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$60,000.00</b>	<b>\$60,000.00</b>	<b>\$60,000.00</b>
<b>2010 Motorcycle Safety Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$60,000.00</b>	<b>\$60,000.00</b>	<b>\$60,000.00</b>
<b>164 Transfer Funds</b>								
	164AL-2016-00-00-00		\$ .00	\$ .00	\$ .00	\$2,725,000.00	\$2,725,000.00	\$2,725,000.00
<b>164 Alcohol Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$2,725,000.00</b>	<b>\$2,725,000.00</b>	<b>\$2,725,000.00</b>
<b>164 Transfer Funds Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$2,725,000.00</b>	<b>\$2,725,000.00</b>	<b>\$2,725,000.00</b>
<b>MAP 21 405b OP Low</b>								
	M2X-2016-00-00-00		\$ .00	\$529,500.00	\$ .00	\$2,118,000.00	\$2,118,000.00	\$648,809.00
<b>405b OP Low Total</b>			<b>\$ .00</b>	<b>\$529,500.00</b>	<b>\$ .00</b>	<b>\$2,118,000.00</b>	<b>\$2,118,000.00</b>	<b>\$648,809.00</b>
<b>Map 21 405b OP Low Total</b>			<b>\$ .00</b>	<b>\$529,500.00</b>	<b>\$ .00</b>	<b>\$2,118,000.00</b>	<b>\$2,118,000.00</b>	<b>\$398,809.00</b>

Program Area	Project	Description	Prior Approved Program	State Funds	Previous Balance	Incr/(Decre)	Current Balance	Share to Local
<b>MAP 21 405c Data Program</b>								
	M3DA-2016-00-00-00		\$ .00	\$1,141,550.00	\$ .00	\$4,556,200.00	\$4,556,200.00	\$ .00
<b>405c Data Program Total</b>			<b>\$ .00</b>	<b>\$1,141,550.00</b>	<b>\$ .00</b>	<b>\$4,566,200.00</b>	<b>\$4,556,200.00</b>	<b>\$ .00</b>
<b>405c Data Program Total</b>			<b>\$ .00</b>	<b>\$1,141,550.00</b>	<b>\$ .00</b>	<b>\$4,566,200.00</b>	<b>\$4,556,200.00</b>	<b>\$ .00</b>
<b>MAP 21 405d Impaired Driving Low</b>								
	M6OT-2016-00-00-00		\$ .00	\$46,550,000.00	\$ .00	\$4,737,000.00	\$4,737,000.00	\$2,790,000.00
<b>405d Low Other Based on Problem ID</b>			<b>\$ .00</b>	<b>\$46,550,000.00</b>	<b>\$ .00</b>	<b>\$4,737,000.00</b>	<b>\$4,737,000.00</b>	<b>\$2,790,000.00</b>
<b>MAP 21 405d Impaired Driving Low</b>			<b>\$ .00</b>	<b>\$46,550,000.00</b>	<b>\$ .00</b>	<b>\$4,737,000.00</b>	<b>\$4,737,000.00</b>	<b>\$2,790,000.00</b>
<b>MAP 21 405f Motorcycle Programs</b>								
	M9MA-2016-00-00-00		\$ .00	\$40,000.00	\$ .00	\$160,000.00	\$160,000.00	\$160,000.00
<b>405f Motorcyclist Awareness Total</b>			<b>\$ .00</b>	<b>\$40,000.00</b>	<b>\$ .00</b>	<b>\$160,000.00</b>	<b>\$160,000.00</b>	<b>\$160,000.00</b>
<b>MAP 21 405f Motorcycle Program</b>			<b>\$ .00</b>	<b>\$40,000.00</b>	<b>\$ .00</b>	<b>\$160,000.00</b>	<b>\$160,000.00</b>	<b>\$160,000.00</b>
<b>NHTSA Total</b>			<b>\$ .00</b>	<b>\$54,563,800.00</b>	<b>\$ .00</b>	<b>\$24,383,700.00</b>	<b>\$24,383,700.00</b>	<b>\$11,121,809.00</b>
<b>Total</b>			<b>\$ .00</b>	<b>\$54,563,800.00</b>	<b>\$ .00</b>	<b>\$24,383,700.00</b>	<b>\$24,383,700.00</b>	<b>\$11,121,809.00</b>



# FFY 2016 Federal Program Budgets



## FFY 2016 Project List

Project Number	Grant Number	Agency Name	Tentative Award Amount
164AL-2016-00-00-00	TBD	Blue Ash Police Department	\$225,000.00
164AL-2016-00-00-00	TBD	Brunswick Division of Police	\$83,852.51
164AL-2016-00-00-00	TBD	Canfield Police Department	\$224,952.37
164AL-2016-00-00-00	TBD	Columbus Police Department	\$225,000.00
164AL-2016-00-00-00	TBD	Dayton Police Department	\$225,000.00
164AL-2016-00-00-00	TBD	Franklin County Sheriff's Office	\$225,000.00
164AL-2016-00-00-00	TBD	Lucas County Sheriff's Office	\$225,000.00
164AL-2016-00-00-00	TBD	Oxford Division of Police	\$225,000.00
164AL-2016-00-00-00	TBD	Summit County Sheriff's Office	\$225,000.00
164AL-2016-00-00-00	TBD	University Hospitals of Cleveland	\$225,000.00
164AL-2016-00-00-00	TBD	University of Akron Research Foundation	\$225,000.00
164AL-2016-00-00-00	TBD	Warren Police Department	\$225,000.00
K6-2016-00-00-00	TBD	OTSO	\$60,000.00
K8PM-2016-00-00-00	TBD	OTSO	\$400,000.00
K8PM-2016-00-00-00	TBD	OTSO	\$150,000.00
K8PM-2016-00-00-00	TBD	OTSO	\$600,000.00
K9-2016-00-00-00	TBD	Ohio Department of Transportation	\$295,000.00
M2X-2016-00-00-00	TBD	Ohio Department of Health	\$427,830.44
M2X-2016-00-00-00	TBD	Miami University	\$240,000.00
M2X-2016-00-00-00	TBD	OTSO	\$600,000.00
M2X-2016-00-00-00	TBD	OTSO	\$250,000.00
M2X-2016-00-00-00	TBD	OTSO	\$250,000.00
M2X-2016-00-00-00	TBD	Ohio State Highway Patrol	\$350,000.00
M3DA-2016-00-00-00	TBD	Ohio State Highway Patrol	\$4,566,200.00
M6OT-2016-00-00-00	TBD	Ohio Attorney General's Office	\$40,000.00
M6OT-2016-00-00-00	TBD	Ohio State Highway Patrol	\$1,121,044.84
M6OT-2016-00-00-00	TBD	Ohio State Highway Patrol	\$80,109.90
M6OT-2016-00-00-00	TBD	Ohio State Highway Patrol	\$137,000.00
M6OT-2016-00-00-00	TBD	Mothers Against Drunk Driving	\$28,842.71
M6OT-2016-00-00-00	TBD	Akron Police Department	\$38,298.15
M6OT-2016-00-00-00	TBD	Allen County Sheriff's Office	\$29,746.76
M6OT-2016-00-00-00	TBD	Ashland County Sheriff's Office	\$31,336.64
M6OT-2016-00-00-00	TBD	Athens County Sheriff's Office	\$31,336.64
M6OT-2016-00-00-00	TBD	Auglaize County Sheriff's Office	\$18,470.33
M6OT-2016-00-00-00	TBD	Beavercreek Police Department	\$24,044.07
M6OT-2016-00-00-00	TBD	Belmont Co. Sheriff's Office	\$13,372.34
M6OT-2016-00-00-00	TBD	Boardman Police Department	\$24,014.76
M6OT-2016-00-00-00	TBD	Brown County Sheriff's Office	\$15,365.40
M6OT-2016-00-00-00	TBD	Butler County Sheriff's Office	\$47,869.54
M6OT-2016-00-00-00	TBD	Canton Police Department	\$23,815.92
M6OT-2016-00-00-00	TBD	Carroll County Sheriff's Office	\$14,123.97
M6OT-2016-00-00-00	TBD	Cincinnati Police Department	\$56,333.21
M6OT-2016-00-00-00	TBD	Clark County Sheriff's Office	\$26,423.64
M6OT-2016-00-00-00	TBD	Clearcreek Township Police Department	\$24,741.45
M6OT-2016-00-00-00	TBD	Clermont County Sheriff's Office	\$28,414.12
M6OT-2016-00-00-00	TBD	Cleveland Police Department	\$40,188.16
M6OT-2016-00-00-00	TBD	Colerain Twp. Police Department	\$16,815.87
M6OT-2016-00-00-00	TBD	Columbus Police Department	\$60,953.49
M6OT-2016-00-00-00	TBD	Crawford County Sheriff's Office	\$15,859.13
M6OT-2016-00-00-00	TBD	Cuyahoga County Sheriff's Office	\$44,204.87
M6OT-2016-00-00-00	TBD	Cuyahoga Falls Police Department	\$18,026.71
M6OT-2016-00-00-00	TBD	Dayton Police Department	\$40,794.94

Project Number	Grant Number	Agency Name	Tentative Award Amount
M6OT-2016-00-00-00	TBD	Delaware County Sheriff's Office	\$40,760.31
M6OT-2016-00-00-00	TBD	Erie County Sheriff's Office	\$21,345.35
M6OT-2016-00-00-00	TBD	Euclid Police Department	\$29,765.54
M6OT-2016-00-00-00	TBD	Franklin County Sheriff's Office	\$56,753.58
M6OT-2016-00-00-00	TBD	Fulton County Sheriff's Office	\$56,753.58
M6OT-2016-00-00-00	TBD	Geauga County Sheriff's Office	\$26,692.79
M6OT-2016-00-00-00	TBD	Greene County Sheriff's Office	\$39,007.77
M6OT-2016-00-00-00	TBD	Guernsey County Sheriff's Office	\$10,801.04
M6OT-2016-00-00-00	TBD	Hamilton County Sheriff's Office	\$39,196.87
M6OT-2016-00-00-00	TBD	Hamilton Police Department	\$24,835.99
M6OT-2016-00-00-00	TBD	Hancock County Sheriff's Office	\$19,456.50
M6OT-2016-00-00-00	TBD	Hardin Co. Sheriff's Office	\$17,299.84
M6OT-2016-00-00-00	TBD	Harrison County Sheriff's Office	\$13,073.45
M6OT-2016-00-00-00	TBD	Highland Co. Sheriff's Office	\$14,235.48
M6OT-2016-00-00-00	TBD	Holmes Co. Sheriff's Office	\$16,708.27
M6OT-2016-00-00-00	TBD	Howland Township Police Department	\$15,142.55
M6OT-2016-00-00-00	TBD	Jackson Township Police Department	\$25,638.79
M6OT-2016-00-00-00	TBD	Jefferson Co. Sheriff's Office	\$14,935.43
M6OT-2016-00-00-00	TBD	Knox County Sheriff's Office	\$19,145.83
M6OT-2016-00-00-00	TBD	Lake County Sheriff's Office	\$27,067.24
M6OT-2016-00-00-00	TBD	Licking County Sheriff's Office	\$22,456.30
M6OT-2016-00-00-00	TBD	Lima Police Department	\$24,018.59
M6OT-2016-00-00-00	TBD	Lorain Co. Sheriff's Office	\$36,023.25
M6OT-2016-00-00-00	TBD	Lucas County Sheriff's Office	\$43,603.40
M6OT-2016-00-00-00	TBD	Mahoning County Sheriff's Office	\$32,636.60
M6OT-2016-00-00-00	TBD	Marion County Sheriff's Office	\$25,426.08
M6OT-2016-00-00-00	TBD	Medina County Sheriff's Office	\$41,349.00
M6OT-2016-00-00-00	TBD	Mercer County Sheriff's Office	\$16,739.52
M6OT-2016-00-00-00	TBD	Miami County Sheriff's Office	\$34,286.87
M6OT-2016-00-00-00	TBD	Miami Township Police Department	\$27,647.11
M6OT-2016-00-00-00	TBD	Middletown Police Department	\$29,515.89
M6OT-2016-00-00-00	TBD	Monroe County Sheriff's Office	\$14,764.68
M6OT-2016-00-00-00	TBD	Montgomery County Sheriff's Office	\$49,474.12
M6OT-2016-00-00-00	TBD	Moraine Police Division	\$28,811.51
M6OT-2016-00-00-00	TBD	Morrow County Sheriff's Office	\$13,696.23
M6OT-2016-00-00-00	TBD	Muskingum County Sheriff's Office	\$18,002.36
M6OT-2016-00-00-00	TBD	Newark Police Department	\$10,590.39
M6OT-2016-00-00-00	TBD	North Olmsted Police Department	\$26,974.50
M6OT-2016-00-00-00	TBD	Ottawa Co. Sheriff's Office	\$18,188.53
M6OT-2016-00-00-00	TBD	Paulding Co. Sheriff's Office	\$15,035.52
M6OT-2016-00-00-00	TBD	Perkins Twp. Police Department	\$22,047.39
M6OT-2016-00-00-00	TBD	Pickaway Co. Sheriff's Office	\$17,879.49
M6OT-2016-00-00-00	TBD	Portage Co. Sheriff's Office	\$12,907.80
M6OT-2016-00-00-00	TBD	Putnam County Sheriff's Office	\$17,262.63
M6OT-2016-00-00-00	TBD	Richland County Sheriff's Office	\$40,995.43
M6OT-2016-00-00-00	TBD	Sandusky Co. Sheriff's Office	\$20,854.79
M6OT-2016-00-00-00	TBD	Scioto Co. Sheriff's Office	\$19,369.81
M6OT-2016-00-00-00	TBD	Seneca County Sheriff's Office	\$18,948.03
M6OT-2016-00-00-00	TBD	Springfield Police Department	\$22,371.22
M6OT-2016-00-00-00	TBD	Springfield Twp Police Department	\$30,206.82
M6OT-2016-00-00-00	TBD	Stark County Sheriff's Office	\$42,109.25
M6OT-2016-00-00-00	TBD	Summit County Sheriff's Office	\$46,946.80
M6OT-2016-00-00-00	TBD	Sylvania Twp. Police Department	\$9,382.13
M6OT-2016-00-00-00	TBD	Toledo Police Department	\$43,488.72

Project Number	Grant Number	Agency Name	Tentative Award Amount
M6OT-2016-00-00-00	TBD	Trotwood Police Department	\$21,503.77
M6OT-2016-00-00-00	TBD	Trumbull County Sheriff's Office	\$30,168.34
M6OT-2016-00-00-00	TBD	Tuscarawas County Sheriff's Office	\$17,174.49
M6OT-2016-00-00-00	TBD	Union Township Police Department	\$27,780.76
M6OT-2016-00-00-00	TBD	Warren Co. Sheriff's Office	\$39,827.35
M6OT-2016-00-00-00	TBD	Washington Co. Sheriff's Office	\$20,906.72
M6OT-2016-00-00-00	TBD	Wayne County Sheriff's Office	\$28,629.92
M6OT-2016-00-00-00	TBD	Williams County Sheriff's Office	\$19,098.06
M6OT-2016-00-00-00	TBD	Wood County Sheriff's Office	\$30,537.21
M6OT-2016-00-00-00	TBD	Wyandot County Sheriff's Office	\$18,737.21
M6OT-2016-00-00-00	TBD	Youngstown Police Department	\$21,922.32
M6OT-2016-00-00-00	TBD	OTSO	\$100,000.00
M6OT-2016-00-00-00	TBD	OTSO	\$400,000.00
M9MA-2016-00-00-00	TBD	OTSO	\$160,000.00
CP-2016-00-00-00	TBD	Miami University	\$240,000.00
CP-2016-00-00-00	TBD	OTSO	\$315,000.00
CP-2016-00-00-00	TBD	OTSO	\$225,000.00
DD-2016-00-00-00	TBD	OTSO	\$250,000.00
MC-2016-00-00-00	TBD	OTSO	\$50,000.00
PA-2016-00-00-00	TBD	OTSO	\$900,000.00
PA-2016-00-00-00	TBD	OTSO	\$109,500.00
PA-2016-00-00-00	TBD	Hilliard Police Department	\$86,794.63
PM-2016-00-00-00	TBD	OTSO	\$400,000.00
PM-2016-00-00-00	TBD	OTSO	\$100,000.00
PT-2016-00-00-00	TBD	Sharon Twp. Police Department	\$87,619.00
PT-2016-00-00-00	TBD	Shawnee Township Police Dept.	\$90,000.00
PT-2016-00-00-00	TBD	Ohio State Highway Patrol	\$653,071.45
PT-2016-00-00-00	TBD	Ohio Attorney General's Office	\$80,000.00
PT-2016-00-00-00	TBD	Blue Ash Police Dept.	\$87,888.40
PT-2016-00-00-00	TBD	Summit County Sheriff's Office	\$89,404.21
PT-2016-00-00-00	TBD	OTSO	\$300,000.00
PT-2016-00-00-00	TBD	Akron Police Department	\$28,630.85
PT-2016-00-00-00	TBD	Allen County Sheriff's Office	\$19,831.17
PT-2016-00-00-00	TBD	Ashland County Sheriff's Office	\$11,679.46
PT-2016-00-00-00	TBD	Athens Co. Sheriff's Office	\$11,993.78
PT-2016-00-00-00	TBD	Auglaize County Sheriff's Office	\$14,435.95
PT-2016-00-00-00	TBD	Beavercreek Police Department	\$19,119.69
PT-2016-00-00-00	TBD	Belmont Co. Sheriff's Office	\$8,914.89
PT-2016-00-00-00	TBD	Boardman Police Department	\$17,884.09
PT-2016-00-00-00	TBD	Brown County Sheriff's Office	\$12,163.84
PT-2016-00-00-00	TBD	Butler County Sheriff's Office	\$36,176.02
PT-2016-00-00-00	TBD	Canton Police Department	\$17,738.03
PT-2016-00-00-00	TBD	Carroll Co. Sheriff's Office	\$ 9,415.98
PT-2016-00-00-00	TBD	Cincinnati Police Department	\$40,672.97
PT-2016-00-00-00	TBD	Clark County Sheriff's Office	\$20,387.21
PT-2016-00-00-00	TBD	Clearcreek Township Police Department	\$18,311.43
PT-2016-00-00-00	TBD	Clermont County Sheriff's Office	\$19,098.01
PT-2016-00-00-00	TBD	Cleveland Police Department	\$27,951.93
PT-2016-00-00-00	TBD	Colerain Twp. Police Department	\$11,832.87
PT-2016-00-00-00	TBD	Columbus Police Department	\$45,096.41
PT-2016-00-00-00	TBD	Crawford County Sheriff's Office	\$10,572.75
PT-2016-00-00-00	TBD	Cuyahoga Co. Sheriff's Office	\$33,654.37
PT-2016-00-00-00	TBD	Cuyahoga Falls Police Department	\$13,894.18
PT-2016-00-00-00	TBD	Dayton Police Dept.	\$30,324.12

Project Number	Grant Number	Agency Name	Tentative Award Amount
PT-2016-00-00-00	TBD	Delaware County Sheriff's Office	\$27,173.54
PT-2016-00-00-00	TBD	Erie Co. Sheriff's Office	\$16,043.14
PT-2016-00-00-00	TBD	Euclid Police Department	\$19,843.70
PT-2016-00-00-00	TBD	Franklin County Sheriff's Office	\$42,051.47
PT-2016-00-00-00	TBD	Fulton County Sheriff's Office	\$14,062.22
PT-2016-00-00-00	TBD	Geauga County Sheriff's Office	\$19,607.94
PT-2016-00-00-00	TBD	Greene County Sheriff's Office	\$26,005.18
PT-2016-00-00-00	TBD	Guernsey Co. Sheriff's Office	\$6,613.50
PT-2016-00-00-00	TBD	Hamilton County Sheriff's Office	\$26,131.25
PT-2016-00-00-00	TBD	Hamilton Police Department	\$16,557.33
PT-2016-00-00-00	TBD	Hancock County Sheriff's Office	\$14,777.60
PT-2016-00-00-00	TBD	Hardin Co. Sheriff's Office	\$13,353.48
PT-2016-00-00-00	TBD	Harrison County Sheriff's Office	\$8,715.63
PT-2016-00-00-00	TBD	Highland Co. Sheriff's Office	\$9,490.32
PT-2016-00-00-00	TBD	Holmes Co. Sheriff's Office	\$11,138.85
PT-2016-00-00-00	TBD	Howland Township Police Department	\$13,118.16
PT-2016-00-00-00	TBD	Jackson Township Police Department	\$18,934.76
PT-2016-00-00-00	TBD	Jefferson Co. Sheriff's Office	\$9,956.95
PT-2016-00-00-00	TBD	Knox County Sheriff's Office	\$12,251.48
PT-2016-00-00-00	TBD	Lake County Sheriff's Office	\$18,044.83
PT-2016-00-00-00	TBD	Licking County Sheriff's Office	\$16,681.82
PT-2016-00-00-00	TBD	Lima Police Department	\$17,858.15
PT-2016-00-00-00	TBD	Lorain Co. Sheriff's Office	\$24,015.50
PT-2016-00-00-00	TBD	Lucas County Sheriff's Office	\$27,918.80
PT-2016-00-00-00	TBD	Mahoning County Sheriff's Office	\$21,757.74
PT-2016-00-00-00	TBD	Marion County Sheriff's Office	\$16,950.72
PT-2016-00-00-00	TBD	Medina County Sheriff's Office	\$27,566.00
PT-2016-00-00-00	TBD	Mercer County Sheriff's Office	\$11,159.68
PT-2016-00-00-00	TBD	Miami County Sheriff's Office	\$22,754.02
PT-2016-00-00-00	TBD	Miami Township Police Department	\$19,532.77
PT-2016-00-00-00	TBD	Middletown Police Department	\$19,677.26
PT-2016-00-00-00	TBD	Monroe County Sheriff's Office	\$9,843.12
PT-2016-00-00-00	TBD	Montgomery County Sheriff's Office	\$37,219.50
PT-2016-00-00-00	TBD	Moraine Police Division	\$18,068.24
PT-2016-00-00-00	TBD	Morrow County Sheriff's Office	\$9,130.82
PT-2016-00-00-00	TBD	Muskingum County Sheriff's Office	\$11,358.64
PT-2016-00-00-00	TBD	Newark Police Department	\$6,233.20
PT-2016-00-00-00	TBD	North Olmsted Police Department	\$13,394.33
PT-2016-00-00-00	TBD	Ottawa Co. Sheriff's Office	\$12,125.69
PT-2016-00-00-00	TBD	Paulding Co. Sheriff's Office	\$11,832.83
PT-2016-00-00-00	TBD	Perkins Twp. Police Department	\$14,698.26
PT-2016-00-00-00	TBD	Pickaway Co. Sheriff's Office	\$11,919.66
PT-2016-00-00-00	TBD	Portage Co. Sheriff's Office	\$8,174.69
PT-2016-00-00-00	TBD	Putnam County Sheriff's Office	\$13,301.67
PT-2016-00-00-00	TBD	Richland County Sheriff's Office	\$27,330.29
PT-2016-00-00-00	TBD	Sandusky Co. Sheriff's Office	\$15,823.94
PT-2016-00-00-00	TBD	Scioto Co. Sheriff's Office	\$12,913.20
PT-2016-00-00-00	TBD	Seneca Co Sheriff's Office	\$14,458.59
PT-2016-00-00-00	TBD	Springfield Police Department	\$15,543.28
PT-2016-00-00-00	TBD	Springfield Twp Police Department	\$20,137.88
PT-2016-00-00-00	TBD	Stark County Sheriff's Office	\$32,453.08
PT-2016-00-00-00	TBD	Summit County Sheriff's Office	\$31,297.86
PT-2016-00-00-00	TBD	Sylvania Twp. Police Department	\$19,316.16
PT-2016-00-00-00	TBD	Toledo Police Department	\$28,992.48



Project Number	Grant Number	Agency Name	Tentative Award Amount
PT-2016-00-00-00	TBD	Trotwood Police Department	\$16,198.10
PT-2016-00-00-00	TBD	Trumbull County Sheriff's Office	\$20,112.22
PT-2016-00-00-00	TBD	Tuscarawas County Sheriff's Office	\$11,449.66
PT-2016-00-00-00	TBD	Union Township Police Department	\$18,520.50
PT-2016-00-00-00	TBD	Warren Co. Sheriff's Office	\$26,551.57
PT-2016-00-00-00	TBD	Washington Co. Sheriff's Office	\$13,937.81
PT-2016-00-00-00	TBD	Wayne County Sheriff's Office	\$16,866.94
PT-2016-00-00-00	TBD	Williams County Sheriff's Office	\$12,732.04
PT-2016-00-00-00	TBD	Wood County Sheriff's Office	\$20,358.14
PT-2016-00-00-00	TBD	Wyandot County Sheriff's Office	\$12,491.47
PT-2016-00-00-00	TBD	Youngstown Police Department	\$14,614.88
RS-2016-00-00-00	TBD	Ohio Department of Transportation	\$157,500.00
SA-2016-00-00-00	TBD	Adams County Economic Development Office	\$25,000.00
SA-2016-00-00-00	TBD	Anazao Community Partners	\$42,000.00
SA-2016-00-00-00	TBD	Anazao Community Partners	\$25,000.00
SA-2016-00-00-00	TBD	Atrium Medical Center	\$50,000.00
SA-2016-00-00-00	TBD	Bethesda North Hospital	\$125,000.00
SA-2016-00-00-00	TBD	Bowling Green State University	\$50,000.00
SA-2016-00-00-00	TBD	Carroll County General Health District	\$25,000.00
SA-2016-00-00-00	TBD	Clark County Combined Health	\$50,000.00
SA-2016-00-00-00	TBD	Columbus Health Department	\$125,000.00
SA-2016-00-00-00	TBD	Delaware General Health District	\$42,000.00
SA-2016-00-00-00	TBD	Educational Service Center of Lake Erie West	\$85,000.00
SA-2016-00-00-00	TBD	Erie County Health Department	\$35,000.00
SA-2016-00-00-00	TBD	Family & Community Services, Inc.	\$42,000.00
SA-2016-00-00-00	TBD	Family Recovery Center	\$42,000.00
SA-2016-00-00-00	TBD	Fowler Twp. Police Department	\$65,000.00
SA-2016-00-00-00	TBD	Fulton County Health Department	\$42,000.00
SA-2016-00-00-00	TBD	Greene County Combined Health District	\$35,000.00
SA-2016-00-00-00	TBD	Knox County Health Department	\$25,000.00
SA-2016-00-00-00	TBD	Lake County General Health	\$42,000.00
SA-2016-00-00-00	TBD	Licking County Health Department	\$42,000.00
SA-2016-00-00-00	TBD	Lima-Allen County Regional Planning Commission	\$35,000.00
SA-2016-00-00-00	TBD	Lorain County General Health District	\$50,000.00
SA-2016-00-00-00	TBD	Madison County London City Health District	\$35,000.00
SA-2016-00-00-00	TBD	Medina County Health Department	\$35,000.00
SA-2016-00-00-00	TBD	Mental Health and Recovery Services Board of Seneca, Sandusky and Wyandot Counties	\$35,000.00
SA-2016-00-00-00	TBD	Miami County Health District	\$35,000.00
SA-2016-00-00-00	TBD	Miami Valley Hospital - Injury Prevention Center	\$125,000.00
SA-2016-00-00-00	TBD	National Safety Council Northern Ohio Chapter	\$65,000.00
SA-2016-00-00-00	TBD	Perry County EMA	\$25,000.00
SA-2016-00-00-00	TBD	Pickaway Co. Sheriff's Office	\$42,000.00
SA-2016-00-00-00	TBD	Pike County General Health District	\$35,000.00
SA-2016-00-00-00	TBD	Putnam County Health Department	\$25,000.00
SA-2016-00-00-00	TBD	Richland Public Health	\$42,000.00
SA-2016-00-00-00	TBD	Ross County Health District	\$42,000.00
SA-2016-00-00-00	TBD	Safety Council of Southwestern Ohio	\$65,000.00
SA-2016-00-00-00	TBD	Sandusky County Health Department	\$35,000.00
SA-2016-00-00-00	TBD	Stark County Sheriff's Office	\$85,000.00
SA-2016-00-00-00	TBD	Summit County Division of Public Safety	\$85,000.00
SA-2016-00-00-00	TBD	UHHS Memorial Hospital of Geneva	\$50,000.00
SA-2016-00-00-00	TBD	Union County Health District	\$25,000.00

Project Number	Grant Number	Agency Name	Tentative Award Amount
SA-2016-00-00-00	TBD	University Hospitals of Cleveland	\$125,000.00
SA-2016-00-00-00	TBD	University of Cincinnati	\$25,000.00
SA-2016-00-00-00	TBD	Williams County Combined Health Department	\$25,000.00
SA-2016-00-00-00	TBD	Wyandot County Health Department	\$25,000.00
SA-2016-00-00-00	TBD	Zanesville-Muskingum County Health Department	\$42,000.00
TSP-2016-00-00-00	TBD	SADD	\$120,000.00

# Appendix C – Teen Traffic Safety Program Certifications and Assurances

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## APPENDIX C TO PART 1200 – ASSURANCES FOR TEEN TRAFFIC SAFETY PROGRAM

State: Ohio

Fiscal Year: 2016

*The State has* elected to implement a Teen Traffic Safety Program—a statewide program to improve traffic safety for teen drivers—in accordance with 23 U.S.C. 402(m).

In my capacity as the Governor's Representative for Highway Safety, I have verified that—

- The Teen Traffic Safety Program is a separately described Program Area in the Highway Safety Plan, including a specific description of the strategies and projects, and appears in HSP page number(s) 79.
- as required under 23 U.S.C. 402(m), the statewide efforts described in the pages identified above include peer-to-peer education and prevention strategies the State will use in schools and communities that are designed to—
  - o increase seat belt use;
  - o reduce speeding;
  - o reduce impaired and distracted driving;
  - o reduce underage drinking; and
  - o reduce other behaviors by teen drivers that lead to injuries and fatalities

  
\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

June 29, 2015  
\_\_\_\_\_  
Date

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



## Appendix D – Section 405 Certifications and Assurances

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**APPENDIX D TO PART 1200 –  
CERTIFICATIONS AND ASSURANCES  
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

State: Ohio

Fiscal Year: 2016

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.

  
\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

June 29, 2015  
\_\_\_\_\_  
Date

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

**Part 1: Occupant Protection (23 CFR 1200.21)**

**All States:** *[Fill in all blanks below.]*

The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))

- 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 # pages 61-64, 93-94.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # pages 61-68.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # Attachment A.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # Attachment B.

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):

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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 # pages 64, 66, 69-71.

The State's high risk population countermeasure program is provided as HSP attachment or page # 65-66, 79.

The State's comprehensive occupant protection program is provided as HSP attachment or page #\_\_.

*[Check one box below and fill in any blanks under that checked box.]*

The State's NHTSA-facilitated occupant protection program assessment was conducted on 08/19/2013;

OR

The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

**Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)**

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

*[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 # C or submitted electronically through the TRIPRS database on .
- 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 # D or submitted electronically through the TRIPRS database on .
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # E or submitted electronically through the TRIPRS database on .
- 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 # F or submitted electronically through the TRIPRS database on .
- [*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:

OR

If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # G.

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on 2/17/2015.

### **Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)**

#### All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- 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(i) in the fiscal year of the grant.

#### Mid-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*

The statewide impaired driving plan approved by a statewide impaired driving task force was issued on \_\_\_/\_\_\_/\_\_\_ and is provided as HSP attachment # \_\_\_.

OR

For this first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.

- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # \_\_\_.

#### High-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*

A NHTSA-facilitated assessment of the State's impaired driving program was conducted on \_\_\_/\_\_\_/\_\_\_;

OR

For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;

- *[Check one box below and fill in any blanks under that checked box.]*

For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;

OR

For subsequent years of the grant as a high-range State, 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 # \_\_\_.

#### Ignition Interlock Law: *[Fill in all blanks below.]*

- The State's ignition interlock law was enacted on \_\_\_/\_\_\_/\_\_\_ and last amended on \_\_\_/\_\_\_/\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

#### **Legal citation(s):**

## **Part 4: Distracted Driving (23 CFR 1200.24)**

[Fill in all blanks below.]

### **Prohibition on Texting While Driving**

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on \_\_\_/\_\_\_/\_\_\_ and last amended on \_\_\_/\_\_\_/\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- \_\_\_\_\_ Prohibition on texting while driving
- \_\_\_\_\_ Definition of covered wireless communication devices
- \_\_\_\_\_ Minimum fine of at least \$25 for first offense
- \_\_\_\_\_ Increased fines for repeat offenses
- \_\_\_\_\_ Exemptions from texting ban

### **Prohibition on Youth Cell Phone Use While Driving**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on \_\_\_/\_\_\_/\_\_\_ and last amended on \_\_\_/\_\_\_/\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- \_\_\_\_\_ Prohibition on youth cell phone use while driving
- \_\_\_\_\_ Driver license testing of distracted driving issues
- \_\_\_\_\_ Minimum fine of at least \$25 for first offense
- \_\_\_\_\_ Increased fines for repeat offenses
- \_\_\_\_\_ Exemptions from youth cell phone use ban

## **Part 5: Motorcyclist Safety (23 CFR 1200.25)**

[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 # H.
- 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 # I.
- Document(s) regarding locations of the motorcycle rider J.
- Document showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # K.
- 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 # L.

### 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 # H.
- Letter from the Governor's Representative for Highway Safety regarding the development of the motorcyclist awareness program is provided as HSP attachment # M.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # N.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment # or page # O.
- Copy of the State strategic communications plan is provided as HSP attachment # P.

### 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):

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### 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 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)**

[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 enacted on \_\_\_/\_\_\_/\_\_\_ and last amended on \_\_\_/\_\_\_/\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Learner's Permit Stage**—requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

**Legal citations:**

- \_\_\_\_\_ Testing and education requirements
- \_\_\_\_\_ Driving restrictions
- \_\_\_\_\_ Minimum duration
- \_\_\_\_\_ Applicability to novice drivers younger than 21 years of age
- \_\_\_\_\_ Exemptions from graduated driver licensing law

**Intermediate Stage**—requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner's permit stage and who is younger than 18 years of age.

**Legal citations:**

- \_\_\_\_\_ Driving restrictions
- \_\_\_\_\_ Minimum duration
- \_\_\_\_\_ Applicability to any driver who has completed the learner's permit stage and is younger than 18 years of age
- \_\_\_\_\_ Exemptions from graduated driver licensing law

**ADDITIONAL REQUIREMENTS DURING BOTH LEARNER'S PERMIT AND INTERMEDIATE STAGES**

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency. Legal citation(s):

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Requirement that the driver who possesses a learner's permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage. Legal citation(s):

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**License Distinguishability** (Check one box below and fill in any blanks under that checked box.)

Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable. Legal citation(s):

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OR

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment #\_\_\_\_.

OR

Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment #\_\_\_\_\_.

## Attachment A

### 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.

Fitting Station Name	Technician Coordinator Name	County	Population	Coordinator Name/Region
Adams/Brown Co EHS - OBB	Ramona Applegate/ Judy Tackett	Adams/ Brown	73,396	Donna Laake, Region 3
Allen Co. Health Dept. - OBB	Gina Veres	Allen	106,331	Gina Veres, Region 1
Ashland Fire Dept.	Rob McCrea	Ashland	53,139	Patti Powers, Region 2
Ashland Co. Health Dept.-OBB	Shirley Bixby	Ashland		Patti Powers, Region 2
Northwest Ambulance District	Rob Bernardo	Ashtabula	101,497	Tom Vilt, Region 6
Ashtabula Co. Health Dept.	Katie McInyre	Ashtabula		Tom Vilt, Region 6
UHHS Geneva Hospital - OBB	Sandy Pulsifer	Ashtabula		Tom Vilt, Region 6
TriState CAO-OBB	Kathleen Banks	Athens	64,757	Priscilla Pennington, Region 4
St. Mary's Police Dept.	Patti Hamilton	Auglaize	45,949	Jessica Saunders, Region 2
Wapakoneta Fire Dept.	Eric Sammetinger	Auglaize		Jessica Saunders, Region 2
East Ohio Regional Hospital- OBB	Christine Jenewein	Belmont	70,400	Patty Maag, Region 7
Butler Co ESC - OBB	Lindsay Henriquez	Butler	368,130	Donna Laake, Region 3
Fairfield Twp Fire Dept	Melissa McKendry	Butler		Donna Laake, Region 3
City of Fairfield Fire Dept	Jennifer Roseberry	Butler		Donna Laake, Region 3
Liberty Twp Fire Dept.	Chris Sanders	Butler		Donna Laake, Region 3
West Chester Fire Dept	Dane Fienning	Butler		Donna Laake, Region 3
Carroll Co. Health Dept - OBB	Tomi Moore	Carroll	28,836	Patty Maag, Region 7
Urbana Fire Division	Jeff Asper	Champaign	40,097	Jessica Saunders, Region 2
Clark Co. Combined Health District - OBB	Michelle Rhoads	Clark	138,333	Jessica Saunders, Region 2
Central Joint Fire-EMS District	Greg Wehrum	Clermont	197,363	Donna Laake, Region 3
Miami Twp Fire Dept	Jason Burbrink	Clermont		Donna Laake, Region 3
Monroe Twp Fire Dept	Denny Lee	Clermont		Donna Laake, Region 3
Pierce Twp Fire Dept	Donald Gates	Clermont		Donna Laake, Region 3
Clermont Co - OBB	Greg Wehrum	Clermont		Donna Laake, Region 3
Clinton Co HD - OBB	Melanie Nienaber	Clinton	42,040	Donna Laake, Region 3
Columbiana Co. Health Dept. - OBB	Chastidy Hall	Columbiana	107,841	Tom Vilt, Region 6
Southern Local School District	Jacki DaLonzo	Columbiana		Tom Vilt, Region 6
Red Cross of Ohio Hills - OBB	Patty Maag	Coshocton	36,901	Patty Maag, Region 7
Galion Co. Health Dept.-OBB	Brittany Hobson	Crawford	43,784	Patti Powers, Region 2
Crawford Co. Health Dept.	Rae Johnson	Crawford		Patti Powers, Region 2
Rainbow Babies & Children's Hospital-OBB	Tom Vilt	Cuyahoga	1,280,122	Tom Vilt, Region 6
Ahuja Medical Ctr	Tom Vilt	Cuyahoga		Tom Vilt, Region 6
Fairview Hosp	Sandy Criswell	Cuyahoga		Tom Vilt, Region 6
St John Medical Ctr	Trudy Tift	Cuyahoga		Tom Vilt, Region 6
Independence FD	Steve Rega	Cuyahoga		Tom Vilt, Region 6
Seven Hills FD	Jeff Gaebelein	Cuyahoga		Tom Vilt, Region 6
S. Euclid FD	Joe Zucarro	Cuyahoga		Tom Vilt, Region 6
Greenville Township Rescue - OBB	Ken Livingston	Darke	52,959	Jessica Saunders, Region 2
Defiance Co. Health Dept - OBB	Jamie Gerken	Defiance	39,037	Gina Veres, Region 1
Delaware Health District OBB	Jennifer Way- Young	Delaware	174,214	Ann Roderer, Region 5
Easter Seals Northern Ohio, Erie Co. - OBB	Patti Powers	Erie	77,079	Patti Powers, Region 2

<b>Fitting Station Name</b>	<b>Technician Coordinator Name</b>	<b>County</b>	<b>Population</b>	<b>Coordinator Name/Region</b>
Fayette Co. Health Dept. -OBB	Melissa Smith	Fayette	29,030	Jessica Saunders, Region 2
Columbus Public Health OBB	Ann Roderer	Franklin	1,163,414	Ann Roderer, Region 5
Norwich Twp Fire	Ron Philips	Franklin		Ann Roderer, Region 5
Jackson Twp Fire	Jenny Thomas	Franklin		Ann Roderer, Region 5
Washington Fire	Brad Flora	Franklin		Ann Roderer, Region 5
Fulton Co. Health Center	Candise Ankney	Fulton	42,698	Gina Veres, Region 1
Fulton Co. Health Dept - OBB	Andrea Schwiebert/ Heather Johnson	Fulton		Gina Veres, Region 1
Help Me Grow-OBB	Vicki Mulholand	Gallia	30,934	Priscilla Pennington, Region 4
Geauga Health Dept-OBB	Mindy White	Geauga	93,389	Tom Vilt, Region 3
Beavercreek Township Fire	Steve DuBois	Greene	161,573	Jessica Saunders, Region 2
Bellbrook Fire Dept.	Kevin Glueckert	Greene		Jessica Saunders, Region 2
GMN Tri-Co. CAC Inc -OBB	Barb Parr	Guernsey	40,087	Patty Maag, Region 7
Guernsey Co Children's Services	Kim Feldner	Guernsey		Patty Maag, Region 7
Hamilton Co Norwood - OBB	Chandra Corbin	Hamilton	802,374	Donna Laake, Region 3
Cincinnati Children's Hospital	Emily Lee	Hamilton		Donna Laake, Region 3
Blue Ash Fire Dept	Greg Preece	Hamilton		Donna Laake, Region 3
Cheviot Fire Dept	David Derbyshire	Hamilton		Donna Laake, Region 3
Colerain Twp Dept of Fire/EMS	Jennifer Dransman	Hamilton		Donna Laake, Region 3
Delhi Twp Fire Dept	Dan Albertz	Hamilton		Donna Laake, Region 3
Elmwood Place Fire Dept	Alex Schmid	Hamilton		Donna Laake, Region 3
Forest Park Fire Dept	Jermaine Hill	Hamilton		Donna Laake, Region 3
Green Twp Fire Dept	Allen Boyle	Hamilton		Donna Laake, Region 3
Harrison Fire Dept	Steven Placke	Hamilton		Donna Laake, Region 3
Little Miami Joint Fire & Rescue	Stephan Marks	Hamilton		Donna Laake, Region 3
Loveland Police	Chad Caudill	Hamilton		Donna Laake, Region 3
Madeira/Indian Hill Joint Fire De	Mel Pomfrey	Hamilton		Donna Laake, Region 3
Mariemont Fire Dept	Tim Peaker	Hamilton		Donna Laake, Region 3
Montgomery Fire Dept	Ben Shapiro	Hamilton		Donna Laake, Region 3
Norwood Health Dept	Chandra Corbin	Hamilton		Donna Laake, Region 3
Sharonville Fire Dept	Jeff Vaughn	Hamilton		Donna Laake, Region 3
Springdale Fire Dept	Tom Lindsey	Hamilton		Donna Laake, Region 3
Sycamore Twp Fire Dept	Chris Handley	Hamilton		Donna Laake, Region 3
Union Twp Fire Dept	Lee Schrichten	Hamilton		Donna Laake, Region 3
Amberley Village Police & Fire	Chris Fritsch	Hamilton		Donna Laake, Region 3
Anderson Twp Fire & Rescue	Ben Meyer	Hamilton		Donna Laake, Region 3
Milford Fire Dept	Jeff Nagelhout	Hamilton/ Clermont		Donna Laake, Region 3
Findlay City Health Dept	Jennifer Rathburn	Hancock	74,782	Gina Veres, Region 1
Hancock Co. Health Dept - OBB	Frances Meeks	Hancock		Gina Veres, Region 1
Kenton-Hardin Co. Health Dept - OBB	Mindy Friemoth	Hardin	32,058	Gina Veres, Region 1
Help Me Grow - OBB	Courtney Yarish	Harrison	15,864	Patty Maag, Region 7
Henry Co. Health Dept - OBB	Jennifer Wagner	Henry	28,215	Gina Veres, Region 1
Highland Co CA - OBB	Ada Amburgey	Highland	43,589	Donna Laake, Region 3
Hocking co Health OBB	Emily Norris	Hocking	29,380	Ann Roderer, Region 5
Holmes Co Health Dept - OBB	Raquel Miller	Holmes	42,366	Patty Maag, Region 7
Easter Seals Northern Ohio, Huron Co. - OBB	Patti Powers	Huron	59,626	Patti Powers, Region 2
Huron Co. Health Dept.	Chris Cherry	Huron		Patti Powers, Region 2
Jackson Co. SEOEMS	Debbie Willis	Jackson	33,225	Priscilla Pennington, Region 4
Jackson State Patrol Post	Thomas Helm	Jackson		Priscilla Pennington, Region 4

<b>Fitting Station Name</b>	<b>Technician Coordinator Name</b>	<b>County</b>	<b>Population</b>	<b>Coordinator Name/Region</b>
Jackson EMS	Robin Reynolds	Jackson		Priscilla Pennington, Region 4
OSHP - Jefferson Co.	Tim Zook	Jefferson		Tom Vilt, Region 6
Toronto TEMS	Jeremiah Lucas	Jefferson		Tom Vilt, Region 6
Knox Co. Health Dept.-OBB	Mike Whitaker	Knox	60,921	Patti Powers, Region 2
Mt. Vernon Fire Dept.	Mike Cronin	Knox		Patti Powers, Region 2
Lake Health Dept-OBB	Christine Margalis	Lake	230,041	Tom Vilt, Region 6
Mentor PD	Marilyn Satterfield	Lake		Tom Vilt, Region 6
Lawrence Co. Health Dept. - OBB	Raylene Maloy	Lawrence	62,450	Priscilla Pennington, Region 4
Licking co Health OBB	Ashley See	Licking	166,492	Ann Roderer, Region 5
Logan Co. Safe Kids - OBB	Allison Loudon	Logan	45,858	Jessica Saunders, Region 6
Russell's Point Police Dept.	Joe Freyhof	Logan		Jessica Saunders, Region 6
Lorain Co. General Health District-OBB	Joyce Davis	Lorain	301,356	Patti Powers, Region 2
Mercy Regional Medical Center	Amy Berry	Lorain		Patti Powers, Region 2
Lorain Co. Metroparks	Joe Patalon	Lorain		Patti Powers, Region 2
Elyria Memorial Hospital	Sandy Singelton	Lorain		Patti Powers, Region 2
Oberlin Fire Dept.	Sue Hiesser	Lorain		Patti Powers, Region 2
Elyria Fire Dept.	Bob Reiser	Lorain		Patti Powers, Region 2
Wellington Fire Dept.	Derick Oswald	Lorain		Patti Powers, Region 2
Avon Fire Dept.	Eric Dudziak	Lorain		Patti Powers, Region 2
ProMedica Toledo Children's Hospital - OBB	Gina Veres	Lucas	441,815	Gina Veres, Region 1
Maumee Police Dept	Jillian Urbanski/ Wendy Newsome	Lucas		Gina Veres, Region 1
Whitehouse Fire Dept	Kelly Norris	Lucas		Gina Veres, Region 1
Whitehouse Police Dept	Ron Shellhammer/ Brad Baker	Lucas		Gina Veres, Region 1
Oregon Police Dept	Sara Shaw	Lucas		Gina Veres, Region 1
Ottawa Hills Police Dept	Chris Sargent/ Kim Bunce	Lucas		Gina Veres, Region 1
Sylvania Police Dept	Stacey Pack	Lucas		Gina Veres, Region 1
Madison Co./London City Health Dept. - OBB	Alexis Evans	Madison	43,435	Jessica Saunders, Region 2
Akron Childrens - Beeghly - OBB	Gia Ramsey	Mahoning	238,823	Tom Vilt, Region 6
Springfield Police Dept.	Aimee Schweers	Mahoning		Tom Vilt, Region 6
Austintown Police Dept.	Jeff Toth	Mahoning		Tom Vilt, Region 6
Marion Co. MR/DD - OBB	Stephanie Langley	Marion	66,501	Patti Powers, Region 2
Community Action-OBB	Beth Ewing	Medina	172,332	Tom Vilt, Region 6
Medina Health Dept	Amy Pierce	Medina		Tom Vilt, Region 6
Meigs Co. Help Me Grow - OBB	Priscilla Pennington	Meigs	23,770	Priscilla Pennington, Region 4
Mercer Co. Health Dept. - OBB	Julie Shaffer	Mercer	40,814	Jessica Saunders, Region 2
Troy Fire Dept.	Aaron Simmons	Miami	102,506	Jessica Saunders, Region 2
Troy Police Dept.	Joel Misirian	Miami		Jessica Saunders, Region 2
Monroe Co Board of DD- OBB	Staci Isaly	Monroe	14,642	Patty Maag, Region 7
AAA Miami Valley - OBB	Diane Smith	Montgomery	535,153	Jessica Saunders, Region 2
Centerville Police Dept.	Tony Beran	Montgomery		Jessica Saunders, Region 2
Kettering Fire Dept.	Tracy Leach/ Nick Hosford	Montgomery		Jessica Saunders, Region 2
Moraine Fire Dept.	David Cooper	Montgomery		Jessica Saunders, Region 2
The Children's Medical Center of Dayton	Kelli Sharp/ Jessica Saunders	Montgomery		Jessica Saunders, Region 2
Vandalia Fire Dept.	Kim Hannahan	Montgomery		Jessica Saunders, Region 2
Washington Township Fire Dept.	Scott Henry	Montgomery		Jessica Saunders, Region 2
Morgan co Health OBB	Lisa King	Morgan	15,054	Ann Roderer, Region 5

<b>Fitting Station Name</b>	<b>Technician Coordinator Name</b>	<b>County</b>	<b>Population</b>	<b>Coordinator Name/Region</b>
Morrow County Health Dept. – OBB	Kelly Worstell	Morrow	34,824	Patti Powers, Region 2
Zanesville Health OBB	Tabatha Gaus	Muskingum	86,074	Ann Roderer, Region 5
Noble Co Health Dept- OBB	Chris Wise	Noble	14,645	Patty Maag, Region 7
Easter Seals Northern Ohio-OBB	Patti Powers	Ottawa	41,428	Patti Powers, Region 2
Paulding Co. Health Dept - OBB	Jessica Kohart	Paulding	19,614	Gina Veres, Region 1
Perry co Health OBB	Karie Cook	Perry	36,058	Ann Roderer, Region 5
Early Head Start OBB	Lori Reid	Pickaway	55,698	Ann Roderer, Region 5
Pike Co. Health Dept. - OBB	Donetta Jones	Pike	28,709	Priscilla Pennington, Region 4
Portage Co. Health Dept. - OBB	Becky Lehman	Portage	161,419	Tom Vilt, Region 6
Aurora Fire Dept.	Stefen Krieger	Portage		Tom Vilt, Region 6
Preble Co. Health District - OBB	Leah McGuire	Preble	42,270	Jessica Saunders, Region 2
Putnam Co. Health Dept - OBB	Dawn Schmenk	Putnam	34,499	Gina Veres, Region 1
Richland Co. Health Dept.-OBB	Dana Eichelberger	Richland	124,475	Patti Powers, Region 2
Ross Health OBB	Kelley Minney	Ross	78,064	Ann Roderer, Region 5
Easter Seals Northern Ohio, Sandusky Co.-OBB	Patti Powers	Sandusky	60,944	Patti Powers, Region 2
Portsmouth City Health Dept.-OBB	Raylene Maloy	Scioto	79,499	Priscilla Pennington, Region 4
Seneca Co. Gen. Health District-OBB	Patti Powers	Seneca	56,745	Patti Powers, Region 2
Sidney Shelby Health Dept. - OBB	Tia Toner	Shelby	49,423	Jessica Saunders, Region 2
Early Childhood Resource Center- OBB	David Kerber	Stark	375,586	Patty Maag, Region 7
Stark Co Health Dept	Amanda Kelly	Stark		Patty Maag, Region 7
David YMCA	Debbie Sharkey	Stark		Patty Maag, Region 7
Greentown Fire Dept	Lorin Geiser	Stark		Patty Maag, Region 7
Hartville Fire Dept	LeAnn Johnson	Stark		Patty Maag, Region 7
North Canton EMS	Allen DeGuzman	Stark		Patty Maag, Region 7
Plain Twp Fire & Rescue	Troy Slabaugh	Stark		Patty Maag, Region 7
Jackson Twp Fire & Police	Aaron Stoller	Stark		Patty Maag, Region 7
North Canton Fire Dept	Scott Kelly	Stark		Patty Maag, Region 7
Uniontown Fire Dept	Jason Hamblin	Stark		Patty Maag, Region 7
Akron Children's Hosp-OBB	Lisa Pardi	Summit	541,781	Tom Vilt, Region 6
Trumbull Co. Health Dept. - OBB	Rita Spahlinger	Trumbull	210,312	Tom Vilt, Region 6
Howland Fire Dept.	Gloria Beck	Trumbull		Tom Vilt, Region 6
Tuscarawas Co. Health Dept- OBB	Patty Maag	Tuscarawas	92,582	Patty Maag, Region 7
Union Co. Health Dept. - OBB	Shawna Sue Jordan	Union	52,300	Jessica Saunders, Region 2
Van Wert Co. Health Dept - OBB	Kim Haas	Van Wert	28,744	Gina Veres, Region 1
Vinton Co. Health Dept. - OBB	Allie Miller	Vinton	13,435	Priscilla Pennington, Region 4
Warren Co CHD - OBB	Maria Ernest	Warren	212,693	Donna Laake, Region 3
Deerfield Twp Fire Dept	Ken Lynch	Warren		Donna Laake, Region 3
Hamilton Twp Fire Dept	Brent Daniels	Warren		Donna Laake, Region 3
Marietta-OBB	Jonni Tucker	Washington	61,778	Priscilla Pennington, Region 4
Community Action Wayne/Medina	Tanya Banfield	Wayne	114,520	Patty Maag, Region 7
Aultman Orrville Hospital	Laurie Aulgar	Wayne		Patty Maag, Region 7
Williams Co. Health Dept - OBB	Karen Hauck/ Candy Scribner	Williams	37,642	Gina Veres, Region 1
Wood Co. Hospital - OBB	Terry Gundy/ Dawn Miller	Wood	125,488	Gina Veres, Region 1
Wyandot Co. Health Dept.-OBB	Patti Powers	Wyandot	22,615	Patti Powers, Region 2
	<b>Population served by Fitting Stations</b>		<b>11,536,504</b>	
	<b>Total State Population</b>		<b>11,536,504</b>	
	<b>Percent Served</b>		<b>100%</b>	

## Ohio CPS Instructor Listing

First Name	Last Name	Company Name	County	Cert Start Date	Cert End Date	Last Updated
Christy	Bailey	Westerville Communications	Franklin	6/2/2014	6/1/2016	5/14/2014
Carol	Bates	Carol M Bates	Lucas	7/4/2013	7/3/2015	5/27/2013
Amanda	Brodbeck	ProMedica	Lucas	10/2/2014	10/1/2016	3/24/2015
Vicki	Conneighton	N/A	Hamilton	8/15/2013	8/14/2015	4/18/2014
Jacki	DaLonzo	Southern Local School District	Columbiana	8/28/2013	8/27/2015	8/13/2013
Amanda	Eckelberry Kelly	Stark County Health Dept./Safe Kids	Stark	6/26/2015	6/25/2017	4/22/2015
Jami	Eklund	Self-employed	Stark	5/8/2014	5/7/2016	2/17/2015
Kristen	Eklund	Kristen Eklund	Stark	6/13/2015	6/12/2017	5/4/2015
Angie	Ewing	Angie Ewing	Mercer	9/29/2013	9/28/2015	9/23/2013
Chrystal	Gullett	Rainbow Babies & Children's Hospital	Cuyahoga	9/2/2013	9/1/2015	9/16/2013
Mark	Harper	Home	Summit	6/7/2015	6/6/2017	5/31/2015
Krista	Jones	TriHealth Think First Injury Prevention Programs	Hamilton	6/2/2015	6/1/2017	5/20/2015
Scott	Kelly	NA	Stark	9/23/2015	9/22/2017	5/27/2015
Jennifer	Kennedy	Westerville Division of Police	Franklin	3/11/2015	3/10/2017	3/23/2015
Theresa	Kirkham	ProMedica Toledo Children's Hospital	Lucas	5/2/2015	5/1/2017	4/22/2015
Donna	Laake	Cincinnati Children's Hospital Medical Center	Hamilton	6/8/2015	6/7/2017	2/12/2015
Emily	Lee	Cincinnati Children's Hospital Medical Center	Hamilton	4/19/2015	4/18/2017	4/10/2015
Amy	Lesak	Medina County Health Department	Medina	10/12/2014	10/11/2016	7/18/2014
Fai	Leung	Evenflo Company, Inc	Montgomery	9/12/2014	9/11/2016	5/29/2015
Patricia	Maag	Tuscarawas County Health Dept.	Tuscarawas	9/2/2013	9/1/2015	7/31/2013
Kellie	O'Riordan	Nationwide Children's Hospital/ Easter Seals MV	Franklin	4/20/2014	4/19/2016	1/7/2015
Priscilla	Pennington	Portsmouth city health department	Scioto	5/21/2014	5/20/2016	6/20/2014
Ron	Phillips	Car Seat Consultants	Clark	7/2/2015	7/1/2017	3/15/2015
Lisa	Roberts	Portsmouth City Health Department	Scioto	9/2/2013	9/1/2015	9/16/2013
Ann	Roderer	Columbus Public Health	Franklin	9/23/2013	9/22/2015	9/4/2013
Dave	Sander	Evenflo Co.	Montgomery	7/29/2013	7/28/2015	7/24/2013
Jessica	Saunders	The Children's Medical Center	Montgomery	7/11/2015	7/10/2017	4/14/2015
Benjamin	Shapiro	City of Montgomery Fire Dept.	Hamilton	8/15/2013	8/14/2015	7/15/2013
Kelli	Sharp	Dayton Children's Hospital	Montgomery	4/24/2015	4/23/2017	2/19/2015
Tracy	Styka	Tracy Styka	Mahoning	9/2/2013	9/1/2015	4/17/2015
Kenneth	Taylor	University Hospital	Cuyahoga	6/16/2014	6/15/2016	6/4/2014
Jenny	Thomas	Jackson Township Fire Department	Franklin	5/19/2014	5/18/2016	2/28/2014
Tia	Toner	Sidney-Shelby County Health Department	Shelby	6/24/2014	6/23/2016	4/14/2014
Gina	Veres	Toledo Children's Hospital	Lucas	10/2/2013	10/1/2015	9/19/2013
Thomas	Vilt	Rainbow Babies & Children's Hospital	Cuyahoga	6/2/2015	6/1/2017	4/23/2015
Jennifer	Walker	Rainbow Babies & Children's Hospital	Cuyahoga	5/26/2015	5/25/2017	4/28/2015
Kathryn	Wesolowski	Rainbow Babies & Children's Hospital	Cuyahoga	5/16/2013	5/15/2015	3/1/2013
Linda	White	Child Passenger Safety Consultant	Hamilton	11/2/2013	11/1/2015	12/17/2013
Erin	Whitton	Zepf Center	Lucas	6/29/2013	6/28/2015	5/20/2015
Faith	Yingling		Lucas	2/1/2014	1/31/2016	1/26/2014

## Ohio CPS Tech Listing

As of June 2, 2015, there are 980 certified child passenger safety technicians serving Ohio families. The recertification rate for Ohio technicians from January – March 2015 was 55.3 percent, slightly above the national average of 53.7 percent.

First Name	Last Name	Company Name	County	Start Date	End Date
Shelby	Guffey	The Learning Tree	Allen	11/4/2014	11/3/2016
Jami	Lee	Wilson Memorial Hospital	Allen	11/4/2014	11/3/2016
Cindy	Nelson	AAA Ohio Auto Club	Allen	3/22/2014	3/21/2016
Michael	Smith	Shawnee Twp Fire Dept	Allen	1/31/2015	1/30/2017
Paula	Strickler	Lima Police Department	Allen	10/29/2013	10/28/2015
Shirley	Bixby	Ashland County-City Health Department	Ashland	6/14/2014	6/13/2016
Matt	Burd	Ashland Fire Department	Ashland	10/9/2014	10/8/2016
Anthony	Coletta	Ashland Fire Department	Ashland	9/26/2013	9/25/2015
Jacob	Goist	Ashland Fire Dept	Ashland	5/5/2014	5/4/2016
Tarah	Hall	Ashland Co Help Me Grow/Tri Co ESC	Ashland	5/5/2014	5/4/2016
Justin	Hubler	Ashland Fire Department	Ashland	10/9/2014	10/8/2016
Adam	Ison	Ashland Fire Dept	Ashland	10/29/2013	10/28/2015
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	4/1/2014	3/31/2016
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
Brad	Loudermilk	Northwest Ambulance District	Ashtabula	11/17/2014	11/16/2016
Lori	Merkel	Ashtabula County Children Services Board	Ashtabula	11/17/2014	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	3/23/2014	3/22/2016
Ashley	Row	Northwest Ambulance District	Ashtabula	11/17/2014	11/16/2016
Gary	Welch	Northwest Ambulance	Ashtabula	5/28/2014	5/27/2016
Jeremy	Young	Conneaut Fire Department	Ashtabula	5/28/2014	5/27/2016
Kathleen	Bankes	Hocking Athens Perry Community Action	Athens	6/29/2013	6/28/2015
Lucinda	Carson	Hocking.Athens.Perry Community Action Head Start	Athens	6/29/2013	6/28/2015
Jodi	Hart	Hocking.Athens.Perry Community Action Agency	Athens	6/29/2013	6/28/2015
Ruby	Kilkenny	HAPCA Head Start	Athens	6/24/2013	6/23/2015
Angie	Smith	Hocking.Athens.Perry Community Action Agency	Athens	6/3/2014	6/2/2016
Amanda	Williams	HAPCA Head Start	Athens	6/24/2013	6/23/2015
Eric	Sammetinger	Wapakoneta Fire Department	Auglaize	5/10/2014	5/9/2016
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
Ramona	Applegate	Adams-Brown Head Start	Brown	9/2/2013	9/1/2015
Amanda	Dillow	Adams Brown Early Head Start	Brown	5/14/2014	5/13/2016
Alexandria	Hanson	Adams Brown Early Head Start	Brown	5/15/2015	5/14/2017
Angel	Hoop	Early Head Start	Brown	5/4/2014	5/3/2016
Amber	JIMISON	Adams Brown Early Head Start	Brown	5/14/2014	5/13/2016
Whitney	Lawhorn	Adams Brown Early Head Start	Brown	5/15/2015	5/14/2017
Heather	Roush	Adams Brown Early Head Start	Brown	5/2/2014	5/1/2016
Chelsea	Rudd	Adams Brown Early Head Start	Brown	5/15/2015	5/14/2017
Judy	Tackett	Adams Brown Early Head Start	Brown	12/9/2013	12/8/2015
Amanda	Weber	Admans/Brown Early Head Start	Brown	5/15/2015	5/14/2017
Chawn	Anderson	Butler County Early Head Start	Butler	6/24/2013	6/23/2015



First Name	Last Name	Company Name	County	Start Date	End Date
Mandy	Anderson	Butler County Educational Service Center	Butler	9/13/2013	9/12/2015
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
Lorraine	Espel	Ohio Auto Club AAA	Butler	4/24/2015	4/23/2017
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
Aaron	Harris	BESI Inc	Butler	12/16/2013	12/15/2015
Lindsay	Henriquez	Butler County Educational Service Center	Butler	4/15/2015	4/14/2017
Charlie	Howard	Greater Cincinnati Automobile Dealers Association	Butler	5/16/2014	5/15/2016
Ravinder	Jagpal	Butler County Educational Service Center	Butler	9/13/2013	9/12/2015
Julia	Jerez	Butler County Educational Service Center	Butler	9/13/2013	9/12/2015
DANIEL	KORTE	City of Fairfield Fire Department	Butler	6/24/2013	6/23/2015
Ronald	Krass	Green Township Department of Fire & EMS	Butler	5/2/2014	5/1/2016
Jon	Krueckeberg	City of Fairfield Fire Department	Butler	11/7/2014	11/6/2016
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
Stefanie	Miller	Mercy Fairfield Hospital	Butler	4/27/2015	4/26/2017
Sandy	Moeller	Greater Cincinnati Automobile Dealers Association	Butler	5/16/2014	5/15/2016
Susan	Moorman	AAA Ohio Auto Club	Butler	3/22/2014	3/21/2016
Christine	Obregon-Anderson	Butler County Developmental Disabilities	Butler	7/10/2013	7/9/2015
Kaely	Phillips	Butler County Educational Service Center	Butler	9/13/2013	9/12/2015
Neal	Ressler	City of Fairfield Fire Dept.	Butler	11/19/2014	11/18/2016
Elizabeth	Rivera	Butler County Educational Service Center	Butler	9/13/2013	9/12/2015
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	7/29/2013	7/28/2015
Chris	Sanders	Liberty Township Fire Department	Butler	11/7/2014	11/6/2016
Kyle	Schauer	Liberty Township Fire Department	Butler	9/13/2013	9/12/2015
Matthew	Sempier	Liberty Township Fire Department	Butler	5/15/2015	5/14/2017
Adam	Shappelle	Liberty Township Fire Department	Butler	11/26/2013	11/25/2015
Dana	Smiley	Butler County Educational Service Center	Butler	9/13/2013	9/12/2015
Diana	Spencer	AAA Ohio Auto Club	Butler	3/22/2014	3/21/2016
Jason	Taulbee	Fairfield Fire Department	Butler	11/19/2014	11/18/2016
Kyle	Temple	City of Fairfield Fire Department	Butler	5/16/2014	5/15/2016
Erica	Thomas	Butler County Educational Service Center	Butler	9/28/2014	9/27/2016
Amy	Campbell	Carroll County Health Department	Carroll	7/21/2013	7/20/2015
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
Tonya	Hawk	Carroll Hills School	Carroll	12/2/2013	12/1/2015
Roy	Ludy	Carroll County Sheriff's Office	Carroll	6/13/2013	6/12/2015
Thomasine	Moore	Carroll County General Health District	Carroll	12/2/2013	12/1/2015
Charles	Moyer	Carroll County Sheriff's Office	Carroll	6/13/2013	6/12/2015
Jeffrey	Asper	Urbana Fire Division	Champaign	5/19/2014	5/18/2016
Christopher	Logan	City of Urbana Fire Div.	Champaign	5/19/2014	5/18/2016
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	4/5/2014	4/4/2016

First Name	Last Name	Company Name	County	Start Date	End Date
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	5/5/2014	5/4/2016
Laura	Engled	Milford Community Fire Department	Clermont	9/12/2014	9/11/2016
Jeffrey	Fehring	Central Joint Fire/Ems	Clermont	8/21/2013	8/20/2015
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
Stephanie	Horton	None	Clermont	7/24/2013	7/23/2015
Dennis	Jowers	Monroe Township Fire Dept	Clermont	11/2/2013	11/1/2015
Tom	Marck	Monroe Township Fire Dept	Clermont	11/2/2013	11/1/2015
Michael	Mehring		Clermont	5/9/2015	5/8/2017
Miles	Miller	Milford Community Fire Department	Clermont	5/16/2014	5/15/2016
Jeffrey	Nagelhout	Milford Community Fire Dept.	Clermont	9/22/2013	9/21/2015
Lee	Schrichten	Union Township Fire Department	Clermont	7/2/2015	7/1/2017
Karl	Smith	Central Joint Fire EMS	Clermont	5/23/2015	5/22/2017
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	3/30/2014	3/29/2016
Katie	Burwinkel	Clinton County Health Department	Clinton	3/30/2014	3/29/2016
Melanie	Nienaber	Clinton County Health Department	Clinton	3/30/2014	3/29/2016
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
Penny	May	Gina McQuillan State Farm	Columbiana	10/7/2013	10/6/2015
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
Theresa	Swinehart	Galion City Health Department	Crawford	11/20/2013	11/19/2015
Brett	Anderson	The City Of Beachwood Fire Department	Cuyahoga	9/27/2014	9/26/2016
Derek	Apo	Strongsville Police Department	Cuyahoga	5/7/2014	5/6/2016
Michelina	Bacisin		Cuyahoga	5/4/2015	5/3/2017
Troy	Benjamin	University Hospitals Injury Prevention Center	Cuyahoga	6/3/2013	6/2/2015
Scott	Bennett	Moreland Hills Police Dept.	Cuyahoga	5/11/2015	5/10/2017
Patresa	Biggs	Cleveland Metroparks Ranger Department	Cuyahoga	5/7/2014	5/6/2016
Richard	Bird	Rocky River Police Department	Cuyahoga	9/23/2014	9/22/2016
Matthew	Bobinski	Mayfield Heights Fire Department	Cuyahoga	6/3/2013	6/2/2015
Dawn	Bybee	Cleveland Metro Parks	Cuyahoga	9/23/2014	9/22/2016
Michael	Campbell	Strongsville Police dept	Cuyahoga	7/16/2013	7/15/2015
Anthony	Caruso	Independence Fire Dept	Cuyahoga	9/27/2014	9/26/2016
Daniel	Celis	Twinsburg Police Department	Cuyahoga	4/15/2014	4/14/2016
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
Lori	Cook	AAA East Central	Cuyahoga	9/27/2014	9/26/2016
Patricia	Cotter		Cuyahoga	8/2/2013	8/1/2015
Mark	Coyner	City of Independence Fire Department	Cuyahoga	10/12/2013	10/11/2015
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

First Name	Last Name	Company Name	County	Start Date	End Date
Ryan	Damore	Strongsville P.D.	Cuyahoga	11/29/2013	11/28/2015
Jack	Darnell	Parma Heights Police Department	Cuyahoga	5/26/2015	5/25/2017
Michael	Debeljak	Orange Police Dept.	Cuyahoga	10/2/2013	10/1/2015
Tabatha	DeJesus	N/A	Cuyahoga	5/26/2015	5/25/2017
Raffaele	Di Pio	Shaker Hts. Fire Dept.	Cuyahoga	12/2/2013	12/1/2015
Sergio	DiGeronimo	Brecksville Fire Department	Cuyahoga	5/26/2015	5/25/2017
Heidi	Dolan	Rainbow Babies & Children's Hospital	Cuyahoga	5/3/2014	5/2/2016
George	Durichko	Mayfield Hts. Fire Department	Cuyahoga	6/3/2013	6/2/2015
Katharine	Eureka	Fairview Hospital	Cuyahoga	9/27/2014	9/26/2016
Marisol	Fore	Cleveland Police Department – 2 <sup>nd</sup> District	Cuyahoga	9/23/2014	9/22/2016
Angel	Gabriel		Cuyahoga	5/26/2015	5/25/2017
Cheryl	Garinger	Mayfield Village Fire Department	Cuyahoga	6/3/2013	6/2/2015
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	10/2/2013	10/1/2015
Edmund	Hirsch	Solon Fire Dept	Cuyahoga	4/2/2015	4/1/2017
Brandon	Hope	University Heights	Cuyahoga	7/21/2014	7/20/2016
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
Deborah	Kosakowski	Fairview Hospital-Pediatrics	Cuyahoga	6/2/2015	6/1/2017
RICHARD	KRAMER	SOUTH RUSSELL POLICE DEPARTMENT	Cuyahoga	5/3/2014	5/2/2016
Larry	Lampa	Parma Fire Department	Cuyahoga	8/29/2014	8/28/2016
Joseph	Lecznar	Independence Fire Department	Cuyahoga	9/27/2014	9/26/2016
John	Lisy	Mayfield Village Fire Department	Cuyahoga	6/3/2013	6/2/2015
Michael	Luzniak	Parma Heights Police Department	Cuyahoga	5/26/2015	5/25/2017
Chris	Martinitis	Mayfield Hts. Fire Dept.	Cuyahoga	12/2/2013	12/1/2015
Jason	Marvin	Orange Police Department	Cuyahoga	10/2/2013	10/1/2015
Nicholas	McCoy	Middleburg Heights Police Department	Cuyahoga	5/7/2014	5/6/2016
Lara	Meadows	Home	Cuyahoga	9/23/2014	9/22/2016
Kevin	Messich	City of Bedford Fire Department	Cuyahoga	5/26/2015	5/25/2017
Jeff	Mitchell	Shaker Hts Fire Dept.	Cuyahoga	12/2/2013	12/1/2015
James	Monter	Parma Fire Departmnet	Cuyahoga	8/29/2014	8/28/2016
Shawn	Moore	Cleveland Metroparks Ranger Department	Cuyahoga	9/23/2014	9/22/2016
Mandy	Nagle	Rainbow Babies & Children's Hospital	Cuyahoga	5/3/2014	5/2/2016
John	Niton	Brecksville Fire Department	Cuyahoga	5/26/2015	5/25/2017
John	Panzero	Mayfield Village Fire Department	Cuyahoga	6/3/2013	6/2/2015
Jeremy	Parkhurst	City of Brecksville Fire Department	Cuyahoga	5/5/2014	5/4/2016
Damon	Picone	University Heights Fire Department	Cuyahoga	7/21/2014	7/20/2016
Larry	Pitschmann	Strongsville Police Department	Cuyahoga	9/3/2013	9/2/2015
Anthony	Puklavec	Olmsted Township Fire Department	Cuyahoga	7/9/2013	7/8/2015
Matthew	Radke	North Olmsted Fire Department	Cuyahoga	4/2/2015	4/1/2017
Chase	Reagan	Self	Cuyahoga	9/23/2014	9/22/2016
Brandon	Reichard	Cleveland Heights Police Department	Cuyahoga	6/3/2013	6/2/2015
Don	Reis	Independence Fire Department	Cuyahoga	5/20/2014	5/19/2016
Jonathan	Ridgway	North Royalton Fire Department	Cuyahoga	5/26/2015	5/25/2017
Larry	Rieck	Cleveland Heights Police Department	Cuyahoga	6/3/2013	6/2/2015
Michael	Roberts	Orange P.D.	Cuyahoga	12/2/2013	12/1/2015
Michael	Sager	Solon Fire Dept	Cuyahoga	10/12/2013	10/11/2015

First Name	Last Name	Company Name	County	Start Date	End Date
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	5/3/2014	5/2/2016
Laura	Thompson	Bain ridge twp. Fire company	Cuyahoga	5/7/2014	5/6/2016
Rachel	Thurman	Cleveland Clinic Solon	Cuyahoga	9/27/2014	9/26/2016
Trudy	Tift	St. John West Shore Hospital	Cuyahoga	5/3/2014	5/2/2016
Jessica	Timms		Cuyahoga	7/16/2013	7/15/2015
Alison	Tomazic	Neighborhood Family Practice	Cuyahoga	10/12/2014	10/11/2016
Stephanie	Troha	Rocky River Police Department	Cuyahoga	9/23/204	9/22/2016
Alicia	Valle	UH Rainbow Injury Prevention Center	Cuyahoga	5/7/2014	5/6/2016
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	7/16/2013	7/15/2015
Erin	Waldinger	Erin Waldinger	Cuyahoga	5/4/2015	5/3/2017
Heather	Wendzicki	StrollerMama	Cuyahoga	6/3/2013	6/2/2015
Christie	Wiedt	St John Medical Center	Cuyahoga	5/14/2014	5/13/2016
Jason	Winebrenner	Pepper Pike Police Department	Cuyahoga	5/20/2014	5/19/2016
Joe	Zuccaro	South Euclid Fire Department	Cuyahoga	7/2/2015	7/1/2017
Mark	Dotson	Greenville Township Rescue	Darke	9/13/2013	9/12/2015
Greg	Fourman	Greenville Township Rescue	Darke	6/24/2014	6/23/2016
Nate	Fraze	Greenville Township Rescue	Darke	9/13/2013	9/12/2015
Shannon	Fritz	Greenville Fire Department	Darke	4/5/2014	4/4/2016
Kenneth	Livingston	Ken Livingston	Darke	10/2/2013	10/1/2015
Brian	Phillips	Greenville Twp. Rescue	Darke	9/13/2013	9/12/2015
Cindi	Stevens	AAA Allied Group	Darke	7/11/2013	7/10/2015
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	8/22/2013	8/21/2015
Stacy	Lucas	Defiance County General Health District	Defiance	5/23/2014	5/22/2016
Jacqueline	Bain	Delaware General Health District	Delaware	6/2/2014	6/1/2016
Jessica	Campbell	Nationwide Children's Hospital	Delaware	8/13/2013	8/12/2015
Nicole	Carroll		Delaware	6/2/2015	6/1/2017
Jessica	Evans		Delaware	8/30/2013	8/29/2015
Michele	Evans	Mt. Carmel e	Delaware	9/29/2013	9/28/2015
Julia	Frasier	Mt Carmel St Anns Hospital	Delaware	10/27/2013	10/26/2015
Nancy	Gibson	None	Delaware	11/16/2016	11/15/2015
Eric	Greer	Liberty Township Fire Department	Delaware	10/12/2014	10/11/2016
Jack	Guyton	Concord fire Dept	Delaware	8/13/2013	8/12/2015
Stephanie	Herrington	Delaware County Sheriff's Office	Delaware	5/10/2014	5/9/2016
Carol	Hribar	Westerville Citizen Police Academy Alumni Associat	Delaware	6/23/2015	6/22/2017
Kristen	Hunt	Washington Township Fire Department	Delaware	3/3/2014	3/2/2016
Stephanie	Langley	Stephanie T. Langley	Delaware	4/2/2015	4/1/2017
Rebecca	Patton	Nationwide Children's Hospital Westerville Urgent	Delaware	6/2/2014	5/30/2016
Tom	Saunders	Liberty Township Fire Dept	Delaware	10/12/2014	10/11/2016
Nikki	Snead	Ohio State Highway Patrol	Delaware	11/2/2013	11/1/2015
WILLIAM	SORRELL	QEK Global Solutions	Delaware	8/22/2014	8/21/2016

First Name	Last Name	Company Name	County	Start Date	End Date
Michelle	Tucker-Bradford	AAA Ohio Auto Club	Delaware	3/22/2014	3/21/2016
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
Julie	Anthony	Fairfield Co. Job & Family Services	Fairfield	7/28/2013	7/27/2015
Jennifer	Brinkman	Nationwide Childrens Hospital	Fairfield	5/15/2015	5/14/2017
Cyndee	Cooper	Mount Carmel East Hospital	Fairfield	10/27/2013	10/26/2015
John	Davis	Violet Township FD	Fairfield	11/22/2013	11/21/2015
Rob	Gibson	Violet Township Fire	Fairfield	6/2/2014	6/1/2016
Linda	Howell	Linda Howell	Fairfield	4/25/2015	4/24/2017
Payne	Joshua	Violet Twp Fire	Fairfield	9/30/2013	9/29/2015
Taylor	Kenn	Violet Twp Fire	Fairfield	9/30/2013	9/29/2015
Michelle	Lutz	Fairfield County	Fairfield	7/2/2013	7/1/2015
Natalie	Massie	AAA Ohio Auto Club	Fairfield	9/21/2014	9/20/2016
Julia	Mattis	MOUNT CARMEL HOSPITAL	Fairfield	10/27/2013	10/26/2015
Donald	Meares	Violet Twp. Fire Dept.	Fairfield	6/2/2014	6/1/2016
Elizabeth	Pfeifer	Violet Twp Fire Dept	Fairfield	11/19/2013	11/18/2015
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
Charles	Tolley	Fairfield County Job and Family Services- CPS	Fairfield	5/10/2014	5/9/2016
Jeannie	Bihl	Fayette County Health Department	Fayette	5/17/2014	5/16/2016
Elizabeth	Liston	Fayette County Help Me Grow	Fayette	7/11/2015	7/10/2017
Jessica	Merritt	Fayette Countycommunity Action Commission	Fayette	5/16/2014	5/15/2016
Shawna	Miller	Fayette Early Learning Center	Fayette	7/11/2013	7/10/2015
Meghan	Ryan	Fayette Conty Early Learning Center	Fayette	4/19/2015	4/18/2017
Melissa	Smith	Help Me Grow	Fayette	5/17/2014	5/16/2016
Amy	Streitenberger	Fayette County Help Me Grow	Fayette	7/11/2013	7/10/2015
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
Debbie	Barnett	Plain Township Fire Department	Franklin	6/23/2015	6/22/2017
Rachel	Barnett	Mt Carmel St Anns	Franklin	10/27/2013	10/26/2015
Kathryn	Beck	Columbus Safe Seats	Franklin	6/29/2013	6/28/2015
Julie	Bing	The Ohio State University	Franklin	4/15/2014	4/14/2016
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
David	Brizius	Creative Safety Solutions	Franklin	1/12/2014	1/11/2016
Thomas	Brown	Whitehall Police Department	Franklin	2/1/2015	1/31/2017
Mary Jo	Bumbico	AAA Ohio Auto Club	Franklin	4/24/2015	4/23/2017
Natalie	Campbell	Riverside Methodist Hospital NICU	Franklin	5/10/2014	5/9/2016
Kevin	Childs	Truro Township Fire Department	Franklin	5/18/2015	5/17/2017
Christine	Chovan	Christine Chovan	Franklin	3/11/2015	3/10/2017
Kathy	Cloud	AAA Ohio Auto Club	Franklin	3/22/2014	3/21/2016
Patricia	Corwin	Injury Biomechanics Research Center	Franklin	4/24/2015	4/23/2017
Steve	Cossin	Truro Township Fire Department	Franklin	5/18/2015	5/17/2017
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
Clarissa	Dawson	Mount Carmel East	Franklin	10/27/2013	10/26/2015
Molly	Ditello	Molly Ditello	Franklin	2/28/2015	2/27/2017

First Name	Last Name	Company Name	County	Start Date	End Date
Sarah	Eason	Mount Carmel West	Franklin	2/28/2015	2/27/2017
Chalyn	Eiland	Riverside Methodist Hospital	Franklin	5/10/2014	5/9/2016
Dawn	Elliott	Mt Carmel CSC Outreach	Franklin	2/28/2015	2/27/2017
James	Evans	AAA Ohio Auto Club	Franklin	3/22/2014	3/21/2016
Ryan	Feyh	Jackson Township Fire Department	Franklin	8/30/2013	8/29/2015
William	Flora	Washington Township	Franklin	8/10/2013	8/9/2015
Patrick	Foley	Jackson Township Fire Department	Franklin	3/10/2014	3/9/2016
Diane	Fosselman	City of Westerville	Franklin	7/26/2013	7/25/2015
Chris	Fraley	Jackson Township Fire Dept.	Franklin	5/10/2014	5/9/2016
Roslyn	Friday	Mt. Carmel Health System	Franklin	9/21/2014	9/20/2016
Sally	Friedrich	N/a	Franklin	4/5/2014	4/4/2016
Heather	Galli	Upper Arlington Police	Franklin	3/10/2014	3/9/2016
Christina	Galvan	Ohio Hispanic Coalition	Franklin	8/30/2013	8/29/2015
Jimmy	Galvan	Ohio Hispanic Coalition	Franklin	8/30/2013	8/29/2015
Brittany	Gnizak	Washington Twp Fire Department	Franklin	5/19/2014	5/18/2016
Marisa	Gonzales	Ohio Hispanic Coalition	Franklin	8/30/2013	8/29/2015
Krista	Goodwin	Mt. Carmel St. Ann's/Nationwide Children's	Franklin	9/21/2014	9/20/2016
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
Kearstin	Hamad	Mount Carmel East Hospital-NICU	Franklin	2/28/2015	2/27/2017
Karisa	Harvey	Columbus Public Health	Franklin	5/19/2014	5/18/2016
Daniel	Hayes	Jackson Township Fire Department	Franklin	8/30/2013	8/29/2015
R. Matthew	Headlee	Jackson Township Fire Department	Franklin	9/30/2013	9/29/2015
Christine	Herber	Mount Carmel Health	Franklin	2/28/2015	2/27/2017
Jessica	Hines	Ohio Hispanic Coalition	Franklin	8/30/2013	8/29/2015
Judy	Hirschfeld		Franklin	6/23/2015	6/22/2017
Nichole	Hodges	Nationwide Children's Hospital	Franklin	7/26/2013	7/25/2015
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
James	Irwin	Jackson Township Fire Dept.	Franklin	5/19/2014	5/18/2016
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
Kaitlyn	Kendall-Sperry	Ohio Hispanic Coalition	Franklin	8/30/2013	8/29/2015
James	Kitsmiller	Plain Township Fire Department	Franklin	11/22/2013	11/21/2015
Sandy	Kitzmiller	Westerville Division of Fire	Franklin	6/30/2013	6/29/2015
Pierre	La Rose	Westerville Division of Police	Franklin	3/23/2015	3/22/2017
Amy	Lawson		Franklin	5/31/2015	5/30/2017
Carrie	Layne	AAA Ohio Auto Club	Franklin	4/24/2015	4/23/2017
Carol	Levine	Carol Levine	Franklin	3/11/2015	3/10/2017
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
Whitney	Mason	AAA Ohio Auto Club	Franklin	3/22/2014	3/21/2016
Brad	Mathias	Jackson Township Fire Department	Franklin	3/10/2014	3/9/2016
Alison	Mausser	AAA Ohio Auto Club	Franklin	3/22/2014	3/21/2016
Paul	McClaskey	Washington Township Fire Department	Franklin	2/10/2015	2/9/2017
Dustin	McCoy	Jackson Township Fire Department	Franklin	3/10/2014	3/9/2016
Kristina	McCoy	Mount Carmel	Franklin	4/25/2015	4/24/2017
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

First Name	Last Name	Company Name	County	Start Date	End Date
Dan	Miller	Jackson Township Fire Department	Franklin	8/13/2013	8/12/2015
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	8/13/2013	8/12/2015
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	St. Ann's	Franklin	10/27/2013	10/26/2015
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	10/27/2013	10/26/2015
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	3/22/2014	3/21/2016
Carrie	Rhodes	Self	Franklin	5/14/2014	5/13/2016
Kristin	Roberts	Nationwide Children's Hospital, CIRP	Franklin	6/2/2014	6/1/2016
Nichole	Rode	Mt Carmel St Ann's Hospital	Franklin	10/27/2013	10/26/2015
Brittany	Roush	Mount Carmel Health System	Franklin	9/21/2014	9/20/2016
Jacob	Rowe	Jackson Township Fire Dept.	Franklin	5/10/2014	5/9/2016
Greg	Rudduck	Jackson Township Fire Department	Franklin	8/13/2013	8/12/2015
Mike	Rush	City of Westerville	Franklin	2/10/2015	2/9/2017
Laura	Schaeper	Mount Carmel, Diley Ridge Medical Center	Franklin	5/10/2014	5/9/2016
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
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
Sharon	Smith	Washington Township Fire Department	Franklin	8/13/2013	8/12/2015
Leanna	St. Armand	Leanna St. Armand	Franklin	3/11/2015	3/10/2017
Charles	Stenger	Jefferson Township Fire Department	Franklin	5/10/2014	5/9/2016
Lynsie	Stout	AAA Ohio Auto Club	Franklin	4/24/2015	4/23/2017
Holly	Strain	Ohio Hispanic Coalition	Franklin	8/30/2013	8/29/2015
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
Katy	Thomas	Katy Thomas	Franklin	5/10/2014	5/9/2016
Cindi	Toll	AAA Ohio Auto Club	Franklin	3/22/2014	3/21/2016
Gregory	Tussing	Jackson Township Fire Department	Franklin	6/2/2014	6/1/2016
Michael	Ullom	Westerville Division of Fire	Franklin	11/22/2013	11/21/2015
Kaleigh	Waits	Mount Carmel West Hospital	Franklin	10/27/2013	10/26/2015
Christine	Warner	Columbus City Schools	Franklin	10/2/2013	10/1/2015
Linda	Weir	Westerville Division of Fire	Franklin	7/26/2015	7/25/2017
Brian	Wess	Jackson Township Fire Department	Franklin	8/13/2013	8/12/2015
Charles	Wilhelm	Chuck Wilhelm/Mifflin Twp. Fire Dept.	Franklin	6/2/2014	6/1/2016
Brian	Williams	Truro Township Fire Department	Franklin	8/30/2013	8/29/2015
Cynthia	Wilson	StAnns Hospital	Franklin	2/1/2014	1/31/2016
Anna	Worman	Washington Township Fire Dept	Franklin	9/26/2013	9/25/2015
Trisha	Young	Riverside Methodist Hospital	Franklin	5/10/2014	5/9/2016

First Name	Last Name	Company Name	County	Start Date	End Date
Denese	Zarich	Mount Carmel Health System	Franklin	4/25/2015	4/24/2017
Sydney	Beck	Individual	Fulton	10/2/2014	10/1/2016
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
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
Brittney	Lybbert	Educator	Gallia	3/1/2015	2/28/2017
Melinda	Miller	Guiding Hand School	Gallia	10/27/2014	10/26/2016
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	10/2/2013	10/1/2015
Tracy	Leach	Kettering Fire Department	Greene	12/2/2013	12/1/2015
Rob	Morris	Rob Morris	Greene	9/13/2013	9/12/2015
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	7/21/2013	7/20/2015
Carol	Huhn	SEORMC	Guernsey	6/6/2015	6/5/2017
Valerie	Perkins	Ohio State Highway Patrol	Guernsey	7/21/2013	7/20/2015
Dan	Albertz	Delhi Township Fire Department	Hamilton	4/15/2015	4/14/2017
Don	Angst	Colerain Township Fire Department	Hamilton	6/18/2014	6/17/2016
Susan	Arnold	Shriners Hospital for Children - Cincinnati	Hamilton	11/19/2013	11/18/2015
Jeff	Ashpaw	Pierce Township Fire Department	Hamilton	9/28/2014	9/27/2016
William	Barnes	Union Township Fire Department	Hamilton	11/30/2013	11/29/2015
Dane	Baumgartner	Blue Ash Police Department	Hamilton	4/19/2015	4/18/2017
Jeffrey	Bayer	Green Township Fire and EMS	Hamilton	5/18/2014	5/17/2016
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
Mary	Bengel	Cincinnati Children's Hospital Medical Center	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	7/14/2014	7/13/2016
Doug	Bingaman	MIHJFD	Hamilton	5/15/2015	5/14/2017
Amy	Blyth	Cincinnati Children's Hospital Medical Center	Hamilton	11/19/2014	11/18/2016
Michael	Branigan	Green twp fire/ems	Hamilton	5/18/2014	5/17/2016
Jacob	Bryant	Union Township Fire Department	Hamilton	11/30/2013	11/29/2015
Jeffrey	Bryant	Springdale Fire Department	Hamilton	9/12/2014	9/11/2016
Benjamin	Buczak	Union Township Fire Department	Hamilton	11/30/2013	11/29/2015
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
Suzanne	Casteel	Sharonville Fire Dept.	Hamilton	4/24/2015	4/23/2017
Chad	Caudell	Loveland Police Department	Hamilton	11/2/2013	11/1/2015
Chandra	Corbin	Norwood Health Dept.	Hamilton	11/2/2013	11/1/2015
MIKE	CRAMERDING		Hamilton	5/10/2014	5/9/2016
Eric	Dauer	Colerain Township Fire and EMS	Hamilton	6/24/2013	6/23/2015
Benjamin	Degenhardt	Blue Ash Fire Department	Hamilton	5/5/2014	5/4/2016
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
Jennifer	Dransman	Colerain Township Fire Dept.	Hamilton	9/22/2013	9/21/2015



First Name	Last Name	Company Name	County	Start Date	End Date
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	5/2/2014	5/1/2016
Louis	Ernstes	City of Blue Ash Fire	Hamilton	9/2/2013	9/1/2015
Stephanie	Estes	Cincinnati Children's Hospital Medical Center	Hamilton	5/15/2015	5/14/2017
Frank	Fazzio	Madeira/Indian Hill J.F.D.	Hamilton	9/23/2013	9/22/2015
Andrew	Ferguson	TriHealth Bethesda Butler County Emergency	Hamilton	4/19/2015	4/18/2017
Bob	Frank	Springdale Fire Dept	Hamilton	4/2/2014	4/1/2016
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
Courtenay	Gamber	Blue Ash Fire Dept	Hamilton	10/2/2013	10/1/2015
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	4/20/2014	4/19/2016
Genia	Goodin	Cincinnati Children's Hospital	Hamilton	11/2/2013	11/1/2015
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	9/12/214	9/11/2016
Jermaine	Hill	Forest Park Fire Department	Hamilton	5/19/2014	5/18/2016
Robert	Hoover	Blue Ash Fire Department	Hamilton	7/1/2013	6/30/2015
Aaron	Hopkins	Harrison Fire Department	Hamilton	5/30/2015	5/29/2017
Tim	Hudson	Springdale Fire Dept.	Hamilton	6/27/2014	6/26/2016
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	11/30/2013	11/29/2015
Phillip	Klug	Colerain Twp. Fire Department	Hamilton	7/2/2015	7/1/2017
Kevin	Kraemer	N/A	Hamilton	5/14/2014	5/13/2016
Mike	Kramer	Sycamore Township	Hamilton	5/28/2015	5/27/2017
Craig	Kuhlmann	Springdale Fire Dept	Hamilton	5/16/2014	5/15/2016
Heather	Kuhn	AAA Allied Group	Hamilton	6/29/2014	6/28/2016
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	11/20/2013	11/19/2015
Joe	Lehn	Springdale Fire Dept.	Hamilton	6/27/2014	6/26/2016
Thomas	Lindsey	Springdale Fire Dept.	Hamilton	12/15/2013	12/14/2015
Brian	Losekamp	Springdale Fire Dept	Hamilton	5/16/2014	5/15/2016
Amanda	Luciano	CCHMC	Hamilton	6/2/2013	6/1/2015
Kathryn	Luckett	Aaa allied group	Hamilton	5/16/2014	5/15/2016
Nick	Luehrman	Union Township Fire Department	Hamilton	11/30/2013	11/29/2015
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	12/4/2013	12/3/2015
Patrick	McCall	Madeira & Indian Hill Joint Fire District	Hamilton	3/30/2014	3/29/2016
Joseph	Meister	Greenhills Fire Department	Hamilton	9/13/2013	9/12/2015
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

First Name	Last Name	Company Name	County	Start Date	End Date
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	Harrison Fire 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	11/2/2013	11/1/2015
Amy	Nutley	Sharonville Fire Dept	Hamilton	12/2/2013	12/1/2015
Christina	Otten	Christina Otten	Hamilton	6/6/2013	6/5/2015
Shane	Packer	Colerain Township Fire Department	Hamilton	11/30/2013	11/29/2015
Joe	Parks	Springdale Department	Hamilton	7/14/2014	7/13/2016
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
Jason	Phillips	Amberley Village Police-Fire	Hamilton	6/17/2013	6/16/2015
Roger	Pohlman	Blue Ash PD	Hamilton	3/30/2014	3/29/2016
Kimberly	Price	Cincinnati Children's Hospital Medical Center	Hamilton	3/30/2014	3/29/2016
Patrick	Pyles	City of Cheviot Fire Division	Hamilton	9/12/2014	9/11/2016
Amanda	Reardon	Harrison Fire Department	Hamilton	5/15/2015	5/14/2017
Kenneth	Reardon	Union Township Fire Department	Hamilton	11/30/2013	11/29/2015
Ralph	Richey	Springdale Fire Dept.	Hamilton	4/2/2015	4/1/2017
Fernando	Rico-Alarcon	Cincinnati Children's Hospital	Hamilton	6/24/2013	6/23/2015
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
Steven	Sarver	Springdale Fire Dept.	Hamilton	6/27/2014	6/26/2016
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
Dave	Schneberger	Colerain Township Fire Dept.	Hamilton	9/22/2013	9/21/2015
Bryon	Semm	Delhi Fire Department	Hamilton	9/28/2013	9/27/2015
Laurence	Seymour	Green Township Fire and E.M.S.	Hamilton	11/2/2013	11/1/2015
Julie	Sheets	Greenhills Volunteer Fire Department	Hamilton	9/13/2013	9/12/2015
Gregg	Shewbridge	Sharonville Fire Department	Hamilton	5/28/2015	5/27/2017
Emily	Sirk	Cincinnati Children's Hospital	Hamilton	9/12/2014	9/11/2016
James	Skirvin	Springdale Fire Department	Hamilton	5/2/2014	5/1/2016
Nick	South	Union Township Fire Department	Hamilton	11/30/2013	11/29/2015
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	Theaders	City of Blue Ash Fire Department	Hamilton	9/23/2013	9/22/2015
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
Jeffrey	Walters	Union Township Fire Department	Hamilton	11/30/2013	11/29/2015
Nathaniel	Washatka	Cincinnati Children's Hospital	Hamilton	8/28/2014	8/27/2016
Heath	Waxman	Springdale Fire Dept.	Hamilton	4/2/2015	4/1/2017
Cle	Weitzel	Cle Weitzel	Hamilton	3/30/2014	3/29/2016
Anthony	Whitman	Sharonville Fire Dept.	Hamilton	5/9/2015	5/8/2017
Robert	Williams	Delhi Twp Fire Dept	Hamilton	9/12/2014	9/11/2016
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	11/20/2013	11/19/2015
Donald	Zimmerman	MIHJFD	Hamilton	5/15/2015	5/14/2017

First Name	Last Name	Company Name	County	Start Date	End Date
Becky	Bern	Findlay City Health Department	Hancock	6/29/2013	6/28/2015
Shannon	Chamberlin	Findlay City Health Department	Hancock	10/2/2014	10/1/2016
Brian	Dill	City of Findlay Police Department	Hancock	8/8/2013	8/7/2015
Brianna	Hiegel	Help Me Grow	Hancock	10/2/2014	10/1/2016
Melissa	Jack	Findlay City Health Department	Hancock	8/8/2013	8/7/2015
Jason	Jerisha		Hancock	12/6/2013	12/5/2015
LeAnna	McGuire	Hancock County Health Department	Hancock	10/2/2014	10/1/2016
Emily	Messmer	Hancock County Family First Council/Help Me Grow	Hancock	8/8/2013	8/7/2015
Mandy	Myers	Help Me Grow	Hancock	10/2/2014	10/1/2016
Jennifer	Rathburn	Findlay City Health Department	Hancock	7/1/2013	6/30/2015
Noah	Stuby	Findlay City Health Department	Hancock	10/2/2014	10/1/2016
Cassandra	Van Horn	Cassandra Van Horn	Hancock	10/9/2014	10/8/2016
Dawn	Wallen	Findlay City Health Department	Hancock	6/29/2013	6/28/2015
Mindy	Friemoth	Kenton-Hardin Health Department	Hardin	4/5/2014	4/4/2016
Michael	McKee	Hardin County Sheriff's Office	Hardin	4/5/2014	4/4/2016
Courtney	Erdos	Help Me Grow	Harrison	6/13/2013	6/12/2015
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	10/25/2013	10/24/2015
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	12/4/2013	12/3/2015
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
Nancy	Holbrook	Nancy Holbrook	Hocking	9/27/2013	9/26/2015
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	Community Health Partners	Huron	10/22/2013	10/21/2015
Christina	Cherry	Huron County General Health District	Huron	5/19/2014	5/18/2016
Beatrice	Dyer	Huron County Health Department	Huron	6/2/2014	6/1/2016
Katherine	Gerhardinger	Huron County Public Health	Huron	5/5/2014	5/4/2016
Kayla	Porter	Huron County Public Health	Huron	5/26/2015	5/25/2017
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	11/19/2013	11/18/2015
Debbie	Willis	Jackson county EMS	Jackson	4/2/2015	4/1/2016
Jeremiah	Lucas	TEMS-JAD	Jefferson	9/10/2013	9/9/2015
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
Roert	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	10/2/2013	10/1/2015
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
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

First Name	Last Name	Company Name	County	Start Date	End Date
Jason	Whisner	Mount Vernon Fire Department	Knox	5/2/2015	5/1/2017
Mike	Whitaker	Knox County Health Department	Knox	9/27/2013	9/26/2015
Teresa	Ackerman	Madison Township Police	Lake	9/23/2014	9/22/2016
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
Brandy	Hanusosky	Lake Metroparks Ranger Department	Lake	11/19/2013	11/18/2015
Michael	Iacobucci	Beachwood Fire Department	Lake	11/2/2013	11/1/2015
Lisa	Izzo	Fairview hospital	Lake	6/3/2013	6/2/2015
STACY	LYLES		Lake	11/5/2014	11/4/2016
Christine	Margalis	Lake County General Health District	Lake	10/12/2014	10/11/2016
Kathy	Milo	Lake County Health District	Lake	12/2/2013	12/1/2015
Peters	Nathan	Mentor Fire Department	Lake	9/23/2014	9/22/2016
Mike	Primiano	MAYfield Hts. Fire Dept.	Lake	5/3/2014	5/2/2016
Shawn	Rodeheaver	Concord Twp Fire Department	Lake	5/28/2015	5/27/2017
Marilyn	Satterfield	Mentor Police Dept.	Lake	4/2/2015	4/1/2017
Taya	Workum	Painesville Police Department	Lake	9/23/2014	9/22/2016
Audrey	Adzic	Licking Memorial Hospital	Licking	3/11/2015	3/10/2017
Alex	Crabbin	Mount carmel st anns	Licking	10/27/2013	10/26/2015
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	10/27/2013	10/26/2015
Lynn	Messenger	Mt. Carmel East Hospital	Licking	2/28/2015	2/27/2017
NICOLE	MILLER	LICKING MEMORIAL HOSPITAL	Licking	4/16/2014	4/15/2016
HEATHER	NETHERS	LICKING MEMORIAL HOSPITAL	Licking	10/27/2013	10/26/2015
Nancy	OBrien	MT carmel Health	Licking	10/27/2013	10/26/2015
CAMI	PACKHAM	LICKING MEMORIAL HOSPITAL	Licking	4/27/2014	4/26/2016
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
Abby	Tabler	Licking Memorial Hospital – Maternal Child	Licking	9/21/2014	9/20/2016
Kate	White	Home	Licking	5/6/2014	5/5/2016
Andrea	Young	Licking Memorial Hospital	Licking	5/19/2014	5/18/2016
Christina	Bramlage	Logan County WIC Office	Logan	11/6/2013	11/5/2015
Ashley	Ford	AAA Ohio Auto Club	Logan	9/21/2014	9/20/2016
Joe	Freyhof	Russells Point Police Department	Logan	4/20/2014	4/19/2016
Joel	Kranenburg	Russells Point Police Department	Logan	4/20/2014	4/19/2016
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
Anna	Akers	EMH Healthcare	Lorain	8/8/2013	8/7/2015
Nicole	Beal	Elyria Memorial Hospital	Lorain	5/19/2014	5/18/2016
Katie	Bevan	Lorain County General Health District	Lorain	5/16/2014	5/15/2016
Kevin	Blair	Sheffield Village Fire Department	Lorain	5/26/2015	5/25/2017
Angie	Collier	Lorain County General Health District	Lorain	5/5/2014	5/4/2016
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	10/2/2013	10/1/2015
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

First Name	Last Name	Company Name	County	Start Date	End Date
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	8/8/2013	8/7/2015
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	5/7/2014	5/6/2016
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	5/19/2014	5/18/2016
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
Kimberly	Bunce	Village of Ottawa Hills	Lucas	6/29/2013	6/28/2015
Shelly	Condon	The Toledo Safe Kids Coalition	Lucas	5/2/2015	5/1/2017
James	Ferguson	Toledo Fire & Rescue	Lucas	4/5/2014	4/4/2016
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
Dennis	Kookoothe	Toledo Children's Hospital	Lucas	6/29/2013	6/28/2015
Danilynn	Miller	City of Sylvania Police Dept.	Lucas	6/2/2015	6/1/2017
Wendy	Newsome	Maumee Police Division	Lucas	5/17/2014	5/16/2016
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	7/1/2012	6/30/2014
Mark	Smith	Lullaby Lane	Lucas	5/27/2014	5/26/2016
Ryan	Spangler	Oregon Police Division	Lucas	7/5/2013	7/4/2015
Brooke	Tibbits	Lullaby Lane	Lucas	5/27/2014	5/26/2016
Jillian	Urbanski	Maumee Police Division	Lucas	5/20/2014	5/19/2016
Leslie	Wood		Lucas	6/29/2013	6/28/2015
Michael	Worden	Oregon Police Division	Lucas	5/27/2014	5/26/2016
Rita	Yunker	Whitehouse Fire Department	Lucas	10/13/2014	10/12/2016
Zachary	Antle	Madison County EMD	Madison	5/10/2014	5/9/2016
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
Brian	Booksing	Youngstown Police Department	Mahoning	12/19/2013	12/18/2015
Amanda	Hamm	US Army	Mahoning	6/23/2014	6/22/2016
Danielle	Johns	Akron Children's Hospital	Mahoning	12/19/2013	12/18/2015
Stacy	Karis	Lowellville Police Department	Mahoning	4/29/2015	4/28/2017
Andrea	Landis	Andrea Landis	Mahoning	8/18/2014	8/17/2016

First Name	Last Name	Company Name	County	Start Date	End Date
Stacey	Merlo	Akron Children's Hospital	Mahoning	12/19/2013	12/18/2015
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	7/2/2013	7/1/2015
Andrea	Taddei	Akron Children's Hospital/Mahoning Valley	Mahoning	12/19/2013	12/18/2015
Jeffrey	Toth	Austintown Township Police District	Mahoning	10/2/2013	10/1/2015
Marci	Muciek	Marion County Board of Developmental Disabilities	Marion	6/13/2013	6/12/2015
Alicia	Turner	AAA Ohio Auto Club	Marion	3/22/2014	3/21/2016
Stephanie	Wheeler	Marion County Board of DD	Marion	8/30/2013	8/29/2015
John	Dukeman	AAA Ohio Auto Club	Medina	9/11/2014	9/10/2016
Angie	Farmer	Mercury Distributing	Medina	6/13/2013	6/12/2015
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	10/15/2013	10/14/2015
Timothy	McCurry	Wadsworth Fire Dept.	Medina	7/2/2013	7/1/2015
Jamie	McNeeley	Medina County Health Department	Medina	8/29/2014	8/28/2016
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	9/3/2013	9/2/2015
Lynda	Reeves	Brunswick Division of Police	Medina	8/29/2014	8/28/2016
Kevin	Scullin	City of Brunswick	Medina	10/12/2013	10/11/2015
Pam	Shank	Medina County Health Department	Medina	7/16/2014	7/15/2016
Patrick	Shank	Volunteer	Medina	9/3/2013	9/2/2015
Nadine	Vancamp	Child Source	Medina	5/27/2015	5/26/2017
Dolores	Votruba	Mercury Distributing	Medina	5/27/2015	5/26/2017
Janice	Yorko	AAA Ohio Auto Club	Medina	4/17/2015	4/16/2017
Connie	Clark		Mercer	9/17/2013	9/16/2015
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
Cindy	James	Mercer County Community Hospital	Mercer	6/13/2013	6/12/2015
Gail	Jutte	Mercer county Community Hospital	Mercer	6/13/2013	6/12/2015
Doris	Muhlenkamp	Mercer County Community Hospital	Mercer	6/13/2013	6/12/2015
Julia	Shaffer	Mercer County Health Department	Mercer	5/16/2015	5/15/2017
Kristina	Timmerman	Mercer Co-Celina City Health Department	Mercer	5/10/2014	5/9/2016
Bruce	Clingan	Troy Police Department Auxillary	Miami	4/5/2014	4/4/2016
Shawn	McMaken		Miami	7/2/2013	7/1/2015
Joel	Misirian	Troy Police Department	Miami	5/2/2014	5/1/2016
Aaron	Simmons		Miami	7/2/2013	7/1/2015
Tricia	Studebaker	AAA	Miami	4/18/2015	4/17/2017
Staci	Isaly	Monroe County Board of Developmental Disabilities	Monroe	9/27/2013	9/26/2015
Barbara	Parr	G.M.N. Head Start	Monroe	4/26/2014	4/25/2016
Tom	Andolina	Evenflo Company Inc	Montgomery	7/29/2013	7/28/2015
David	Arway	Evenflo Company, Inc.	Montgomery	5/16/2014	5/15/2016
John	Bacon	Evenflo Company	Montgomery	9/13/2013	9/12/2015
Tammy	Baker	AAA Miami Valley	Montgomery	4/2/2015	4/1/2017
Alan	Ball	Evenflo	Montgomery	5/16/2014	5/15/2016
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
Brian	Blinn	Englewood Fire Department	Montgomery	5/16/2014	5/15/2016
Kyle	Bohinc	Evenflo Company Inc	Montgomery	9/13/2013	9/12/2015
Emily	Brewer	Emily Brewer	Montgomery	3/5/2015	3/4/2017

First Name	Last Name	Company Name	County	Start Date	End Date
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	4/5/2014	4/4/2016
Eric	Cook	City of Englewood	Montgomery	7/11/2013	7/10/2015
David	Cooper	Moraine Fire Dept	Montgomery	1/2/2014	1/1/2016
Mary	Craft	Dayton Children's Hospital	Montgomery	6/24/2014	6/23/2016
Eric	Dahle	Evenflo	Montgomery	9/28/2014	9/27/2016
Michael	Danber	Moraine Fire Department	Montgomery	1/2/2014	1/1/2016
Andrew	Davis	Evenflo	Montgomery	5/23/2015	5/22/2017
Steve	Dubois	Beavercreek Twp. Fire Dept.	Montgomery	4/20/2014	4/19/2016
Charles	Gambill	Moraine Fire Dept.	Montgomery	12/5/2013	12/4/2015
Megan	Gaul	Wright Patterson AFB Medical Center	Montgomery	2/10/2015	2/9/2017
Teresa	Giehl	Children's Medical Center	Montgomery	10/22/2013	10/21/2015
Trevor	Good	Evenflo	Montgomery	11/4/2014	11/3/2016
Kimberly	Hannahan	City of Vandalia Division of Fire	Montgomery	4/5/2014	4/4/2016
Dustin	Harrison	Beavercreek Twp. Fire Dept.	Montgomery	4/20/2014	4/19/2016
Megan	Henry	Englewood Fire Department	Montgomery	5/16/2014	5/15/2016
Nicholas	Hoagland	Beavercreek Twp Fire Dept.	Montgomery	6/24/2014	6/23/2016
Valerie	Hormann	Evenflo	Montgomery	11/4/2014	11/3/2016
Alyssa	Hogue	Evenflo	Montgomery	5/16/2014	5/15/2016
Kris	Holbrook	Kettering fire dept	Montgomery	12/2/2013	12/1/2015
Nicholas	Hosford	Kettering Fire Dept.	Montgomery	12/2/2013	12/1/2015
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
Ethan	Klussman	Kettering Fire Dept	Montgomery	2/6/2015	2/5/2017
William	Korb	Kettering Fire	Montgomery	10/19/2014	10/18/2016
Angela	Kuck	Angela Kuck	Montgomery	6/24/2014	6/23/2016
Christy	Lacy	AAA Allied Group	Montgomery	11/4/2014	11/3/2016
Timothy	Lammert	Beavercreek Police Department	Montgomery	5/9/2015	5/8/2017
Jason	McRoberts	Evenflo Company	Montgomery	9/13/2013	9/12/2015
Kent	Newbright	Evenflo	Montgomery	11/8/2014	11/7/2016
Brian	Pleiman	Evenflo Company Inc	Montgomery	6/9/2013	6/8/2015
Terry	Prass	Butler Twp. Fire Dept.	Montgomery	4/5/2014	4/4/2016
Keith	Schaeffer	Evenflo	Montgomery	11/4/2014	11/3/2016
Rachel	Schubeler	AAA Allied Group	Montgomery	11/4/2014	11/3/2016
Lisa	Schwing	The Children's Medical Center	Montgomery	10/22/2013	10/21/2015
Corey	Shreves	Goodwill Easter Seals Miami Valley	Montgomery	11/4/2014	11/3/2016
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	5/16/2014	5/15/2016
Bryan	Sowers	Englewood Fire Department	Montgomery	5/16/2014	5/15/2016
Cory	Stump	AAA Allied Group	Montgomery	6/29/2014	6/28/2016
Brandon	Sucher	Huber Heights Police Division	Montgomery	4/18/2015	4/17/2017

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Brenda	Talbott	Kettering Medical Center	Montgomery	7/2/2013	7/1/2015
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
Tequillia	Washington	Dayton Children's Hospital	Montgomery	6/24/2014	6/23/2016
Brian	Whitt	Evenflo Company Inc	Montgomery	7/29/2013	7/28/2015
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	3/22/2014	3/21/2016
Michelle	Thompson	Marion Township Fire Department	Morrow	8/18/2014	8/17/2014
Kelly	Worstell	Morrow Co. Health Dept	Morrow	5/17/2014	5/16/2016
Rhoda	Collins	AAA Ohio Auto Club	Muskingum	3/22/2014	3/21/2016
Laurie	Coplin	ZMCHD-Muskingum County WIC	Muskingum	3/10/2014	3/9/2016
Ginger	Miller	West Licking Joint Fire District	Muskingum	11/22/2013	11/21/2015
Lisa	Wayt	Muskingum County Children Services	Muskingum	7/21/2013	7/20/2015
Tabatha	Willett	ZMCHD Annex	Muskingum	3/10/2014	3/9/2016
David	Woodward	Violet Twp Fire Dept.	Muskingum	11/10/2013	11/9/2015
Christina	Wise	Noble County Health Dept.	Noble	5/2/2015	5/1/2017
Karie	Cook	Perry County Health Department	Perry	10/27/2014	10/26/2016
Sherry	Sims	Perry Co. Help Me Grow	Perry	10/27/2012	10/26/2014
Jennifer	Allen	Jennifer Allen	Pickaway	3/11/2015	3/10/2017
Daniel	Cain	City of Circleville Fire Department	Pickaway	2/1/2015	1/31/2017
Cory	Kerns	Circleville Fire Department	Pickaway	6/2/2014	6/1/2016
Daniel	Puckett	Circleville Fire Department	Pickaway	2/1/2015	1/31/2017
Lori	Reid	Pickaway County Early Head Start	Pickaway	11/19/2013	11/18/2015
Melissa	Woodgeard	Pickaway County Early Head Start	Pickaway	11/19/2013	11/18/2015
Becky	Antonucci	None	Portage	5/4/2015	5/3/2017
Russell	Diehl	Brimfield Police Department	Portage	8/29/2014	8/28/2016
Angie	Earle	Portage County Health Department	Portage	7/2/2013	7/1/2015
Patricia	Harjung	Brimfield Police Department	Portage	8/29/2014	8/28/2016
Danielle	Koch	Koch	Portage	5/7/2014	5/6/2016
Stefen	Krieger	Aurora Fire Dept.	Portage	12/2/2013	12/1/2015
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
Nick	Schkurko	Reminderville FD	Portage	7/2/2013	7/1/2015
John	Schmader	Aurora Fire Department	Portage	5/3/2014	5/2/2016
Leah	Watkins	Preble County General Health District	Preble	7/22/2013	7/21/2015
Scott	Wilford	Preble County General Health District	Preble	5/2/2014	5/1/2016
Mary	Duling	Putnam Co. Health Dept.	Putnam	12/2/2013	12/1/2015
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
Edeisha	Brooks	Mansfield ontario richland county health dept	Richland	5/5/2014	5/4/2016
Dana	Eichelberger	Mansfield-Ontario-Richland County Health Departmen	Richland	6/23/2013	6/22/2015
JOAN	EWING	N/A	Richland	5/5/2014	5/4/2016
Clara	Freer	Mansfield/Ontario Richland County Health Dept	Richland	9/26/2013	9/25/2015
Stacey	Nolen	Mansfield Ontario Richland County Health Dept	Richland	5/5/2014	5/4/2016
Reed	Richmond	Mansfield/Ontario/Richland County Health Dept.	Richland	6/24/2014	6/23/2016
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



First Name	Last Name	Company Name	County	Start Date	End Date
Amie	Unger	Ross County Health District	Ross	10/22/2013	10/21/2015
Patricia	Lee	Easter Seals	Sandusky	10/22/2013	10/21/2015
Jennifer	Siler	AAA Ohio Auto Club	Sandusky	3/22/2014	3/21/2016
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	6/24/2013	6/23/2015
Ashley	Harmon	CAO Scioto County EHS	Scioto	5/14/2014	5/13/2016
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
Drew	Lucius	Tiffin Fire/Rescue Division	Seneca	10/2/2014	10/1/2016
Karla	Mehlow	AAA Ohio Auto Club	Seneca	10/2/2014	10/1/2016
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	5/5/2014	5/4/2016
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	11/2/2013	11/1/2015
Steve	Ash	Plain Township Fire & Rescue	Stark	9/23/2013	9/22/2015
Gary	Coen	North Canton Fire Dept.	Stark	3/1/2014	2/28/2016
Janet	Copeland	Canton City Health Department	Stark	3/13/2014	3/12/2016
Andrew	Cramer	North Canton Fire & EMS	Stark	9/23/2013	9/22/2015
Allen	DeGuzman	North Canton Fire Department	Stark	5/5/2014	5/4/2016
Paola	Dorto	AAA Ohio Auto Club	Stark	3/22/2014	3/21/2016
Karen	Elliott	Uniontown Fire Dept	Stark	9/23/2013	9/22/2015
Jason	Hamblin	Uniontown Fire Department	Stark	6/27/2014	6/26/2016
Leanne	Johnson		Stark	7/2/2013	7/1/2015
David	Kerber	Early Childhood Resource Center	Stark	9/23/2013	9/22/2015
Kevin	Lanzer	Safe Kids of Stark County	Stark	5/5/2014	5/4/2016
Brandon	Mackall	Plain Township Fire & Rescue	Stark	9/23/2013	9/22/2015
Chris	Massouh	North Canton Fire/EMS	Stark	9/23/2013	9/22/2015
Thomas	McCallin	Retired	Stark	9/2/2013	9/1/2015
Sheree	Nuske	Aultman Hospital	Stark	10/27/2013	10/26/2015
Rob	Ramey	Plain Township Fire & Rescue	Stark	9/23/2013	9/22/2015
Kenny	Ray	Uniontown Fire	Stark	4/20/2014	4/19/2016
Debbie	Sharkey	YMCA of Central Stark County	Stark	5/2/2015	5/1/2017
Jonathan	Smith	Hartville Fire Dept	Stark	4/15/2014	4/14/2016
Aaron	Stoller	Jackson Township Fire Department	Stark	5/5/2014	5/4/2016
Jason	Walker	Uniontown Fire Dept	Stark	6/27/2014	6/26/2016
Karen	Cole	Community Health Center	Summit	12/19/2013	12/18/2015
Brian	Douds	Hudson Emergency Medical Service	Summit	12/19/2013	12/18/2015
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	5/7/2014	5/6/2016
Michael	Hitchings	New Franklin Police Dept	Summit	9/22/2013	9/21/2015
Billie	Laurenti	Springfield Township Police Department	Summit	4/22/2015	4/21/2017
Julie	Marcinkoski	United States Pretrial Services and Probation	Summit	5/4/2015	5/3/2017
Jennifer	Marks	Akron Children's Hospital	Summit	4/16/2014	4/15/2016

First Name	Last Name	Company Name	County	Start Date	End Date
Mike	Merritt	Hudson Fire Department	Summit	12/19/2013	12/18/2015
Andrew	Miller	Northfield Center Fire Department	Summit	5/28/2014	5/27/2016
Nicole	Miller		Summit	5/4/2015	5/3/2017
Kevin	Nelson	Hudson Fire Department	Summit	12/19/2013	12/18/2015
Lisa	Pardi	Akron Childrens Hospital	Summit	7/2/2013	7/1/2015
Stephanie	Ramsey		Summit	5/4/2015	5/3/2017
Ray	Saviciunas	Hudson Emergency Medical Service	Summit	12/19/2013	12/18/2015
Alan	Ternosky	Twinsburg Police Department	Summit	7/10/2013	7/9/2015
Heather	Trnka	Akron Children's Hospital	Summit	4/15/2014	4/14/2016
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	12/19/2013	12/18/2015
Jennifer	Francis	Trumbull County Health Department	Trumbull	4/6/2015	4/5/2017
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
Susan	Shutrump	Trumbull County Educational Service Center	Trumbull	12/2/2013	12/1/2015
Rita	Spahlinger	Trumbull County Health Department	Trumbull	7/2/2013	7/1/2015
Leslie	Blake	Union Hospital	Tuscarawas	4/17/2015	4/16/2017
Megan	Campbell	Tuscarawas County Health Department	Tuscarawas	4/17/2015	4/16/2017
Sonia	Rodriguez	T.C.H.D.	Tuscarawas	4/17/2015	4/16/2017
Valerie	Wallace	Tuscarawas County Health Department	Tuscarawas	7/2/2013	7/1/2015
Dorothy	Yoder	Tuscarawas County Health Department	Tuscarawas	6/13/2013	6/12/2015
Elizabeth	Fries	Union County Health Department	Union	6/14/2015	6/13/2017
Shawwna	Jordan	Union County Health Dept	Union	6/2/2014	6/1/2016
Dylan	Renkert	Honda of America Manufacturing	Union	9/21/2014	9/20/2016
Shawn	Sech	Union County Health Department	Union	8/13/2013	8/12/2015
Jennifer	Thrush	Union County Health Dept	Union	11/5/2014	11/4/2016
Kim	Zacharias	Union County Sheriff's Office	Union	7/23/2014	7/22/2016
Leslie	Bailey	Van Wert County Health Department	Van Wert	5/10/2014	5/9/2016
TONYA	BOWERSOCK	VAN WERT COUNTY HOSPITAL	Van Wert	6/24/2014	6/23/2016
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	8/23/2012	8/22/2014
Barbi	Hammond	Vinton County Help Me Grow	Vinton	6/23/2014	6/22/216
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	12/2/2013	12/1/2015
Maria	Ernest	Warren County Combined Health District	Warren	5/2/2014	5/1/2016
William	Harrison	Salem / Morrow Fire Department	Warren	4/15/2015	4/14/2017
Aaron	Lewis	Sheffield Village Fire Department	Warren	10/27/2013	10/26/2015
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
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	3/22/2014	3/21/2016
Beth	Ewing	Community Action Wayne/Medina	Wayne	6/29/2014	6/28/2016

<b>First Name</b>	<b>Last Name</b>	<b>Company Name</b>	<b>County</b>	<b>Start Date</b>	<b>End Date</b>
Curtiss	Gillespie	Doylestown Police Dept.	Wayne	6/13/2013	6/12/2015
Jan	Higgins	Jan Higgins Help Me Grow	Wayne	10/22/2013	10/21/2015
Jenna	Saylor	Jenna Saylor	Wayne	5/5/2014	5/4/2016
Margot	Yoder	Community Action of Wayne and Medina	Wayne	4/17/2015	4/16/2017
Karen	Hauck	Williams County Health Dept.	Williams	12/2/2013	12/1/2015
Sue	McLain	Sue McLain	Williams	10/22/2013	10/21/2015
Candy	Scribner	Williams County Health Department	Williams	3/10/2014	3/9/2016
Terry	Gundy	Wood County Hospital	Wood	5/2/2015	5/1/2017
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
Amy	Allan	Perrysburg Fire Division	Wood	10/2/2014	10/1/2016

## Attachment B

### 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). Ohio's network is comprised of seven regions. See map on page 170.

The statewide coordinator, housed at 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 child passenger safety (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.

OPRCs are a crucial part of Ohio's regional network. Each of the OPRCs is required to be a 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 – Safe Kids 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 2014, 12 courses were offered through the OPRC Program, resulting in 134 new technicians.

***Renewal/Refresher Courses*** – OPRCs offer training opportunities to retain technicians in their regions. 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 2014, 49 courses were offered through the OPRC Program.

***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. A minimum of 27 car 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.



**Region 1**

Gina Veres  
ProMedica Toledo Children's Hospital  
2142 N. Cove Blvd., HMT 940  
Toledo, Ohio 43606  
Phone: 419-291-5412  
[gina.veres@ProMedica.org](mailto:gina.veres@ProMedica.org)

**Region 3**

Donna Laake  
Cincinnati Children's Hospital  
Trauma Services  
3333 Burnet Ave., ML 3013  
Phone: 513-636-7129  
Phone: 513-636-3827  
Donna.Laake@cchmc.org

**Region 5**

Ann Roderer  
Columbus Health Department  
240 Parsons Ave.  
Columbus, Ohio 43215  
Phone: 614-645-6138  
Fax: 614-645-6745  
AMRoderer@columbus.gov

**Region 7**

Patty Maag  
Tuscarawas County Health Dept.  
897 E. Iron Ave.  
Dover, Ohio 44622  
Phone: 330-343-5555 ext. 137  
[patty.maag@odh.ohio.gov](mailto:patty.maag@odh.ohio.gov)

**Region 2**

Jessica Saunders  
Children's Medical Center of Dayton  
One Children's Plaza  
Dayton, Ohio 45404  
Phone: 937-641-3385  
Phone: 937-641-3454  
[saundersj@childrensdayton.org](mailto:saundersj@childrensdayton.org)

**Region 4**

Priscilla Pennington  
Portsmouth Health Department  
605 Washington Street  
Portsmouth, Ohio 45662  
Phone: 740-353-8863 ext. 251  
Fax: 740-351-0694  
[priscilla.pennington@odh.ohio.gov](mailto:priscilla.pennington@odh.ohio.gov)

**Region 6**

Tom Vilt  
Rainbow Injury Prevention Center  
10524 Euclid Ave. WLK 3024  
Cleveland, Ohio 44106-6039  
Phone: 216-983-11115  
[Thomas.Vilt@UHhospitals.org](mailto:Thomas.Vilt@UHhospitals.org)

**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, the TRCC) for the state of Ohio, within the Ohio Department of Public Safety, as required by 23 C.F.R. §1200.22.
- Administrative support shall be provided by the Ohio Department of Public Safety, through the Ohio Traffic Safety Office (OTSO).

**Executive Committee:**

- The Director of Public Safety shall serve as the Chair of the Executive Committee.
- The Executive Committee shall meet as necessary to provide support to the TRCC.
- The Chair of the Executive Committee shall be responsible for appointing the Chair of the TRCC.
- The Executive Committee shall consist of the director of the following agencies, or a representative designated by the director of that agency.
  - The Ohio Department of Public Safety
  - The Ohio Department of Transportation
  - The Public Utilities Commission of the state of Ohio
  - The Supreme Court of the state of Ohio

**TRCC:**

- The Chair of the Executive Committee shall appoint the chair of the TRCC. The chair of the TRCC shall select someone to serve as a vice chair, and as the chair in the event that the chair is unable to be present.
- Should the Chair of the TRCC no longer be able to serve, the Chair of the Executive Committee shall appoint a new chair, who will then select a vice chair as above.



- TRCC shall meet at least three times annually, and each member shall have one vote.
- The TRCC may take action and develop rules 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 Traffic Records Coordinating Committee 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.
- The Ohio TRCC has 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 Committee:**


- The Executive Committee may create technical committees to perform work for the committee. Membership on these committees can include representatives from any of Ohio entity that contributes to or makes use of the traffic safety information system.
- The Executive Committee shall support the administration and operation functions of the Ohio TRCC to provide statewide resources for the purpose of reducing property, injury, and fatal traffic crashes on Ohio roadways.

**The TRCC shall:**

- In the event the Executive Committee wishes to create a technical committee, the chair of the TRCC shall appoint a committee chair. Technical committees can meet as often as needed to perform the work assigned by the Executive Committee, and committee chairs shall report committee activities and accomplishments to the TRCC and the Executive Committee chair at least quarterly.
- Have authority to review any of the State Highway safety data and traffic record systems and any changes to such systems before the changes are implemented.
- 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.
- Review and evaluate new technologies to keep the highway safety data and traffic records system current.
- Approve any change to the states multiunit strategic plan.

- 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.
- Have the authority to convene a working group of managers, collectors, and users of traffic records with representation from Highway safety, highway infrastructure, law-enforcement and adjudication, public health, injury control and motor carrier agencies whose membership shall meet on a regular basis.
- Consider and coordinate the views of organizations in the state that are involved in the administration, collection and use of Highway safety data and traffic record system.
- Assist TRCC members applying for public and private funds to support and improve traffic records.
- Approve expenditures of section 408 and 405C 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 2014 charter for the traffic records coordinating committee.***

  
 Ohio Department of Public Safety  
 John Born, Director

May 29, 2014  
 Date

  
 Ohio Department of Transportation  
 Jerry Wray

June 9<sup>th</sup>, 2014  
 Date

  
 Ohio Public Utilities Commission of Ohio  
 Thomas W. Johnson

6/20/2014  
 Date

  
 Supreme Court of Ohio  
 Mindi Wells

6.20.14  
 Date

## **Attachment D**

### **TRCC Meeting Schedule**

#### **Past Schedule**

July 16, 2014

September 17, 2014

November 5, 2014 – TRCC Assessment Kick-off (minutes not taken)

January 21, 2015

March 18, 2015

May 19, 2015

#### **Upcoming Schedule**

July 14, 2015

September 15, 2015

November 17, 2015

January 19, 2016

March 15, 2016

May 17, 2016

### **TRCC Agenda/Meeting Minutes**

#### **July 16, 2014**

#### **WELCOME**

- Have the members introduce themselves with their names and what agency/organization they represent.

#### **COMMITTEE REPORTS:**

- Administration (1 – 12) – Captain Combest– September meeting will focus on upcoming Records Assessment. The recent Ohio Strategic Planning Group meeting was well received. Many of the discussions focused on traffic data. Especially real time data sharing between participating agencies. The TRCC should consider visiting participating agencies (PUCO, Supreme Court, .etc.) as part of the 2015 agenda.
- Traffic Safety (13) – Felice Moretti - 2015 Highway Safety Plan (HSP) has been submitted to NHTSA with a continued emphasis on timeliness.
- Quality Control (14 – 20) – Eram Kennedy- 283 agencies have capability to submit crash data electronically. OLIS program still drawing interest. A demo of the

electronic citation is scheduled for Dayton PD in August. PUCO is experiencing a 45 day average for processing of commercial crash reports.

- Roadway Data (21 – 22) – Michael McNeil - LBRS recently added Montgomery County. Seventy-seven (77) counties completed with three (3) others pending. In-Car map tool project was previously approved for \$250,000. Based on current vendor discussions, an increase in allotted monies to \$300,000 is desired.
- Driver & Vehicle Services (23 – 26) – Jessica Torres / Russ Rauch - Electronic toll bill has passed legislature. The Spence bridge between Ohio & Kentucky is slated to collect tolls beginning in 2018-2020 range.
- Citation Tracking (27 – 33) – Chief Robinette - Infrastructure has been built. Public Safety is working with vendors to complete their interfaces. Ideas to enhance OVI tracking are being explored.
- EMS (34 – 38) – Sue Morris -

#### OLD BUSINESS:

- OH1 Update - Requests for distracted driver data becoming more frequent, now that a baseline has been established.
- Crash Pad Update - Targeted for implementation by end of 2014 or early 2015.
- 405 Grant
- ecitation pilot project (Clermont and Franklin County).

Information from roundtable – Tony Kenzie - **Supreme Court** – Will meet on commercial driver licensing. They are looking at available funding to address data standards.

#### NEW BUSINESS:

#### ADJOURN

#### September 17, 2014

- Introductions: names and what agency/organization represented.

#### COMMITTEE REPORTS:

- **Administration (1 – 12) – Eram Kennedy** – October 1 will be the participant's webinar with STRAP. All leaders should be in attendance and the November meeting will cover the kick-off of our Traffic Records Assessment. Everyone is asked to be in attendance. Updating a lot of our projects.
- **Traffic Safety (13) – Felice Moretti** – Not attending-No changes or updates. Trying to get funds liquidated.
- **Quality Control (14 – 20) – Eram Kennedy** – OLEIS program still drawing interest. The demo of the electronic citation for Dayton PD in August was received very well. There is an interest in the crash.
- **Roadway Data (21 – 22) – Michele McNeil** – **No change from previous project reporting** LBRS has seventy-seven (77) counties completed with three (3) others pending. In-Car map tool project was previously approved for \$250,000. Based on current vendor discussions, an increase in allotted monies to \$300,000 is desired.
- **Driver & Vehicle Services (23 – 26)** – Not in attendance
- **Citation Tracking (27 – 33) – Chief Robinette** – Pilot Project is in development in Franklin and Clermont counties. Working with vendors to get financial proposals.
- **EMS (34 – 38) – Sue Morris** – No Report

#### OLD BUSINESS:

- **OH1 Update** – No new update. We are not in favor of changing OH-1 to add a caption reference TIMS. The crash report is not due to modification for three more years.
- **Crash Pad Update** – Targeted for implementation by end of 2014 or early 2015.
- **408 Grant**- No report

#### NEW BUSINESS:

#### ADJOURN

#### November 5, 2014

TRCC Assessment Kick-off (minutes not taken)

#### January 21, 2015

**Attendees** – Dave Baker, Eram Kennedy, Michael McNeill, Derek Troyer, Sue Morris, Abby Warchal, Karen Rodgers, Eric Potts, Russ Rauch, Kelly Selzer, Jordan Whister, Chris

Gregory, Lori Genzen, Steven Robinette, Mike Flynn, Keith Willoughby, Lori Tyack, Linda Gilliam, Robin Schmutz

## **Notes**

DPS Legal representatives Holli Welch & Anna Firestone distributed TRCC charter and announced committee was now subject to Ohio's Open Meetings Act. Committee representatives/Agencies will need to be identified for purposes of setting an official quorum. All business discussions should only occur during publicly announced meetings. A Letter of Recommendation should be kept on file for each voting member along with a list of their substitute attendees. Future meeting dates & locations will be posted on DPS website.

Administration – Nothing to report.

Traffic Safety – Nothing to report.

Quality Control – Approximately 261,000 crash reports processed for 2014. Coleman is still processing 16,000 additional reports. The 2014 processing is scheduled to end on 3/31/2015. The traffic fatality count currently stands at 1011 for 2014. Several smaller agencies have submitted no 2014 crash reports. Occasionally, this occurs when departments convert to electronic filing, but fail to fully understand the processing steps of their electronic documents.

Roadway Data – Montgomery & Clermont Counties finished their LBRS data, bringing the total completed Counties to 78. Lorain & Summit Counties are in the process of developing their LBRS data sets. Intersection Enterprise project is scheduled to begin processing the test data set in March. In-Car-Mapping tool project is pending the assignment of ODOT project manager.

Driver & Vehicle Services – Finishing up assessment questions.

Citation Tracking – OSHP Posts 23/45 are currently submitting electronic tickets to local courts. Additional vendor's are reworking software capabilities for electronic citations and should be ready for deployment by June. Thirty (30) agencies have converted their arrest data collection/reporting procedures to OLIS. This is the free suite of data collection/analysis tools created for law enforcement by DPS.

EMS – Moving forward with digital innovation project. The goal is to improve the tracking and evaluation of medical services from point of injury, to hospital, and finally the rehab process.

OH-1 Update – Sixty (60) agencies have been provided with OLIS packages since last TRCC meeting. Sixteen (16) are pending approval to begin use. A total of 97 agencies are currently using the OLIS modules to collect crash report data.

405 Grant – Nothing new to report.

E-Citation – Pilot in Clermont/Franklin Counties. Courtview (vendor) has targeted June for completion of system/software upgrades. Question – Who maintains access to collected

data? All collected data is stored on the local servers controlled by collecting agency. A copy of the data is then routed to the Court of jurisdiction and a copy is then sent to DPS.

Traffic Assessment – Finish answering remaining questions by end of business on 1/21/2015. The completed assessment will be returned to the TRCC/DPS entities by the close out date of 2/17/2015.

ODOT Presentation – Mike Flynn & Carl Merckle gave overview of Quick Clear program. ODOT has developed a thirty (30) minute training video to assist emergency responders to efficiently handle urban traffic incidents. The goal is to clear the incident and return normal traffic flow before secondary events cause additional delays. Ohio is a National leader in training, but would like an additional crash report field to better evaluate program success. Ohio’s crash report was last updated in 2012. Planning for next upgrade hasn’t yet begun. Historically this is a multi-year process for gathering stake holder input, programming rewrites, training updates and implementation. Suggestions for smaller isolated data captures were offered as alternatives to explore.

Meeting adjourned.

**March 18, 2015**

**TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC) MEETING**

<b>MINUTES</b>		<b>DATE</b>	<b>TIME</b>	<b>LOCATION</b>
~FINAL~		Wednesday, March 18, 2015	1:00 p.m.	ODOT – Room 1C 1970 W. Broad St., Columbus, Ohio 43218
<b>ATTENDEES</b>	<p><u>Committee Members:</u> Dave Baker, Ohio Department of Public Safety-Ohio State Highway Patrol (ODPS-OSHP); Tricia Fought, City of Columbus-Division of Traffic Management; Ron Garczewski, Federal Highway Administration (FHWA), Lori Genzen, ODPS-OSHP; Michael McNeill, Ohio Department of Transportation (ODOT); Eram Kennedy, (Co-Chair) ODPS-OSHP; Sue Morris, ODPS-Division of EMS (ODPS-EMS); Russ Rauch, ODPS-Bureau of Motor Vehicles (ODPS-BMV); Steve Robinette, Grove City Chief of Police (OACP); Kelly Selzer, Public Utilities of Ohio (PUCO); Andrew Smith, Logan County Sheriff (BSSA); Robin Schmutz, Captain (Chair), ODPS-OSHP; and Jordan Whisler, Mid-Ohio Regional Planning Commission (MORPC)</p>			
	<p><u>ODPS Staff:</u> Holly Welch and Jim Hogan, ODPS-Legal Services and Sherry Harkness ODPS-OSHP</p>			
	<p><u>Visitors:</u> None</p>			
<b>ABSENT</b>				
<b>AGENDA TOPICS</b>				
<b>TOPIC</b>	<b>Welcome and Introduction</b>			
<b>DISCUSSION</b> (Capt. Schmutz)	<p>The meeting was called to order at 1:10 p.m. Capt. Schmutz reminded all in attendance that the TRCC meetings will be conducted per the Open Meetings Act. Therefore all TRCC meetings must meet those requirements, i.e., all meetings open to the public, meeting schedule posted, meeting minutes recorded, and approved minutes posted.</p>			
	<p>All present introduced themselves and which organization they were representing.</p>			
	<p>A list of the charter members was circulated for review. Members were asked to review and update as needed and to provide an alternate for each organization.</p>			
		<b>ACTION ITEMS</b>	<b>PERSON RESPONSIBLE</b>	<b>DEADLINE</b>
None				
<b>TOPIC</b>	<b>Public Meeting Update</b>			

Holly Welch, ODPS Legal Services discussed the new TRCC charter and provided an overview of the Ohio Meetings Act.

The new charter is still being finalized; therefore the vote to accept the charter has been postponed. TRCC will continue to act under the former charter until the new charter is complete. The new charter will include the formal terms of the each committee seat.

The Ohio's Public Records and Open Meetings laws, collectively known as the "Sunshine Laws," give Ohioans access to government meetings and records.

- All meetings are prearranged (schedule posted), accessible to the public, and a majority of the members must be present to conduct public business. There are a total of 11 members therefore 6 must be present to constitute a majority.
- Meeting agendas must be prepared in advance and made available to the public. (OSHP Website)
- New Charter will address structure and content of agenda.
- Meetings must be regularly scheduled. Special meetings may occur when needed to discuss a specific topic with a 24 hour notice. Immediate notice must be given for all emergency meetings.
- All members must attend in person. Members may participate via teleconference only to listen into the meeting, but cannot vote on any business and will not be counted as part of the quorum.
- Committee business can only be discussed during official meetings. Although allowed, spontaneous discussion among 1-on-1 members is highly discouraged.
- Minutes must be taken. The minutes will not be verbatim. They will contain the basic idea of what was discussed and the outcome (if any) of the discussion. Executive Sessions are closed to the public and minutes will not be taken. A draft of the minutes will be routed to the members for review prior to voting as final at the next meeting. The meeting recording, draft and final meeting minutes are public record.

**DISCUSSION**  
(Holly Welch)



<b>Public Meeting Update (con't.)</b>	
<b>DISCUSSION</b> (Holly Welch)	<ul style="list-style-type: none"> <li>Voting procedures will be defined in the new charter. Any method of voting may be used except for a secret ballot. Anyone having a conflict in any topic up for vote must abstain during the vote.</li> <li>Executive Sessions are by invite only. Prior to going into Executive Session roll call must be taken and a motion made with a specific reason as to why and must be for one of the following reasons: 1) employment, dismissal, discipline, promotion, or demotion 2) investigations 3) purchase/sale of property; 4) pending court actions; 5) collective bargaining matters; 6) confidential matters; 7) security matters; 8) hospital trade secrets; 9) Economic Development Assistance confidential business; and 10) Veterans Service commission applications.</li> <li>The public may attend all meetings to observe, speak if need be, but cannot be disruptive.</li> <li>For more information regarding the Open Meetings Act, visit <a href="http://www.ohioattorneygeneral.gov/Legal/Sunshine-Laws">http://www.ohioattorneygeneral.gov/Legal/Sunshine-Laws</a>.</li> </ul> <p>Ethics training for all members may be required. Ms. Welch will follow up to confirm. If required Ms. Welch will provide the training.</p> <p>Reminder to all members: please be aware, when replying to emails with comments be certain to select "Reply" and not "Reply to All". Replying to all would constitute a conversation outside of a meeting which is not permitted.</p> <p>Anna Firestone (ODPS Legal Services) will attend all future meetings to offer guidance.</p>

<b>ACTION ITEMS</b>	<b>PERSON RESPONSIBLE</b>	<b>DEADLINE</b>
Follow-up to confirm if ethics training is required for all members	Holly Welch	5/19/2015

<b>TOPIC</b>	<b>Traffic Assessment Results</b>
<b>DISCUSSION</b> (Capt. Schmutz & E. Kennedy)	<p>A copy of the Ohio Assessment Snapshot (Attachment 1) was distributed to the Committee for review and discussion. A complete copy of the final 2015 State of Ohio Traffic Records Assessment (220 pages) will be provided to the Committee via email. The assessment was completed by the National Highway Traffic Safety Administration, Technical Assessment Team. Quick overview, the last assessment completed was in 2010 via face to face interviews. This assessment was completed via an electronic questionnaire with little guidance. Although Ohio came in slightly lower than the national average, there were only two items of concern for TRCC in the current assessment: 1) The Executive TRCC committee is required to meet at least once annually. They however have not. ODPS Legal Service is offering their assistance to rectify this concern. 2) The TRCC does not currently have an inventory of the traffic records system. Captain Combest will report on this issue at the next meeting.</p>

<b>ACTION ITEMS</b>	<b>PERSON RESPONSIBLE</b>	<b>DEADLINE</b>
Final 2015 State of Ohio Traffic Records Assessment will be provided to the Committee via email	Sherry Harkness	5/19/2015
Status report on the inventory of the traffic records system.	Captain Combest	5/19/2015

<b>TOPIC</b>	<b>Committee Reports</b>
<b>DISCUSSION</b> (All)	<p><i>Administration (1-12) ~ Capt. Schmutz.</i> Nothing new to report. Currently working on updating the members list.</p> <p><i>Traffic Safety (13) ~ Lori Genzen/Felice Moretti.</i> Nothing new to report.</p> <p><i>Quality Control (14-20) ~ Eram Kennedy.</i> Better results being received from the field. Some crashes are still being recorded on paper. The data entry staff is improving, less errors. 2014 entries are complete. As to date for 2014 there were 281,424 crashes and 1,009 fatal. Waiting on the coroner's final report to finalize. Count will be final as of April 1, 2015. Staff has begun working on 2015.</p> <p>There has been an increase in pedestrian fatalities: By March 2014 there were a total of 13 fatalities and so far in 2015 there have been 27 fatalities (city and rural).</p> <p><i>Roadway Data (21-22) ~ Michael McNeil.</i> LBRS (Summit) - as of last meeting they were 40/50% complete with collecting their data set, currently approximately 90% completed.</p> <p>Currently working on two projects:</p> <ol style="list-style-type: none"> <li>1) Intersection data file – working with vendor to complete a live demo</li> <li>2) In Car Mapping Tool – was held up with the IT Council, however, have begun to move forward with the project.</li> </ol> <p><i>Citation Tracking (27-33) ~ Chief Robinette.</i> State Patrol has been pushed out statewide. Franklin county vendor is working towards submitting by the second quarter. Crawford county has obtained the software and working with a vendor to incorporate their interface their system with ODPS. Two courts</p>

**Committee Reports (con't)**

have gone live – Fairfield County and Delaware County Municipal are receiving OSP citations electronically. Fairfield County Sheriff’s Department and Lancaster Police Department have obtained the software and will begin moving forward in using the electronic citations. Continuing to mail copies of the new software provided by OSP to police agencies and sheriff departments that contains the e-citation. As long as the courts have local rules and except the e-citations, the software is available to those local police agencies/sheriff departments that have the Ohio Law Enforcement Information Systems (OLEIS) program. Anticipate an increase in usage as courts go live and vendors complete the interface. Funding is currently available for hardware (printers – MDTs) for those agencies that have been identified as pilot agencies. Additional funding may come available in the future. Will discuss the funding opportunities at the next meeting.

Recently a technique has been developed using the current crash modules provided through ODPS and electronic citations module currently used by OSP where driving records (BMV reports not LEADS reports) and traffic crash reports can be attached to the e-citations eliminating the need to hand deliver said reports. Currently e-citations can only include up-to 5 citations then another ticket is generated with the same number but will include an A...B...etc., as needed.

*Driver and Vehicle Services (23-26) ~ Russ Rauch.* New transportation bill is expected to include a funding set-aside for Driver Simulators training which may be placed in every driver exam stations for the first time testers in addition to the road test.

*EMS (34-38) ~ Sue Morris.* Funding received for the database which is currently on-line. Vendors are working together to

Quick overview:

- 1) EMS collects information on every urgent/emergent call for EMS in the state of Ohio. (1mil records each year)
- 2) EMS collects information on all trauma patients that are admitted/transported between hospitals (50 thousand records each year).
- 3) Unique to Ohio, EMS also collects information through the rehab registry – each patient is followed from the incident, to the hospital, and to rehab facility to collect ultimate outcome data.

EMS received a grant was to build a new database. Have been receiving data from the non-trauma centers via direct level of entry). However, issues with the trauma centers vendor export not meeting the necessary standards. This issue has been resolved and all should be up and running live by the end of the month. Will begin beta testing with web entry users on the EMS side prior to moving the batch entry. Recently had the kick-off meeting was for the rehab entry.

Legacy data - Due to the current servers crashing, the legacy data which is stored at ODPS is being moved. The XML being utilized is working and data should be moved by the end of the month. Prior to completion will verify that the data is clean and correct.

**DISCUSSION**  
(All)

ACTION ITEMS	PERSON RESPONSIBLE	DEADLINE
Funding availability will be discussed at the next meeting. Committee members are asked to be prepared to discuss any project ideas.	All Committee Members	5/19/2015

TOPIC	Old Business
<b>DISCUSSION</b> (Capt. Schmutz)	None

ACTION ITEMS	PERSON RESPONSIBLE	DEADLINE

TOPIC	New Business
<b>DISCUSSION</b> (Capt. Schmutz)	The Committee discussed how to move forward pertaining to the assessment. The new Charter will again establish the Executive Committee and annual meetings. The Charter should be completed by the next meeting for the Committee to review and vote to accept. In addition, Capt. Schmutz and Capt. Combest will begin reviewing the Traffic Records Inventory and will also continue to review the assessment to break it down into manageable sections.
	The assessment will be emailed to all Committee members for review. The Committee is asked to carefully review the sections of the assessment as it that pertains to their individual areas and be prepared to discuss.

ACTION ITEMS	PERSON RESPONSIBLE	DEADLINE
None		

ACTION ITEMS	PERSON RESPONSIBLE
Follow-up to confirm if ethics training is required for all members	Holly Welch
Final 2015 State of Ohio Traffic Records Assessment will be provided to the Committee via email	Sherry Harkness
Status report on the inventory of the traffic records system.	Captain Combest
Funding availability will be discussed at the next meeting. Committee members are asked to be prepared to discuss any project ideas.	All Committee Members

**ATTACHMENTS**

Ohio Assessment Snapshot (Attachment 1)

**NEXT MEETING**

Next meeting:

**Tuesday, May 19, 2015 at 10:00AM**

*Ohio Department of Transportation – Conference Room 1C*

*1980 West Broad Street, Columbus, Ohio 43223*

May 19, 2015

Meeting minutes for May 19<sup>th</sup> meeting will not be finalized by the TRCC committee until July 14, 2015 meeting.

## Attachment E

Member	Agency	Representing Organization
Daniel M. Horrigan	Summit County Clerk of Courts	Ohio Clerk of Courts Association (Citation & Adjudication)
Andrew Smith	Logan County Sheriff's Office	Buckeye State Sheriff's Association (Crash/Roadway/Driver/Vehicle/Citation & Adjudication)
Gary Smith	The Research Institute at Nationwide Children's Hospital	Center for Injury Research & Policy (Injury Surveillance/EMS)
Michelle Risko	County Engineer's Association of Ohio	County Engineer's Association of Ohio (Roadway)
Fred Pausch	County Engineer's Association of Ohio	County Engineer's Association of Ohio (Roadway)
Christy Beeghly	Ohio Department of Health	Injury Prevention Program (Injury Surveillance/EMS)
Tom Haller	Ohio Department of Public Safety	Suspensions & Licensing Services, Bureau of Motor Vehicles (Driver/Vehicle)
David Baker	Ohio Department of Public Safety	Statistical Analysis Unit, Ohio State Highway Patrol (Crash)
Lori Genzen	Ohio Department of Public Safety	Ohio Traffic Safety Office (Crash/Roadway/Driver/Citation/Adjudication/Injury Surveillance/EMS)
Tim Erskine	Ohio Department of Public Safety	Trauma Systems & Research, Emergency Medical Services (Injury Surveillance/EMS)
Mary Hodge	Ohio Department of Public Safety	Homeland Security, Administration (Driver/Vehicle)
Eram Kennedy	Ohio Department of Public Safety	Traffic Statistics, Planning & Analysis, Ohio State Highway Patrol (Crash/Roadway)
Robin Schmutz	Ohio Department of Public Safety	Planning & Analysis, Ohio State Highway Patrol
Jim Leubbers	Ohio Department of Public Safety	Office of Criminal Justice Services (Crash/Citation & Adjudication)
Felice Moretti	Ohio Department of Public Safety	Ohio Traffic Safety Office (Crash/Roadway/Driver/Citation/Adjudication/Injury Surveillance/EMS)
Sue Morris	Ohio Department of Public Safety	Office of Research & Analysis, Emergency Medical Services (Injury Surveillance/EMS)
Abby Warchal	Ohio Department of Public Safety	Information Technology, Administration (Crash/Roadway/Driver/Vehicle/Citation & Adjudication/Injury Surveillance/EMS)
Russ Rauch	Ohio Department of Public Safety	Driver and Vehicle Services
Mike McNeill	Ohio Department of Transportation	Office of Systems Planning & Program Management (Crash/Roadway)
Derek Troyer	Ohio Department of Transportation	Office of Systems Planning & Program Management (Crash/Roadway)
Ron Garczewski	Federal Highway Administration	Federal Highway Administration (Crash/Roadway/Driver)
Linda Gilliam	Federal Motor Carrier Safety Administration	Federal Motor Carrier Safety Administration (Crash/Roadway/Driver)
Keith Willoughby	Federal Motor Carrier Safety Administration	Federal Motor Carrier Safety Administration (Crash/Roadway/Driver/Vehicle)
Steve Robinette	Grove City Police Department	Ohio Association of Chiefs of Police (Crash/Roadway/Driver/Vehicle/Citation & Adjudication/Injury Surveillance/EMS)
Jordan Whisler	Mid-Ohio Regional Planning Commission	Mid-Ohio Regional Planning Commission (Roadway)
Darryl Anderson	Office of Information Technology	Multi-Agency Radio Communications System (MARCS) (Citation)
Dick Miller	Office of Information Technology	Multi-Agency Radio Communications System (MARCS) (Citation)
Mary Bonelli	Ohio Insurance Institute	Ohio Insurance Institute (Crash/Driver/Vehicle)
Mitch Wilson	Ohio Insurance Institute	Ohio Insurance Institute (Crash/Driver/Vehicle)
Kelly Selzer	Public Utilities Commission of Ohio	Public Utilities Commission of Ohio (Crash/Roadway)
Tony Kenzie	Supreme Court of Ohio	Supreme Court of Ohio (Citation & Adjudication)
Lori Tyack	Franklin County Municipal Court	Ohio Clerk of Courts Association (Citation & Adjudication)
Tricia Faught	City of Columbus, Division of Traffic Management	

# Ohio Strategic Plan

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**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.*



## 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@coshoc.toncounty.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@fayco.so.com	Safety Programs Engineer	
Ms. Lori Tyack	Citation Data System	tyackl@fmcclerk.com	Clerk	
Steve Robinette	Citation Data	srobinette@grovecityohio.gov	Chief	

Name	System	Email	Title	Member Status
	System			
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@coshoc.toncounty.net	Sheriff - President BSSA	
Mr. David Baker	Crash Data System	Dbaker@DPS.State.Oh.US	Programing 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@fayco.so.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 System	kelly.selzer@puc.state.oh.us	Management Analyst Supervisor	

Name	System	Email	Title	Member Status
	System			
Mr. Timothy Rogers	Driver License / History Data System	Sheriffrogers@coshoc toncounty.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.o h.us	Project Manager	
Mr. Vernon Stanforth	Driver License / History Data System	sheriffstanforth@fayco so.com	Safety Programs Engineer	
Mr. Mike Armstrong	Driver License / History Data System	michael.armstrong@d ot.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@grovecityo hio.gov	Chief	
Steve Robinette	Injury Surveillance Data System	srobinette@grovecityo hio.gov	Chief	
Ms Lynne Rochette	Injury Surveillance Data System	lynne.rochette@nation widechildrens.org	CODES Data Manager	
Jiajing Wang	Injury Surveillance Data System	jjiajing.wang@nationwi dechildrens.org	CODES Research Associate	
Mr. Timothy Rogers	Injury Surveillance Data	Sheriffrogers@coshoc toncounty.net	Sheriff - President BSSA	

Name	System	Email	Title	Member Status
	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@fayco.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@coshoc.toncounty.net	Sheriff - President BSSA	
Ms Lori Genzen	Law Enforcement / Adjudication Data System	lgenzen@dps.state.oh.us	Business Manager	
Ms. Felice Moretti	Law Enforcement /	fmoretti@dps.state.oh.us	Federal Programs Manager	

Name	System	Email	Title	Member Status
	Adjudication Data System			
Ms. Abby Warchal	Law Enforcement / Adjudication Data System	awarchal@dps.state.oh.us	Project Manager	
Mr. Vernon Stanforth	Law Enforcement / Adjudication Data System	sheriffstanforth@fayco.so.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@coshoc.toncounty.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 System	awarchal@dps.state.oh.us	Project Manager	
Mr. Vernon Stanforth	Pre-Hospital EMS System	sheriffstanforth@fayco.so.com	Safety Programs Engineer	

Name	System	Email	Title	Member Status
	System			
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.oh.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.state.oh.us	Administrator	
Mr. Vernon Stanforth	Roadway Data System	sheriffstanforth@fayco so.com	Safety Programs Engineer	
Mr. Mike Armstrong	Roadway Data System	michael.armstrong@dot.gov	Safety Programs Engineer	
Steve Robinette	Roadway Data System	srobinette@grovecityohio.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@ohioinsurance.org	VP-Public Information and Education	
Mr. Bob Leader	Vehicle Registration Data System	bob.leader@puc.state.oh.us	Assistant Division Chief	
Kelly Selzer	Vehicle	kelly.selzer@puc.state	Management Analyst	

<b>Name</b>	<b>System</b>	<b>Email</b>	<b>Title</b>	<b>Member Status</b>
	Registration Data System	.oh.us	Supervisor	
Mr. Timothy Rogers	Vehicle Registration Data System	Sheriffrogers@coshoc toncounty.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.o h.us	Project Manager	
Mr. Vernon Stanforth	Vehicle Registration Data System	sheriffstanforth@fayco so.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@grovecityo hio.gov	Chief	

## 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.*



## *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.

# 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
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## 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 reviewed by the TRCC.

### Linked Items

Type	Label	Name
------	-------	------

## 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
------	-------	------

## 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
------	-------	------

## 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
------	-------	------

## 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%*

### 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
------	-------	------



## 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.*

### 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
------	-------	------

**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
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%.*

### 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
------	-------	------

## 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%.*

### 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
------	-------	------

## 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.*

### Performance Measure Values

<b>Year</b>	<b>Goal</b>	<b>Baseline</b>	<b>Best Value</b>	<b>Best Date</b>	<b>Difference</b>	
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**

<b>Measurement Date</b>	<b>Measurement</b>
15-JUN-2009	50
08-SEP-2009	53
08-FEB-2011	63

### **Linked Items**

<b>Type</b>	<b>Label</b>	<b>Name</b>
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# 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 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 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 not 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 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**

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
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

<b>Budget Source - 2011</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2012</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

## Activity Report

<u>Report Start</u> 06-16-2007	<u>Report End</u> 06-15-2008	<u>Report Date</u> 06-15-2009	<u>Provided By</u>
<b>Activity</b>	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.		
<b>Problems</b>	We are having problems getting the antenna style to work with different types of computers.		
<b>Plans</b>	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.		
<b>Comments</b>			

<u>Report Start</u> 06-16-2009	<u>Report End</u> 06-15-2010	<u>Report Date</u> 06-30-2010	<u>Provided By</u> Beth Taras
<b>Activity</b>	Currently we have received 76% of the GPS units.		
<b>Problems</b>	None at the present time that we are aware of. When the agencies receive the units they may find one.		
<b>Plans</b>	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.		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u> 05-11-2011	<u>Provided By</u> Tom Hollingsworth
<b>Activity</b>	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.		

<i>Problems</i>
<i>Plans</i>
<i>Comments</i>

<i>Linked Items</i>		
<i>Type</i>	<i>Label</i>	<i>Name</i>

## 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

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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 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 NEMESIS-compliant version of the EMS Incident Reporting System

### Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
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						

### Budgets

<i>Budget Source - 2011</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2012</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2013</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2014</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2015</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2016</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

### Activity Report

<i>Report Start</i>	<i>Report End</i>	<i>Report Date</i>	<i>Provided By</i>
06-16-2007	06-15-2008	06-13-2008	

<b>Activity</b>	<ul style="list-style-type: none"> <li>The key performance measure for this project is the implementation of the NEMSIS-compliant version for the EMS Incident Reporting System.</li> </ul> <p>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.</p> <p>This project has been completed.</p>
<b>Problems</b>	
<b>Plans</b>	
<b>Comments</b>	

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-17-2006	06-16-2007	02-19-2009	Tim Erskine
<b>Activity</b>	Performance Measures <ul style="list-style-type: none"> <li>The key performance measure for this project is the implementation of the NEMSIS-compliant version for the EMS Incident Reporting System.</li> </ul> ? 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.		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<b>Linked Items</b>		
Type	Label	Name

## 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

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### 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.

#### 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 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**

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
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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						

### Budgets

<b>Budget Source - 2011</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$200,000.00

<b>Budget Source - 2012</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

### Activity Report

<u>Report Start</u> 06-16-2007	<u>Report End</u> 06-15-2008	<u>Report Date</u> 06-16-2009	<u>Provided By</u>
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*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.*

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-17-2006	06-16-2007		

<b>Activity</b>	<p><i>Performance Measures</i></p> <p><i>Timeliness</i></p> <ul style="list-style-type: none"> <li>• Requests for crash data are filled within 24 hours.</li> </ul> <p>? Progress:</p> <p>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:  <a href="http://www.dps.state.oh.us/CrashRequests/extract.aspx">http://www.dps.state.oh.us/CrashRequests/extract.aspx</a>  The application provides the capability to download crash data in text or XML format.</p> <p><i>Accessibility</i></p> <ul style="list-style-type: none"> <li>• Automated download of crash data are initiated that include TracTape and crashes, units and people files.</li> </ul> <p>? Progress:</p> <p>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:  <a href="http://www.dps.state.oh.us/CrashRequests/extract.aspx">http://www.dps.state.oh.us/CrashRequests/extract.aspx</a>  The application provides the capability to download crash data in text or XML format.</p> <ul style="list-style-type: none"> <li>• Report templates are available for online use.</li> </ul> <p>? Progress:</p> <p>Pre-defined queries are being developed and are targeted to be implemented by September 30, 2007.</p> <ul style="list-style-type: none"> <li>• Ad hoc queries are available for online use.</li> </ul> <p>? Progress:</p> <p>Ad hoc queries are targeted to be implemented by March 30, 2008.</p>
	<b>Problems</b>
	<b>Plans</b>
	<b>Comments</b>

<b>Linked Items</b>		
<b>Type</b>	<b>Label</b>	<b>Name</b>

## 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:

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**Project Description:** Description

The project will be based on documents from federal and state sources and interviews with

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.

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.
- 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 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

**Milestones**

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
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 relevant 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

<b>Budget Source - 2011</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2012</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

### Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2007	06-15-2008	06-17-2009	
<b>Activity</b>	This study has been completed. No further action is scheduled at this time.		
<b>Problems</b>	Finances and personnel are not available to pursue this project.		
<b>Plans</b>	ODPS will wait for at least a year before they reactivate this project.		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-17-2006	06-16-2007		
<b>Activity</b>	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.		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

### Linked Items

Type	Label	Name
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## 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 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
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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	06-25-2009	
<b>Activity</b> This project has been completed			
<b>Problems</b>			
<b>Plans</b> No further action is necessary			
<b>Comments</b>			

## 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 a 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**

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
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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**

<i>Budget Source - 2011</i>	<i>Total Budget</i>
FMCSA CVARS Funds	\$0.00

<b>Budget Source - 2012</b>	<b>Total Budget</b>
FMCSA CVARS Funds	\$0.00

<b>Budget Source - 2013</b>	<b>Total Budget</b>
FMCSA CVARS Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
FMCSA CVARS Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
FMCSA CVARS Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
FMCSA CVARS Funds	\$0.00

### Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2007	06-15-2008	06-16-2009	
<b>Activity</b>	This project is a continuing project. We currently have more than 100 agencies submitting their crash reports electronically using the LEOT Crash Module.		
<b>Problems</b>	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.		
<b>Plans</b>	ODPS is seeking funds to hire an individual to market the software.		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2009	06-15-2010	05-11-2011	Tom Hollingsworth
<b>Activity</b>	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.		
<b>Problems</b>	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.		
<b>Plans</b>	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.		
<b>Comments</b>	The CVARS Grant has been completed and any future improvements to the program will be funded by the state. A separate 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**

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
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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**

<b>Budget Source - 2011</b>	<b>Total Budget</b>
NHTSA Section 402 Funds	\$0.00

<b>Budget Source - 2012</b>	<b>Total Budget</b>
NHTSA Section 402 Funds	\$0.00

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 402 Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 402 Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 402 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 402 Funds	\$0.00

### Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2007	06-15-2008	06-16-2009	Beth Taras
<b>Activity</b>	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.		
<b>Problems</b>	No progress report has been submitted. A presentation of the progress will be made at the July 2009 TRCC meeting.		
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2009	06-15-2010	05-11-2011	Tom Hollingsworth
<b>Activity</b>	<p>Crash, Hospital, and EMS data for 2008 was prepared for linkages. Data linkage for 2008 is underway.</p> <p>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.</p> <p>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.</p> <p>Current CODES Projects:</p> <p>The CODES program is currently completing a report detailing Injuries in Ohio using information from their Crash, EMS, Hospital, and Trauma databases.</p> <p>Analytical activities are underway for a project assessing motorcycle injuries using the Crash-Hospital linkage for the data years 2005-2007.</p> <p>Analytical activities continue for the project assessing trauma treatment times in Ohio.</p>		



<b>Problems</b>	<p>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.</p> <p>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.</p>
<b>Plans</b>	
<b>Comments</b> CODES is still trying to link additional fields to the Hospital data.	

<b>Linked Items</b>		
<b>Type</b>	<b>Label</b>	<b>Name</b>

## 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**

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
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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	X	X		X	X	
Vehicle Registration						

## Budgets

<b>Budget Source - 2011</b>	<b>Total Budget</b>
ODNR/OSHP Operating Funds	\$0.00

<b>Budget Source - 2012</b>	<b>Total Budget</b>
ODNR/OSHP Operating Funds	\$0.00

<b>Budget Source - 2013</b>	<b>Total Budget</b>
ODNR/OSHP Operating Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
ODNR/OSHP Operating Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
ODNR/OSHP Operating Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
ODNR/OSHP Operating Funds	\$0.00

## Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2007	06-15-2008	06-16-2009	Beth Taras
<b>Activity</b>	No current activity.		
<b>Problems</b>	Due to financial constraints, this project has been placed on hold by the Ohio State Highway Patrol.		
<b>Plans</b>	No date has been set by OSP to resume this project.		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2009	06-15-2010	06-30-2010	Bet Taras
<b>Activity</b>	On-hold		
<b>Problems</b>	Due to financial constraints, this project has been placed on hold by the Ohio State Highway Patrol.		
<b>Plans</b>	No date has been set by the Ohio State Highway Patrol to resume this project		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-15-2010	05-11-2011	05-11-2011	Tom Hollingsworth
<b>Activity</b>	There has been no activity with this project since the last report.		
<b>Problems</b>	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.		
<b>Plans</b>	They are still planning on producing a citation program; there has been no date given for completion.		
<b>Comments</b>			

## Linked Items

Type	Label	Name
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## 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**

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
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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				X		
Injury Surveillance / EMS				X		
Roadway						
Citation / Adjudication						
Vehicle Registration				X		

## Budgets

Budget Source - 2011	Total Budget
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<b>Budget Source - 2011</b>	<b>Total Budget</b>
OSHP Operating Funds	\$0.00

<b>Budget Source - 2012</b>	<b>Total Budget</b>
OSHP Operating Funds	\$0.00

<b>Budget Source - 2013</b>	<b>Total Budget</b>
OSHP Operating Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
OSHP Operating Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
OSHP Operating Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
OSHP Operating Funds	\$0.00

### Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2007	06-15-2008	06-16-2009	
<b>Activity</b>	OSP has completed this project. They are currently submitting crash data to ODPS electronically.		
<b>Problems</b>	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.		
<b>Plans</b>	OSP is refining the program to identify and more quickly resolve the issues.		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-15-2010	05-11-2011	05-11-2011	Tom Hollingsworth
<b>Activity</b>	This project has made no progress since the last report.		
<b>Problems</b>	The vendor and OSP have not been able to agree on a scope of work. They are still trying.		
<b>Plans</b>	If an agreement can't be reached in a couple of months, OSP may pursue another option for submitting crash data electronically.		
<b>Comments</b>			

### Linked Items

Type	Label	Name
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## 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 Luebbbers**

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: jfluebbbers@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 over 370 Ohio law enforcement agencies.

### 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	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

### Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2007	06-15-2008	06-16-2009	Beth Taras

<b>Activity</b>	<i>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.</i>
<b>Problems</b>	<i>With each new version there is additional testing necessary. Problems arise that require time to correct.</i>
<b>Plans</b>	<i>Continue to upgrade the program as funds and personnel permit.</i>
<b>Comments</b>	

<u><b>Report Start</b></u> 06-16-2009	<u><b>Report End</b></u> 06-15-2010	<u><b>Report Date</b></u> 06-30-2010	<u><b>Provided By</b></u> Beth Taras
<b>Activity</b>	<i>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.</i>		
<b>Problems</b>	<i>With each new version there is additional testing necessary. Problems arise that require time to correct.</i>		
<b>Plans</b>	<i>Continue to upgrade as funds and personnel permit.</i>		
<b>Comments</b>			

<u><b>Report Start</b></u> 06-15-2010	<u><b>Report End</b></u> 05-11-2011	<u><b>Report Date</b></u> 05-11-2011	<u><b>Provided By</b></u> Tom Hollingsworth
<b>Activity</b>	<i>The OCJS is in the process of upgrading this program to a more versatile and modern operating system.</i>		
<b>Problems</b>	<i>Funding and personnel make this a slow, cumbersome task.</i>		
<b>Plans</b>	<i>They will upgrade it as both of those assets become available.</i>		
<b>Comments</b>			

### Linked Items

Type	Label	Name
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## 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 technology and spatial statistics programs to analyze OSHP activity and Ohio crash data to offer data driven operational considerations for field commanders. As databases are enhanced with geographic attributes the technology 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
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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						
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

## Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	06-30-2010	Beth Taras
<b>Activity</b>			
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b> No current update has been provided by OSP.			

## Linked Items

Type	Label	Name
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## 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
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<b>Budget Source - 2012</b>	<b>Total Budget</b>
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<b>Budget Source - 2013</b>	<b>Total Budget</b>
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<b>Budget Source - 2014</b>	<b>Total Budget</b>
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<b>Budget Source - 2015</b>	<b>Total Budget</b>
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<b>Budget Source - 2016</b>	<b>Total Budget</b>
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### Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2009	06-15-2010	05-11-2011	thomas hollingsworth
<b>Activity</b>			
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b> No current activity has been reported by the Bureau of Motor Vehicles.			

### Linked Items

Type	Label	Name
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## 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

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](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.

#### 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.

**Completeness**

- Many crash reports submitted by paper contain blank fields.

Crash reports submitted electronically must meet the ECS edits prior to acceptance.

**Milestones**

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
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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				X		
Injury Surveillance / EMS				X		
Roadway						
Citation / Adjudication						
Vehicle Registration				X		

## Budgets

<b>Budget Source - 2011</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2012</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

## Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
12-16-2008	06-15-2009	06-15-2009	Beth Taras
<b>Activity</b>	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.		
<b>Problems</b>	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.		
<b>Plans</b>	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.		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2009	06-15-2010	06-30-2010	Beth Taras
<b>Activity</b>	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.		
<b>Problems</b>	We are encountering many submission errors with Columbus PD, and Motorola anticipates another 40-60 hours over the next 2 weeks to develop and test their "fix" for the problem.		
<b>Plans</b>	Make sure our IT department is "on-hand" and available for any problems that will occur with Motorola and/or Columbus PD.		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-15-2010	05-11-2011	05-11-2011	Tom Hollingsworth

<b>Activity</b>	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.)
<b>Problems</b>	Getting the vendors to work directly with the agencies and provide them with a viable service agreement tends to slow the process.
<b>Plans</b>	We have plans to work with several other vendors in the near future.
<b>Comments</b>	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
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## 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

**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

**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
- 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.

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 Resource 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 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

<b>Budget Source - 2013</b>	<b>Total Budget</b>
Local Agencies	\$0.00
NHTSA Section 408 Funds	\$0.00
Ohio OIT	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
County Engineers Assoc.	\$0.00
Local Agencies	\$0.00
NHTSA Section 408 Funds	\$0.00
Ohio OIT	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
County Engineers Assoc.	\$0.00
Local Agencies	\$0.00
NHTSA Section 408 Funds	\$0.00
Ohio OIT	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
County Engineers Assoc.	\$0.00
Local Agencies	\$0.00
NHTSA Section 408 Funds	\$0.00
Ohio OIT	\$0.00

## Activity Report

<u>Report Start</u> 06-16-2007	<u>Report End</u> 06-15-2008	<u>Report Date</u> 06-13-2008	<u>Provided By</u> Beth Taras
<p><b>Activity</b></p> <p>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.</p> <p>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).</p> <p>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).</p> <p>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: <a href="http://gis1.oit.ohio.gov/website/lbrs/viewer.htm">http://gis1.oit.ohio.gov/website/lbrs/viewer.htm</a> Please note: Calculation above based upon data from 20 counties.</p>			
<b>Problems</b>			

<b>Plans</b>
<b>Comments</b>

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2009	06-15-2010	06-30-2010	Beth Taras
<b>Activity</b>	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.		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-17-2006	06-16-2007		
<b>Activity</b>	<p>Performance Measures</p> <p>Overall</p> <ul style="list-style-type: none"> <li>The key performance measure for this project is the delivery of the GIS based LBRS roadway inventory data for each county:</li> </ul> <p>? Progress:</p> <ul style="list-style-type: none"> <li>Half of Ohio's 88 counties are actively involved in LBRS</li> <li>21 counties are completed with the LBRS roadway inventory available online.</li> <li>5 counties have collected and are validating the data.</li> <li>18 counties are currently collecting the roadway inventory data.</li> </ul> <p>Timeliness</p> <ul style="list-style-type: none"> <li>Percent of crashes that can be automatically located due to available address range information and roadway landmarks:</li> </ul> <p>? Progress:</p> <ul style="list-style-type: none"> <li>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)</li> <li>Refer to LBRS Project Status table on next page for county statuses.</li> </ul> <p>Completeness</p> <ul style="list-style-type: none"> <li>Percent of all the crashes in Ohio that can be spatially located due to the accurate roadway network and inventory data:</li> </ul> <p>? Progress:</p> <ul style="list-style-type: none"> <li>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)</li> <li>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)</li> </ul> <p>Accessibility</p> <ul style="list-style-type: none"> <li>Percent of the counties in Ohio that are completed and available on online:</li> </ul> <p>? Progress:</p> <ul style="list-style-type: none"> <li>21 out of 88 counties have been completed are available on the OITs public domain website.</li> </ul> <p><a href="http://gis1.oit.ohio.gov/website/lbrs/viewer.htm">http://gis1.oit.ohio.gov/website/lbrs/viewer.htm</a></p> <p>Please note: Calculations above based upon data from 20 counties.</p>		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<b>Linked Items</b>		
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

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 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**

- 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**

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
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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
Citation / Adjudication						
Vehicle Registration						

**Budgets**

<b>Budget Source - 2011</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
ODOT SPR - FHWA Federal Fundin	\$0.00

<b>Budget Source - 2012</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
ODOT SPR - FHWA Federal Fundin	\$0.00

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
ODOT SPR - FHWA Federal Fundin	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
ODOT SPR - FHWA Federal Fundin	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
ODOT SPR - FHWA Federal Fundin	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
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<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
ODOT SPR - FHWA Federal Fundin	\$0.00

### Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
12-16-2008	06-15-2009	06-17-2009	Beth Taras
<b>Activity</b>	There was no activity on this project.		
<b>Problems</b>	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.		
<b>Plans</b>	This project will not be pursued until we have completed the LBRS project.		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2009	06-15-2010	05-11-2011	Beth Taras
<b>Activity</b>	On-hold.		
<b>Problems</b>	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.		
<b>Plans</b>	This project will not be pursued until we have completed the LBRS project.		
<b>Comments</b>			

### Linked Items

Type	Label	Name
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## 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

<b>Budget Source - 2011</b>	<b>Total Budget</b>
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<b>Budget Source - 2012</b>	<b>Total Budget</b>
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<b>Budget Source - 2013</b>	<b>Total Budget</b>
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<b>Budget Source - 2014</b>	<b>Total Budget</b>
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<b>Budget Source - 2015</b>	<b>Total Budget</b>
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<b>Budget Source - 2016</b>	<b>Total Budget</b>
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## Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
12-16-2008	06-15-2009	06-15-2009	Beth Taras
<b>Activity</b>	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.		
<b>Problems</b>	Multiple agencies already have existing software that will make it difficult to match that existing software.		
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2009	06-15-2010	06-30-2010	Beth Taras
<b>Activity</b>	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.		
<b>Problems</b>	Multiple agencies already have existing software that will make it difficult to match that existing software.		
<b>Plans</b>	No action is anticipated at this time.		
<b>Comments</b>			

## Linked Items

Type	Label	Name
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## OH-P17 - Breath Testing Instrument Project

### Priority:

**Revision Date:** 06-08-2009

**Status:** Active

**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**

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
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**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**

<b>Budget Source - 2011</b>	<b>Total Budget</b>
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<b>Budget Source - 2012</b>	<b>Total Budget</b>
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<b>Budget Source - 2013</b>	<b>Total Budget</b>
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<b>Budget Source - 2014</b>	<b>Total Budget</b>
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<b>Budget Source - 2015</b>	<b>Total Budget</b>
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<b>Budget Source - 2016</b>	<b>Total Budget</b>
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### Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2009	06-15-2010	06-30-2010	Beth Taras
<b>Activity</b>	OTSO is still in the process of training the users and distributing the machines.		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

### Linked Items

Type	Label	Name
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## 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.

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

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**

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
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						

## Budgets

<b>Budget Source - 2011</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2012</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

## Activity Report

<b>Report Start</b> 12-16-2008	<b>Report End</b> 06-15-2009	<b>Report Date</b> 06-15-2009	<b>Provided By</b> Beth Taras
<b>Activity</b>			
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b> This project will not begin until sufficient funding has been made available through the 408 Grant process.			

<b>Report Start</b> 06-16-2009	<b>Report End</b> 06-15-2010	<b>Report Date</b> 06-30-2010	<b>Provided By</b> Beth Taras
<b>Activity</b> Three interviews were conducted and a candidate was selected.			
<b>Problems</b> The candidate respectfully declined the position.			
<b>Plans</b> The TRCC will wait to hear from ODPS' Director's Office for direction.			
<b>Comments</b>			

<b>Report Start</b> 06-15-2010	<b>Report End</b> 05-11-2011	<b>Report Date</b> 05-11-2011	<b>Provided By</b> Tom Hollingsworth
<b>Activity</b> 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.			
<b>Problems</b> 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.			
<b>Plans</b> 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.			
<b>Comments</b>			

## Linked Items

Type	Label	Name
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## 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.

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**

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 database 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**

<b>Budget Source - 2011</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2012</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00



<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

## **Activity Report**

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### **Linked Items**

<b>Type</b>	<b>Label</b>	<b>Name</b>
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## **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:

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

- 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
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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						
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

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### Linked Items

Type	Label	Name
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## 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

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### **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.

### 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. 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

**Milestones**

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
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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						

Citation / Adjudication						
Vehicle Registration						

### **Budgets**

<b>Budget Source - 2011</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$150,000.00

<b>Budget Source - 2012</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

### **Activity Report**

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#### **Linked Items**

<b>Type</b>	<b>Label</b>	<b>Name</b>
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## Attachment G

### Baseline period:

Between April 1, 2013 and March 31, 2014 there were a total of 277,712 crashes. 131,484 of 277,712 (47.35 percent) were submitted electronically. 146,228 of 277,712 (52.65 percent) were submitted by paper. During this performance period, 61 agencies received software modifications to make their systems compatible with ODPS's software.

### Performance 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.

24,000 (more electronic submissions during performance period) x 100 fewer days (electronic versus manual submission) = 2,325,500 fewer days

132,000 (total manual submissions during performance period) x 14 more days (baseline vs performance period) = 1,848,000 more days

Difference = 2,325,500-1,848,000 = 477,500 fewer days

Difference 477,500 days saved / 290,000 crashes = 1.65 overall less days per crash.

## Attachment H

### **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 I

### 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. [4508.08](#) Rule Amplifies: R.C. [4508.08](#)

# Attachment J

Complete List of Counties in the State	Motorcycle Registrations by County		Approved Number of <b>Public</b> Training Ranges by County		Approved Number of <b>Private</b> 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	Jul-14	Aug-14	Sept-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	June-15	
	Adams		896		1		1												
Allen	3,872		1				6	5	0	0	0	0	0	0	0	0	0	1	9
Ashland		2,750		1		1													
Ashtabula	4,368		1			1	2	3	2	1	0	0	0	0	0	0	4	8	7
Athens	1,572		1			1	2	0	0	0	0	0	0	0	0	0	0	3	1
Auglaize		2,318		1		1													
Belmont	2,720		1			1	0	0	0	0	0	0	0	0	0	3	0	0	
Brown		1,870		1		1													
Butler	11,214		2		1		8	13	8	1	1	0	0	0	0	11	12	7	
Carroll		1,492		1		1													
Champaign		1,686		1		1													
Clark	4,774		2		2		5	4	2	2	0	0	0	0	0	4	5	6	
Clermont	7,612		1			1	2	5	6	3	1	0	0	0	1	9	8	6	
Clinton	1,624		1			1	0	0	2	0	0	0	0	0	0	3	4	3	
Columbiana	4,942		1			1	3	4	4	0	0	0	0	0	0	4	4	4	
Coshocton		1,377		1		1													
Crawford		2,191		1		1													
Cuyahoga	26,471		6			1	0	0	0	0	0	0	0	0	0	18	28	31	
Darke		2,857		1		1													
Defiance	1,647		1			1	0	0	0	0	0	0	0	0	0	0	0	4	
Delaware	5,812		2		2		8	10	2	1	0	0	0	0	5	15	16	11	
Erie		3,496		1		1													
Fairfield		5,806		1		1													
Fayette		1,043		1		1													
Franklin	25,451		3		2		11	6	13	15	0	0	0	0	6	16	43	22	
Fulton		2,227		1		1													
Gallia	1,126		1			1	0	0	2	0	0	0	0	0	2	2	1	2	
Geauga		4,356		1		1													
Greene	5,584		1		1		8	8	5	2	0	0	0	0	5	7	8	7	
Guernsey		1,548		1		1													
Hamilton	17,015		2		1		11	13	10	6	1	0	0	0	3	18	16	13	
Hancock		2,950		1		1													
Hardin		1,174		1		1													
Harrison		651		1		1													
Henry	1,222			1	1		0	0	0	0	0	0	0	0	0	2	2	0	
Highland		1,472		1		1													
Hocking		1,355		1		1													
Holmes		1,088		1		1													
Huron		2,692		1		1													
Jackson		1,148		1		1													
Jefferson		2,367		1		1													
Knox	2,567		1			1	0	0	0	0	0	0	0	0	0	3	1	0	
Lake	8,580		3		1		7	10	8	1	0	0	0	0	2	9	13	8	
Lawrence		2,363		1		1													
Licking	6,732		2		1		4	2	0	0	0	0	0	0	0	1	4	4	
Logan	2,342		1			1	0	0	0	0	0	0	0	0	0	0	3	0	
Lorain	10,914			1	1		2	2	1	1	0	0	0	0	0	2	4	0	
Lucas	10,937		1		1		4	8	6	5	0	0	0	0	2	8	7	4	
Madison		1,700		1		1													
Mahoning	7,677			1	1		2	2	4	3	0	0	0	0	0	3	2	0	



Complete List of Counties in the State	Motorcycle Registrations by County		Approved Number of <b>Public</b> Training Ranges by County		Approved Number of <b>Private</b> 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	Jul-14	Aug-14	Sept-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	June-15	
	Marion		2,656		1		1												
Medina		7,824		1		1													
Meigs		1,101		1		1													
Mercer		1,994		1		1													
Miami	4,888		2			1	13	16	11	5	3	0	0	0	8	16	18	15	
Monroe		687		1		1													
Montgomery	15,200			1	1		1	1	1	0	0	0	0	0	1	1	1	1	
Morgan		611		1		1													
Morrow		1,691		1		1													
Muskingum	3,537		1			1	1	0	0	0	0	0	0	0	0	0	0	0	4
Noble		432		1		1													
Ottawa		2,209		1		1													
Paulding		861		1		1													
Perry		1,394		1		1													
Pickaway		2,445		1		1													
Pike		792		1		1													
Portage	6,720		1			1	7	4	5	0	0	0	0	0	0	3	1	7	
Preble		2,187		1		1													
Putnam		1,295		1		1													
Richland	5,088		1			1	2	5	4	2	0	0	0	0	0	0	4	5	
Ross	2,669		1			1	6	6	2	0	0	0	0	0	2	4	5	5	
Sandusky	3,167		1			1	6	6	3	2	0	0	0	0	4	6	7	7	
Scioto		2,534		1		1													
Seneca		2,476		1		1													
Shelby		2,178		1		1													
Stark	13,760		1			1	2	3	4	0	0	0	0	0	0	3	3	4	
Summit	16,707		1		2		8	8	5	0	0	0	0	0	1	10	10	9	
Trumbull	8,792		1			1	2	2	4	1	0	0	0	0	0	4	4	4	
Tuscarawas	4,421		1		1		4	2	5	0	0	0	0	0	2	7	9	6	
Union	2,764			1	1		1	2	2	0	0	0	0	0	0	2	5	0	
Van Wert		1,285		1		1													
Vinton		488		1		1													
Warren		7,125		1		1													
Washington	2,459		1			1	3	3	3	1	0	0	0	0	0	5	4	4	
Wayne		4,640		1		1													
Williams		1,638		1		1													
Wood	4,609		1			1	0	0	0	0	0	0	0	0	1	6	8	8	
Wyandot	1,214			1	1		0	0	0	0	0	0	0	0	0	0	0	0	
Totals	272,770 (With)	105,416 (Without)	48 (With)	55 (Without)	21 (With)	70 (Without)	141	153	124	52	6	0	0	0	45	209	272	228	

33 Counties have 43 public training sites. 17 Counties have 21 private training sites.  
Total of 39 out of 88 Counties have either a public or a private training site.

**272,770 out of 378,186 (72.1%) of registered motorcycles are in counties with public and/or private training locations.**

## Attachment K

### Certified Motorcycle Ohio Instructors

Name	Name	Name
William Abbott	Richard Candelaria	Mark Gainer
Timothy Abbott	Debra Canter	Paul Gains
Maria Abbott	Dakota Clark	Philip Gauer
Myalee Abbott	Pete Cline	Charles Geggie
Stephen Adams	Chris Coffmon	David George
Douglas Anderson	Richard Cole Jr.	James Gibson
Steven Andreano	Joseph Coleman	James Gierlach
Donald Andreano	Janet Colucci	Kay Gilletly
Daryl Apple	Michael Costello	Laura Giterman
Missy Armstrong	Frank Covucci	Darlene Glass
David Arthur	Allan Cowie	Lisa Glover
Janette Bair	Timothy Coyne	Larry Gnepper
Courtney Barefoot	Randall Craig	Michael Graham
Michael Barefoot	Kyle Crippen	Ernie Gresh
Chris Barnett	Walter Crosby	Ralph Griesinger
Vincent Bartlomain	Dale Crutchman	Catherine Gustafson
Robert Baughman	Martez Cuff	Bradley Habbe
Chester Baxter III	Lynn Cummins	Harry Hakenson Jr.
Dennis Beam	Jerry Cummins	Harold Hamilton
James Beard	Rik Davis	Steven Hammer
Donald Becker	James Dawson	William Hammonds II
Michele Benedict	Kennet Dejesus	Phillip Hatton
Timothy Berridge	Lewis Derr	Jacob Hawkins
Alisa Betz	Dominic Desantis	Kit Hedges
Craig Betz	Michael Desch	George Hellinger
Richard Beverley	Shawn Dockery	James Hellriegel
Michael Blankenship	Patrick Donahue	Brian Henderson
Patricia Blaskovic	Carl Dorsey	Anthony Henderson
Josee Boal	Bryan Dunlap	Christopher Henegar
Joseph Boal	Raymond Duval	Fermin Heras
Cecile Bodish	Vernon Ebert	Charles Hewitt
Mark Bookbinder	H.T. Edwards	Arthur Hill
Timothy Brandt	Charlene Ehlke	Daniel Hobson
Janine Brandt-Lehoty	Kari Engen	Gregory Hohloch
Robert Brookman	William English	Russ Holly
Jill Brown	Linda English	Jesse Hopkins
Kenneth Brown	Steve Fickenworth	Paul Howard
Jerold Bruce	Joshua Fisher	Kenneth Howell
Scott Burr	Gary Fisher	Charles Hoying
Greg Burton	Andrew Ford	Ken Hudnall
Jeffery Caldwell	Dennis Foxvog	Nikole Huffman
Donald Calvert	Michael Frohnafel	John Iacovacci

Name	Name	Name
Paul Jacques	Charles Murray	Timothy Stahlberg
Ray Jasko	Linda Nijakowski	LG Staker
Victoria Johnson	Matthew Noll	Roger Steinbrunner
Wyn Jones	Elaine Nutt	William Steinke
William Jones	John O'Dell	Scott Stenglein
James Judge	Randal Parmenter	Russell Stine
James Kestel	Sherry Patton	Chuck Stiteler
Adam Kidder	Terry Peirano	William Swartz
Michael Klem	Joseph Petrek III	Richard Swartz
Margaret Kline	Larry Pitschmann	Mark Szymanski
Jesse Koehler	Cory Polta	Duane Szymanski
Frank Koran	Patrick Popovich	James Taylor
John Kormanik	Chris Powell	Fay Taylor
Edith Kratz	Douglas Powell	Robert Thatcher
Charles Kunkel	Michael Reeder	Fredrick Thomas
Ronald Kuzmaul	Thomas Reid	L'nard Tufts
Matthew Kyle	Gerald Retkofsky	Darrell Uppole
Robert Lacrosse	Elaine Rhoads	Anna Valadez
John Lariccia	Sheri Richards	Kenneth Varady
Theresa Leighliter	Gerald Richards	Jay Viskocil
Daniel Lewis	Brian Rinehart	Thomas Vonahlefeld
John Lord	Annette Roahrig	Richard Wakefield
Gregory Lowry	Candyce Roos	Robert Wark
Alayne Lucas	Jeffry Roos	Cecil Warriner
Brian Malavich	James Rose	Steven Wasem
Michael Maleckar	Lori Rosenberger	Robert Weiskittel
Richard Manoukian	Jeffrey Russo	Christopher Wenzel
Robert Maple	Joseph Ruth Jr.	Christopher Wesolowski
Jose Martinez	Anthony Rybka	James Wiblin
Michelle Matheron	Susan Rzepka	Clement Willis
Arnie McBride	Michael Salminen	Bernard Willis II
Michael McCue	Douglas Sams	Michael Wilson
Eugene McCullough	Doug Schiefer	Daniel Woerner
Kevin McDaniel	Deborah Schultz	Gary Wolf
Brian McNeil	Teresa Schulz	Leslie Wolfe
Jeffery McNett	Kenneth Schulz	Gary Wollet
William Meister Jr.	Stephen Severance	Dawn Wooley
Michael Mekinda	Valerie Sharritts	Margaret Wraight
Terry Mitchell	Jane Shaw	Robert Zaugg Jr.
Joe Moore	Wendal Shaw	
Gilbert Moore	Leslie Smith	
J. Scott Mootz	Bradley Smith	
Dwight Morton	Todd Smith	
William A. Murar	Richard Smith	
William J. Murar	Gary Staats	

## 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

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 - 4501-53-07 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 L

### **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

A



**OHIO DEPARTMENT  
OF PUBLIC SAFETY**  
EDUCATION • DEBY CRIME PREVENTION

- Administration
- Bureau of Motor Vehicles
- Emergency Management Agency
- Emergency Medical Services
- Office of Criminal Justice Services
- Ohio Homeland Security
- Ohio Investigative Unit
- Ohio State Highway Patrol

John R. Kasich, Governor  
Thomas P. Charles, Director

190 West Broad Street  
P.O. Box 162751  
Columbus, OH 43216-2281  
614-438-3360  
[www.publicsafety.ohio.gov](http://www.publicsafety.ohio.gov)

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

**Misuse Statement**

To serve law-abiding citizens and encourage them to administer Ohio's motor vehicle laws and to ensure the safety and well-being of all motorists with the most cost-effective and service-oriented methods available.

An Equal Opportunity Employer

## Attachment N

### 2013 Motorcycle Crashes Ranked by County

Rank	County	Population	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
1	Franklin	1,163,414	13	217	90	320
2	Cuyahoga	1,280,122	4	220	72	296
3	Hamilton	802,374	7	173	56	236
4	Summit	541,781	5	135	45	185
5	Lucas	441,815	8	110	51	169
6	Stark	375,586	3	113	31	147
7	Montgomery	535,153	7	110	28	145
8	Lorain	301,356	0	69	26	95
9	Butler	368,130	2	66	22	90
10	Clermont	197,363	3	61	18	82
11	Lake	230,041	3	59	19	81
12	Mahoning	238,823	1	66	11	78
13	Trumbull	210,312	1	62	11	74
14	Warren	212,693	2	54	17	73
15	Licking	166,492	4	46	13	63
16	Greene	161,573	1	51	8	60
17	Portage	161,419	1	37	16	54
18	Clark	138,333	2	40	8	50
19	Richland	124,475	0	38	12	50
20	Allen	106,331	3	31	13	47
21	Medina	172,332	0	38	8	46
22	Erie	77,079	3	37	5	45
23	Fairfield	146,156	1	38	3	42
24	Muskingum	86,074	4	33	5	42
25	Wayne	114,520	2	35	5	42
26	Tuscarawas	92,582	2	28	9	39
27	Wood	125,488	5	21	13	39
28	Ashtabula	101,497	1	32	5	38
29	Geauga	93,389	3	25	8	36
30	Ross	78,064	1	30	5	36
31	Delaware	174,214	0	29	6	35
32	Columbiana	107,841	3	26	5	34
33	Marion	66,501	1	26	4	31
34	Sandusky	60,944	1	22	8	31
35	Belmont	70,400	0	21	9	30
36	Hancock	74,782	2	25	3	30
37	Preble	42,270	1	21	4	26
38	Scioto	79,499	1	23	1	25
39	Washington	61,778	1	17	7	25

Rank	County	Population	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
40	Holmes	42,366	1	20	3	24
41	Huron	59,626	0	15	9	24
42	Carroll	28,836	0	17	6	23
43	Lawrence	62,450	2	18	3	23
44	Pickaway	55,698	0	19	4	23
45	Darke	52,959	2	16	4	22
46	Jefferson	69,709	0	16	6	22
47	Logan	45,858	1	18	3	22
48	Union	52,300	1	20	1	22
49	Miami	102,506	1	14	6	21
50	Hocking	29,380	0	16	4	20
51	Knox	60,921	0	15	5	20
52	Brown	44,846	0	18	1	19
53	Madison	43,435	1	14	4	19
54	Auglaize	45,949	1	14	3	18
55	Athens	64,757	1	14	2	17
56	Clinton	42,040	0	13	4	17
57	Williams	37,642	0	13	4	17
58	Ashland	53,139	0	15	1	16
59	Defiance	39,037	1	14	1	16
60	Ottawa	41,428	0	11	5	16
61	Crawford	43,784	1	11	3	15
62	Gallia	30,934	1	10	4	15
63	Seneca	56,745	2	10	3	15
64	Coshocton	36,901	0	11	3	14
65	Fulton	42,698	2	12	0	14
66	Harrison	15,864	1	12	1	14
67	Henry	28,215	1	9	4	14
68	Shelby	49,423	0	9	5	14
69	Van Wert	28,744	2	12	0	14
70	Guernsey	40,087	1	9	2	12
71	Morgan	15,054	2	8	2	12
72	Perry	36,058	1	10	1	12
73	Jackson	33,225	0	9	1	10
74	Meigs	23,770	0	9	1	10
75	Champaign	40,097	0	7	2	9
76	Mercer	40,814	0	7	2	9
77	Morrow	34,827	1	7	1	9
78	Paulding	19,614	0	6	3	9
79	Pike	28,709	0	8	1	9
80	Adams	28,550	0	6	2	8

Rank	County	Population	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
81	Highland	43,589	1	5	2	8
82	Monroe	14,642	0	5	3	8
83	Fayette	29,030	0	6	1	7
84	Putnam	34,499	0	5	2	7
85	Noble	14,645	1	3	1	5
86	Vinton	13,435	0	4	0	4
87	Hardin	32,058	0	2	0	2
88	Wyandot	22,615	1	0	0	1
	OHIO	11,536,504	132	2,827	809	3,768



## Attachment O

### 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 FFY 2014. 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.

## Attachment P

### Strategic Communication Plan

Below is the 2015 Media Plan. FFY 2016'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 310) 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 with attachment I.

<b>City</b>	<b>County</b>
Cleveland	Cuyahoga
Columbus	Franklin
Cincinnati	Hamilton
Toledo	Lucas

Major metropolitan media markets cover the top 13 counties in attachment N.



**Ohio Department of Public Safety  
April 2015-March 2016 Media Plans**

<b>Campaign</b>	<b>Flight</b>	<b>Media Budget</b>
<b>Click it or Ticket (Pg. 2)</b>	May 11-25, 2015	\$500,000
<b>Motorcycle (Pg. 10)</b>	Spring April 13-June 21, 2015	\$250,000
	Fall August – October 2015	<u>\$80,000</u> \$330,000
<b>1<sup>st</sup> Half Sustained (Pg. 16)</b>	Summer Impaired June 22 – July 5, 2015	\$100,000
	Seat Belt April – June 30, 2015	\$140,000
	Alcohol April – June 30, 2015	\$ 75,000
	All Ohio MLB Event May 22-24, 2015	<u>\$ 85,000</u> \$400,000
<b>Fall Impaired (Pg. 22)</b>	August 19-Sept 7, 2015	\$300,000
<b>2<sup>nd</sup> Half Sustained (Pg. 27)</b>	Seat Belt July-December 30, 2015	\$18,500
	Alcohol July-December 30, 2015	\$131,500
	Motorcycle July-October 30, 2015	<u>\$15,000</u> \$165,000
<b>Holiday Impaired (Pg. 30)</b>	December 16–Jan. 2, 2016	\$100,000
<b>1<sup>st</sup> Quarter 2016 Sustained (Pg. 33)</b>	Super Bowl January 1-SuperBowl 2016	\$130,000
	St. Patrick’s Day March 10 – 17, 2016	\$ 75,000
<b>GRAND TOTAL</b>	<b>April 2015 – March 2016</b>	<b>\$2,000,000</b>



Ohio Department of Public Safety

Media Recommendation  
“Click It or Ticket” (CIOT)  
Seat Belt Mobilization Campaign  
*May 11 – 25, 2015*

**January 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 11-25, 2015*
- 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.

<b>Market</b>	<b>2015 TV Homes</b>	<b>% Ohio</b>
Cincinnati	876,290	20%
Cleveland-Akron-Canton	1,469,190	33%
Columbus	913,550	20%
<b>Major Markets</b>	<b>3,259,030</b>	<b>73%</b>
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%
<b>Ohio Total</b>	<b>4,482,590</b>	<b>100%</b>
<i>Wheeling/Steubenville Est. 50% in Ohio Counties</i>	<i>131,980</i>	

**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 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.
  - Spot TV is recommended at a paid level of 200 Total GRPS for the last 2 weeks of the mobilization period.

<b>TV Market</b>	<b>Budget Recommended</b>
Cincinnati	\$25,000
Cleveland	\$50,000
Columbus	\$25,000
<b>Spot TV Total</b>	<b>\$100,000</b>

- 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.

- 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.

<b>Television</b>	<b>Budget Recommended</b>
Sports Network Cable	\$29,000
Hispanic TV	\$6,000
Misc. TV Total	<b>\$35,000</b>

- 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.
  - 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.
  - 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.
  - 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.
  -

<b>Radio Market</b>	<b>Budget Recommended</b>
Cincinnati	\$10,500
Cleveland	\$16,500
Columbus	\$13,000
ONN Network	\$10,000
Pandora	\$12,000
Hispanic	\$3,000
Radio Total	<b>\$65,000</b>

- 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.
  - 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
  - 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.
  - 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.
  - 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.
  - 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.

	<b>Budget Recommended</b>
Reds & WLW	\$77,500.00
Indians	\$32,000.00
Mudhens	\$ 4,500.00
Clippers	\$13,000.00
Crew	\$ 8,000.00
<b>Sports Marketing Total</b>	<b>\$135,000</b>

- 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:
  - 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.
  - 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.



- 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.
- 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.
- Facebook targeted boosts/promoted posts throughout Ohio.
- 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.
  - 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.
    - 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.
    - We also recommend advertising on 299,000 payroll paychecks in Ohio that are distributed to hourly employees 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.
    - 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 2014, 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 2015.
    - 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.

	<b>Budget Recommended</b>
Movies	\$41,000
Payday Perx	\$21,000
GSTV	\$12,000
Contingency	\$6,000
<b>Total</b>	<b>\$80,000.00</b>

**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
<b>GRAND TOTAL</b>	<b>\$500,000.00</b>

\*Includes Agency Fee

Client Approval: \_\_\_\_\_

Date: \_\_\_\_\_



Ohio Department of Public Safety

Media Recommendation  
Spring & Fall Motorcycle Safety Campaigns  
*April - October 2015*

January 29, 2015

The following recommends a media investment strategy to support an advertising program on behalf of the Ohio Public Safety's motorcycle campaign.

The general objective of the advertising program is to remind motorists to "share the road" with motorcyclists throughout the motorcycle riding season in Ohio.

### **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 4<sup>th</sup> and Labor Day holidays.
  - The total budget will not exceed \$250,000 to "introduce" the campaign in the spring/early summer.
  - An additional "sustaining" budget of \$80,000 will be allocated by Ohio Public Safety to support this campaign in the fall.
- 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 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.
- 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 networks are recommended to provide the demographic and geographic 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.
  - 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” 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

Cable Television	Spring 2015	Fall 2015	Total
FOXSPORTSOHIO	\$50,000	\$33,000	\$88,000
STO	\$24,500		\$24,500
<b>Total</b>	<b>\$74,500</b>	<b>\$33,000</b>	<b>\$112,500</b>

- 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.
  - 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 2015	Fall 2015	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

<b>Total</b>	<b>\$45,000.00</b>	<b>\$10,000</b>	<b>\$55,000.00</b>
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- 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.
  - We recommend a 3 month campaign (begins mid-April) of 30 sheet posters for the introductory phase of this plan.
  - For the “sustaining” campaign, we recommend that the billboards in each county be reduced at least 50% from the introductory period and continued from August through October (3 months).
  - The outdoor 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.** The agency has allocated a budget of \$57,500 for spring and \$34,500 for the fall sustaining period.
  - Truck Tail backs is recommended on trucks travelling targeted and major interstates in Ohio. The maximum investment recommended is \$20,000. Within this budget, we expect at least 15 trucks for 2 months paid (April/May) and matching no charge 2 months (June/July).

Out of Home	Spring 2015	Fall 2015	Total
Billboards	\$57,500.00	\$34,500.00	\$92,000.00
Trucks	\$ 20,000.00	0	\$ 20,000.00
<b>Total</b>	<b>\$77,500.00</b>	<b>\$34,500.00</b>	<b>\$112,000.00</b>

- 
- 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 2014, a mixture of behavioral (motorcycle owners), You Tube and Facebook throughout Ohio for \$50,000 budget yielded 4 million impressions.
  - 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.
  - *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 2015	Fall 2015	Total
Digital	\$50,000.00	0	\$50,000.00
Magazine	\$ 3,000.00	\$2,500.00	\$ 5,500.00
<b>Total</b>	<b>\$53,000.00</b>	<b>\$2,500.00</b>	<b>\$55,500.00</b>

**Summary**

Following is a budget summary for the paid media schedule recommended for the Spring and Fall Motorcycle campaigns

**Budget: \$330,000**

Media	Spring 2015	Fall 2015	TOTAL Motorcycle 2015
Cable Television	\$74,500	\$33,000	\$112,500
Radio	\$45,000	\$10,000	\$55,000
Digital	\$50,000	0	\$50,000
Out of Home	\$77,500	\$34,500	\$112,000
Magazine	\$3,000	\$2,500	\$ 5,500
<b>GRAND TOTAL</b>	<b>\$250,00.00</b>	<b>\$80,000.00</b>	<b>\$330,000.00</b>

\*Includes Agency Fee

Client Approval: \_\_\_\_\_

Date: \_\_\_\_\_



Ohio Department of Public Safety

Media Recommendation  
1<sup>st</sup> Half 2015 “Sustained” Media  
*April – June 2015*

Submitted:  
January 29, 2015



A budget for “sustaining” media in the 1<sup>st</sup> half 2015 will include the Summer Impaired Driving Campaign and All Ohio MLB promotion on Memorial Day Weekend, as well as, other seat belt and alcohol impaired driving opportunities.

### **ALL OHIO MLB PROMOTION**

The Cincinnati Reds play the Cleveland Indians on May 22-24, 2015. This “All Ohio” matchup is a major sporting event in Ohio and falls during the Click it or Ticket safety campaign. The promotional details are in progress at this point, but it is our intention to make a big impact at this event in Cleveland through a fully integrated promotion between the two teams. We have approximately \$85,000 reserved to consider a collaborative proposal that could incorporate the major assets available by each team and the resources available by the client. The final recommendation will be presented to the client within the next 30 days.

### **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 4<sup>th</sup> 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, 2015*
  - *Paid advertising through June 30<sup>th</sup> – end of client fiscal year.*
  - *No charge PSAs to carry campaign through July 6<sup>th</sup> end date.*
- 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.
  - 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.
  - 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
<b>TOTAL</b>	<b>\$45,000</b>

- 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.
  - 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
<b>GRAND TOTAL</b>	<b>\$100,000.00</b>

\*Budget investment includes agency fee.

## **NON TRADITIONAL**

The agency also recommends several “NON TRADITIONAL” local advertising opportunities for Ohio Public Safety for the remainder of this budget to supplement the national advertising campaigns. The media recommended has been proven in the past and rates are expected to remain consistent with last year.

### **SEAT BELT MESSAGING**

- **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 seat belt safety message during the school year. In 2015, we are adding Dayton high schools and expect bonus delivery in high schools in Lima and Zanesville.
- **MOORE BUS SHELTERS - \$34,000**
  - The agency recommends continuation of the 50 rural bus shelter locations statewide. The current creative is “Buckle up in your truck”. 25 of the signs were “refreshed” last year.
- **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 will yield approximately 30 gas stations, 250 screens and an adjacency to ESPN sports programming. These funds would extend the reach to drivers of the CIOT campaign in the month of May/June.
- **CINCINNATI REDS \$11,000**
  - 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.

### **IMPAIRED DRIVING MESSAGES (Alcohol Target Men 21-34)**

- **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 4<sup>th</sup> month. Many of the ice boxes remain wrapped longer than 4 months, but that cannot be guaranteed.
- **BUS/TRANSIT ADVERTISING \$50,000**
  - The agency recommends Bus Transit advertising in Cleveland in 2015. (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 over three months 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.

- **TRUCK ADVERTISING \$15,000**

- Truck Tail backs is recommended on trucks travelling targeted and major interstates in Ohio. The agency suggests extending the Motorcycle message initiated in the Spring Motorcycle safety campaign or a Drive Sober message. The maximum investment recommended is \$15,000. Within this budget, we expect at least 10 trucks.

<b>1<sup>ST</sup> HALF SUSTAINED MEDIA</b>		<b>BUDGET*</b>
All Ohio MLB Promotion	Seat Belt	\$85,000.00
Summer Impaired Driving Campaign	Alcohol	\$100,000.00
Huddle Tickets	Seat Belt	\$80,000.00
Moore Bus Shelters	Seat Belt	\$34,000.00
Gas Station Advertising	Seat Belt	\$15,000.00
Cincinnati Reds Car Seat	Seat Belt	\$11,000.00
Ice Box Wraps	Alcohol	\$35,000.00
Trucks	Alcohol/Motorcycle	\$15,000.00
Transit Advertising	Alcohol	\$50,000.00
<b>GRAND TOTAL</b>		<b>\$400,000</b>

\*Budget investment includes agency fee

Client Approved: \_\_\_\_\_ Date: \_\_\_\_\_



Ohio Public Safety

Media Recommendation  
Fall Impaired Driving Campaign  
*August 19 – September 7, 2015*

Submitted:  
January 29, 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 2015 national mobilization period.

## Givens

The following parameters have been agreed to:

- The total budget will not exceed \$300,000
- The advertising should provide broadcast coverage statewide
- Flight weeks are *August 19 through September 7, 2015*
- 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 100 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.
  - 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.
  - 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	\$5,000.00
Cleveland	\$8,000.00
Columbus	\$6,500.00
ONN Network	\$8,500.00
Pandora	\$2,000.00
Hispanic	\$3,000.00
<b>TOTAL</b>	<b>\$33,000.00</b>

- It is understood that television plays a major role in the NHTSA campaign during this period. Therefore, we do not recommend a spot television buy. However, we do recommend statewide sports cable buys:
  - There are two statewide TV sports networks that will broadcast the MLB. We recommend an investment of \$15,000 on FOXSPORTSOHIO (home of the Reds); and \$10,000 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.

- 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 4<sup>th</sup> 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 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.
- 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.
- 

Cleveland Browns	\$62,000
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Cincinnati Bengals	\$61,000
OSU Football	\$58,000
<b>TOTAL</b>	<b>\$181,000.00</b>

- 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.
  - Creative recommended include a mixture of 300x50; 216x36; 168x28; 120x20; 728x90; 320x50; 924x50; 512x128; 512x512 and :15 video as available by the state..
- Non-traditional advertising recommendations include the statement stuffers and Kiosk advertising in high traffic downtown Cleveland areas.
  - 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.
  - 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.

• **Media Budget**

<b>MEDIA</b>	<b>BUDGET*</b>
RADIO (:30)	\$33,000.00
CABLE TV	\$25,000.00
SPORTS MARKETING	\$181,000.00
DIGITAL	\$35,000.00



NON-TRADITIONAL	\$26,000.00
GRAND TOTAL	<b>\$300,000.00</b>

\*All costs include agency fee.

Client Approved: \_\_\_\_\_ Date: \_\_\_\_\_



Ohio Department of Public Safety

Media Recommendation  
2nd Half 2015 “Sustained” Media  
*July - December 2015*

Submitted  
January 29, 2015

A budget of \$165,000 for “sustaining” media in the 2nd half 2015 will allow for ongoing awareness of seat belt and impaired driving initiatives.

The following media recommendations include continuation of the baseball and soccer sports marketing partnerships into the 2<sup>nd</sup> half of the year; and the extension of transit and truck ads into the Fall.

### **SPORTS MARKETING PARTNERSHIPS - \$116,500**

- Sports marketing partnerships with the Cincinnati Reds, Cleveland Indians, Columbus Clippers and Columbus Crew are recommended to maintain awareness through the 2015 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 messages can be changed to focus on alcohol during the Fall Impaired campaign prior to Labor Day. Distracted driving or seat belt messages could also be integrated into the schedules as desired. 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 2<sup>nd</sup> 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.
  - 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 for July through the end of the season.
  - 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 for July through end of the season.
  - The Columbus Crew (MLS) includes four :30 (or two :60) spots in each of their Spanish radio game broadcasts, as well as signage at the stadium gates and traffic exits. Total \$7,700.
- **BUS/TRANSIT ADVERTISING \$15,000**
  - The agency recommends Bus Transit advertising in Cleveland in 2015. (Neither Cincinnati or Columbus will accept our 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 20 Busses over two months. 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.

- **TRUCK ADVERTISING \$15,000**

- Truck Tail backs is recommended on trucks travelling targeted and major interstates in Ohio. The agency suggests a Motorcycle message. However, it is also very appropriate as a Drive Sober campaign extension into the Fall. The maximum investment recommended is \$15,000. Within this budget, we expect at least 10 trucks for 2 months paid (August/September) and matching no charge 2 months (October/November).

Following is a budget summary for sustaining media coverage in the 2<sup>nd</sup> half of 2015. Included is a small “contingency” fund for not only production or traffic costs, but also costs that may need to be addressed for teams that may advance to playoffs.

<b>2<sup>ND</sup> HALF SUSTAINED MEDIA</b>		<b>BUDGET*</b>
Sports Marketing Partnerships	Seat Belt/Alcohol	\$116,500.00
WLW Brennamen Sponsorship	Seat Belt	\$18,500.00
Transit	Alcohol	\$15,000.00
Truck	Motorcycle	\$15,000.00
<b>TOTAL</b>		<b>\$165,000.00</b>

\*Budget investment includes agency fee

Client Approved: \_\_\_\_\_ Date: \_\_\_\_\_



Ohio Department of Public Safety

Holiday Impaired Driving Plan

*December 16, 2015 – January 2, 2016*

Submitted:  
January 29, 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 \$100,000
- 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.
- Regional sports 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. The Cleveland Cavaliers programming will be the primary focus at this time of year, supported by other sports programming (i.e. college football, basketball, Blue Jackets) that FOXSPORTSOHIO carries from Mid-December through January 1. Hispanic :30 radio and television buys are also recommended to support the national effort directed to this market.
  - FOXSPORTSOHIO \$17,500
  - Hispanic TV \$3,000 (Cleveland/Columbus)

- 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.
  - Creative recommended include a mixture of 300x50; 216x36; 168x28; 120x20; 728x90; 320x50; 924x50; 512x128; 512x512 and :15 video as available by the state.
- 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.

- **Media Budget \$100,000**

<b>MEDIA</b>	<b>BUDGET</b>
<b>RADIO (:30)</b>	\$34,000.00
<b>TELEVISION (:30)</b>	\$20,500.00
<b>DIGITAL</b>	\$40,000.00
<b>OUTDOOR</b>	\$5,500.00
<b>GRAND TOTAL</b>	<b>\$100,000.00</b>

\*Budget includes agency fee.

Client Approved: \_\_\_\_\_ Date: \_\_\_\_\_



Ohio Department of Public Safety

Media Recommendation  
1<sup>st</sup> Quarter 2015 Sustained  
Super Bowl  
Saint Patrick's Day

*January-March 2016*

**January 29, 2015**



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 17<sup>th</sup> St. Patrick’s Day celebrations.

**Givens**

The following parameters have been agreed to:

- The total budget will not exceed \$205,000
- 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,

**Media Strategy/Tactics**

**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.

<b>TV Market</b>	<b>Budget Recommended</b>
Cincinnati	\$ 50,000
Cleveland	\$ 50,000

Columbus	\$ 30,000
Spot TV Total	<b>\$130,000</b>

## 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	<b>\$15,000</b>

- 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.
  - 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.
  - 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.
  - 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.

<b>Radio</b>	<b>Budget Recommended</b>
Cincinnati	\$4,500
Cleveland	\$8,000
Columbus	\$5,000
ONN Network	\$5,500
Pandora	\$4,000
<b>Radio Total</b>	<b>\$27,000</b>

- 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.

**1<sup>st</sup> Quarter Sustaining Media Budget: \$205,000**

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
<b>GRAND TOTAL</b>	<b>\$130,000</b>	<b>\$75,000</b>

\*Includes Agency Fee

Client Approval: \_\_\_\_\_ Date: \_\_\_\_\_

## Appendix E – Local Benefit

Project Number	Project Title	Funding	Source	Local Benefit	Percent
SA-2016-00-00-00	Safe Communities	\$2,400,000	402 SA	\$2,400,000	100
RS-2016-00-00-00	Roadway Safety Training	\$158,000	402 RS	\$158,000	100
PT-2016-00-00-00	CIOT Mobilization	\$300,000	402 PT	\$0	0
PT-2016-00-00-00	Selective Traffic Enforcement Program	\$1,800,000	402 PT	\$1,800,000	100
PT-2016-00-00-00	Statewide STEP and Training	\$675,000	402 PT	\$0	0
PT-2016-00-00-00	Officer Training	\$80,000	402 PT	\$80,000	100
MC-2016-00-00-00	Motorcyclist Safety	\$50,000	402 MC	\$50,000	100
PM-2016-00-00-00	Motorcycle Safety Paid Media	\$400,000	402 PM	\$0	0
TSP-2016-00-00-00	Statewide Youth Program	\$120,000	402 TSP	\$0	0
PM-2016-00-00-00	Distracted Driving Paid Media	\$100,000	402 PM	\$0	0
DD-2016-00-00-00	Distracted Driving Materials	\$250,000	402 DD	\$250,000	100
PA-2016-00-00-00	Traffic Safety Program Management	\$900,000	402 PA	\$0	0
CP-2016-00-00-00	Traffic Safety Program Management	\$315,000	402 CP	\$0	0
PA-2016-00-00-00	Web-Based Grants Management	\$109,500	402 PA	\$0	0
CP-2016-00-00-00	TSRP	\$225,000	402 CP	\$0	0
PT-2016-00-00-00	LEL	\$360,000	402 PT	\$0	0
PA-2016-00-00-00	LEL	\$90,000	402 PA	\$0	0
CP-2016-00-00-00	University Evaluation	\$240,000	402 CP	\$0	0
<b>Total 402 Funding</b>		<b>\$8,572,500</b>		<b>\$4,738,000</b>	<b>55%</b>
164AL-2016-00-00-00	OVI Task Force	\$2,500,000	164 AL	\$2,500,000	100
164AL-2016-00-00-00	Metro Checkpoint Grant	\$225,000	164 AL	\$225,000	100
<b>Total 164 AL Funding</b>		<b>\$2,725,000</b>		<b>\$2,725,000</b>	<b>100%</b>
K8PM-2016-00-00-00	DSOGPO Paid Media	\$400,000	410 PM	\$0	0
K8PM-2016-00-00-00	Holiday Paid Media	\$150,000	410 PM	\$0	0
K8PM-2016-00-00-00	Sustained Paid Media	\$600,000	410 PM	\$0	0
<b>Total 410</b>		<b>\$1,150,000</b>		<b>\$0</b>	<b>0%</b>
M6OT-2016-00-00-00	Impaired Driving Materials	\$250,000	405d	\$250,000	100
M6OT-2016-00-00-00	DSOGPO Mobilization	\$100,000	405d	\$0	0
M6OT-2016-00-00-00	Impaired Driving Enforcement Program	\$2,500,000	405d	\$2,500,000	100
M6OT-2016-00-00-00	Statewide Impaired Driving Enforcement	\$1,200,000	405d	\$0	0
M6OT-2016-00-00-00	Officer Training	\$40,000	405d	\$40,000	100
M6OT-2016-00-00-00	Trace Back Program	\$81,000	405d	\$0	0
M6OT-2016-00-00-00	DRE Program	\$400,000	405d	\$0	0
M6OT-2016-00-00-00	OVI Toxicology Program	\$137,000	405d	\$0	0
M6OT-2016-00-00-00	Mothers Against Drunk Driving	\$29,000	405d	\$0	0
<b>Total 405d</b>		<b>\$4,737,000</b>		<b>\$2,790,000</b>	<b>59%</b>
M2X-2016-00-00-00	Seat Belt Materials	\$250,000	405b	\$250,000	100
M2X-2016-00-00-00	CIOT Paid Media	\$600,000	405b	\$0	0
M2X-2016-00-00-00	Sustained CIOT Paid Media	\$250,000	405b	\$0	0
M2X-2016-00-00-00	State Seat Belt Tac Squads	\$350,000	405b	\$0	0
M2X-2016-00-00-00	OPC Program	\$428,000	405b	\$398,809	93
M2X-2016-00-00-00	Observational Seat Belt Survey	\$240,000	405b	\$0	0
<b>Total 405b</b>		<b>\$2,118,000</b>		<b>\$648,809</b>	<b>31%</b>
K6-2016-00-00-00	Motorcycle Awareness	\$60,000	2010	\$60,000	100
<b>Total 2010</b>		<b>\$60,000</b>		<b>\$60,000</b>	<b>100%</b>
M9MA-2015-00-00-00	Motorcycle Awareness	\$160,000	405f	\$160,000	100
<b>Total 405f</b>		<b>\$160,000</b>		<b>\$160,000</b>	<b>100%</b>

K9-2016-00-00-00	Crash Mapping	\$295,000	408	\$0	0
<b>Total 408</b>		<b>\$295,000</b>		<b>\$0</b>	<b>0%</b>
M3DA-2016-00-00-00	TRCC Projects	\$4,566,200	405c	\$0	0
<b>Total 405c</b>		<b>\$4,566,200</b>		<b>\$0</b>	<b>0</b>
<b>Total Programs</b>		<b>\$24,383,700</b>		<b>\$11,121,809</b>	<b>46%</b>

## Appendix F – Evidence-Based Traffic Safety Enforcement Plan

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### **Analysis of crash data in areas of highest risk:**

For FFY 2016, 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 2009, 2010, 2011, 2012 and 2013 and the Ohio Department of Public Safety (ODPS) Ohio Crash Facts calendar years 2009, 2010, 2011, 2012, 2013 and 2014 preliminary crash data.

### **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 2012, 2013 and 2014. New programs had to have a minimum of a 3 year average of 2 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 FFY 2016.
  - Programs with a 3-year fatal crash average between 2.00 and 9.47 may conduct strategies focusing on a maximum of three specific traffic safety areas.
  - Programs with a 3-year fatal crash average between 9.48 and 18.95 may conduct strategies focusing on a maximum of four specific traffic safety areas.
  - Programs with a 3-year fatal crash average of 18.96 and higher may conduct strategies focusing on a maximum of five specific traffic safety areas.
  - 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 FFY 2016 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 2012, 2013 and 2014 (total of eighteen or more alcohol-related fatal crashes during these three years).
  - When an existing OVI Task Force no longer meets the above requirements, they will be eligible for one more year at the existing funding level. The

following year will be at 75 percent of that funding level and the following year at 50 percent.

- Each task force must:
  - Enlist a diverse task force membership
  - Conduct, at a minimum, 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)

#### Metro Checkpoint Grant

- Over 68 percent of alcohol related fatal and over 66 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)

#### Impaired Driving Enforcement Program (IDEP)

- 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 2012, 2013 and 2014.
- 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.

#### Selective Traffic Enforcement Program (STEP)

- Grants are awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2012, 2013 and 2014.

- 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.

### General Grants

- 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.

### National Mobilizations

Ohio will continue to implement and expand the national impaired driving mobilization efforts in FFY 2016. 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.

### Paid Media

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

- Inform the public of the dangers of impaired driving
- 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.

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.

# 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 Evaluation 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 21 <sup>st</sup> 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



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

Region 5  
Illinois, Indiana, Michigan,  
Minnesota, Ohio, Wisconsin

4749 Lincoln Mall Drive, Suite 300B  
Matteson, IL 60443-3800

Phone: 708-503-8822  
Fax: 708-503-8991

August 28, 2015

The Honorable John Kasich  
Governor State of Ohio  
Rifle Center, 30<sup>th</sup> Floor  
77 South High Street  
Columbus, OH 43215-6117

Dear Governor Kasich:

We have reviewed Ohio's fiscal year 2016 Highway Safety Plan (HSP), as received on June 30, 2015. Based on this submission and subsequent revisions, we find Ohio's HSP to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

Specific details relating to the plan will be provided to your State Representative for Highway Safety, Department of Public Safety Director, John Born.

We look forward to working closely with the Ohio Traffic Safety Office and its partners to meet our mutual goals of reduced fatalities, injuries, and crashes on Ohio roads.

If you would like any additional information on Ohio's HSP review, please feel free to contact me at [darin.jones@dot.gov](mailto:darin.jones@dot.gov) or (708) 503-8891, extension 15.

Sincerely,

Darin G. Jones  
Regional Administrator

cc: John Born, Director, ODPS  
Staff Lt. Steve Rine, Commander, OTSO  
Laura Leffler, Division Administrator, OH FHWA  
Mary D. Gunnels, Associate Administrator, NHTSA ROPD





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Fax: 708-503-8991

August 28, 2015

John Born, Director  
Governor Representative  
Ohio Department of Public Safety  
1970 West Board Street  
PO Box 182081  
Columbus, OH 43223

Dear Director Born:

We have reviewed Ohio's Fiscal Year 2016 Highway Safety Plan (HSP), as received on June 30, 2015. Based on this submission and subsequent revisions, we find Ohio's HSP to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

*This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.*

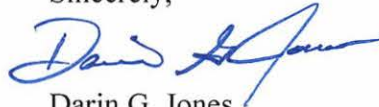
In our review of the documents submitted, we did not identify any proposed purchase of specific equipment with an acquisition cost of \$5,000 or more; therefore, no approval is provided in this letter for purchase of such equipment with Federal Funds. Approvals for any such equipment may be obtained during the federal fiscal year by submitting a letter of request to the NHTSA Regional Administrator prior to purchasing.

We congratulate Ohio on your dedication in advancing our shared safety mission, and the efforts by you and your team at the Ohio Traffic Safety Office (OTSO) in developing Ohio's FY 2016 highway safety program are appreciated. As the stewards of public (federal or state) safety dollars, our work is not only critical, but it is lifesaving. We must remain diligent in the planning, delivery, and management of our safety program resources, and communicate to all the importance of ensuring public funds are used prudently and deliberately for the purpose of advancing highway traffic safety.



We welcome Ohio's continued efforts to reduce traffic deaths, injuries, and economic costs, and we look forward to working with the OTSO and its partners on the successful implementation of the FY 2016 plan. If we can be of assistance to you in achieving your traffic safety goals, please do not hesitate to contact us.

Sincerely,

A handwritten signature in blue ink, appearing to read "Darin G. Jones".

Darin G. Jones

Regional Administrator

cc: Staff Lt. Steve Rine, Commander, OTSO  
Laura Leffler, Division Administrator, OH FHWA  
Mary D. Gunnels, Associate Administrator, NHTSA ROPD